

Program Advisory Council Meeting

Q2 2022



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Agenda











Safety / Introductions	10 Minutes
PG&E Net Zero Goals	15 Minutes
Schools and Parks Programs Updates	10 Minutes
EV Fast Charge Program Updates	10 Minutes
EV Fleet Program Update	10 Minutes
EVC 2 Update	10 Minutes
Questions	15 Minutes

Extreme heat can vary depending on your **location**.

Heat illness results when the body is **unable to cool** itself down fast enough via sweating and the body's temperature rises too fast.

Damage can result to the brain and other **vital organs**.

Elderly people, children, outdoor work environments, people with disabilities.

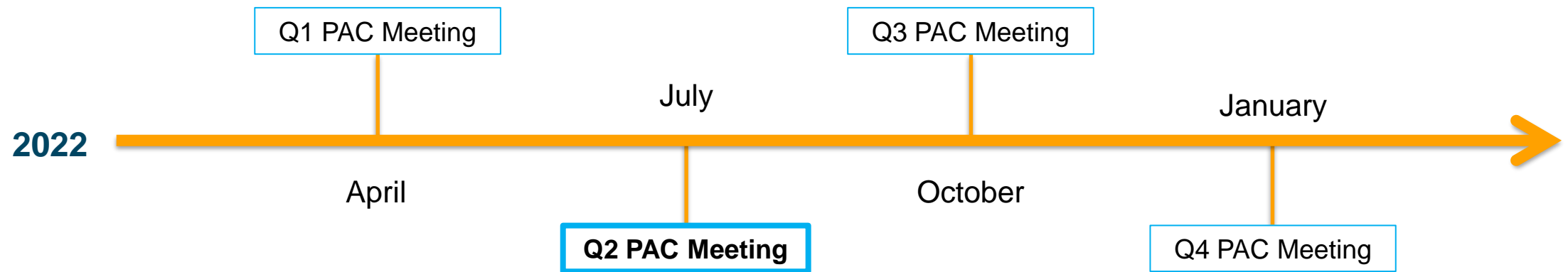
HEAT EXHAUSTION	OR	HEAT STROKE
Faint or dizzy 		Throbbing headache 
Excessive sweating 		No sweating
 Cool, pale, clammy skin		Body temperature above 103°  Red, hot, dry skin
Nausea or vomiting		Nausea or vomiting
Rapid, weak pulse 		Rapid, strong pulse 
Muscle cramps 		May lose consciousness 
<ul style="list-style-type: none"> • Get to a cooler, air conditioned place • Drink water if fully conscious • Take a cool shower or use cold compresses 		<h2>CALL 9-1-1</h2> <ul style="list-style-type: none"> • Take immediate action to cool the person until help arrives



Clean Transportation Program Advisory Council

Overview

- PG&E has expanded our efforts on transportation electrification, with a number of filings, pilots and programs in progress
- CPUC has directed PG&E to consult a Program Advisory Council in the development of key TE pilots and programs to gain feedback from industry stakeholders
- This platform will serve to gather insight and feedback on PG&E's proposals and ongoing programs



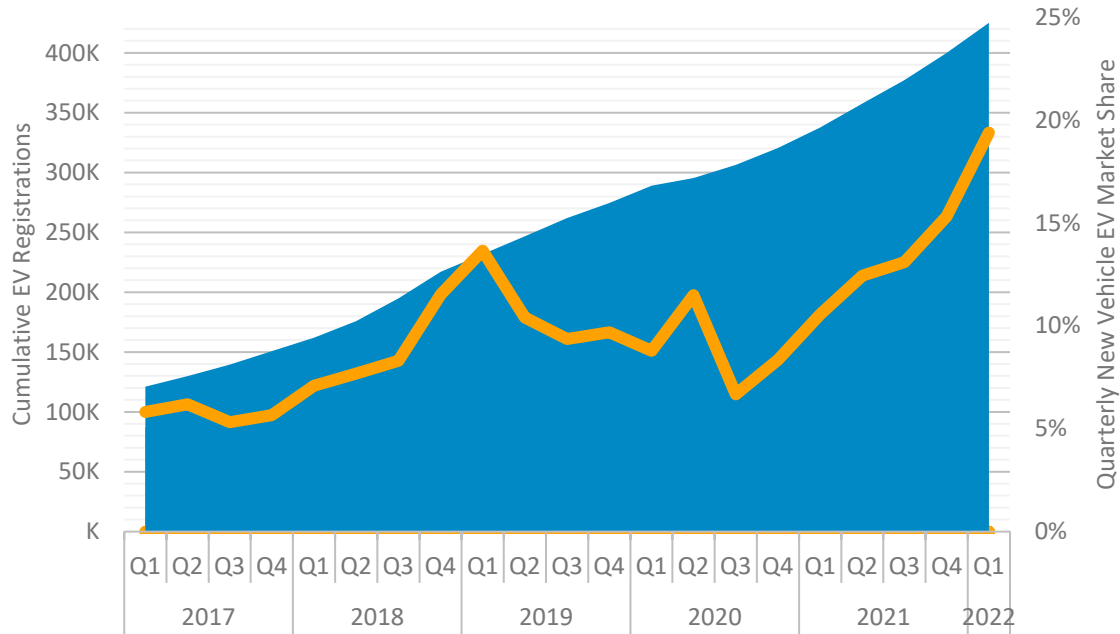


EV Market Update

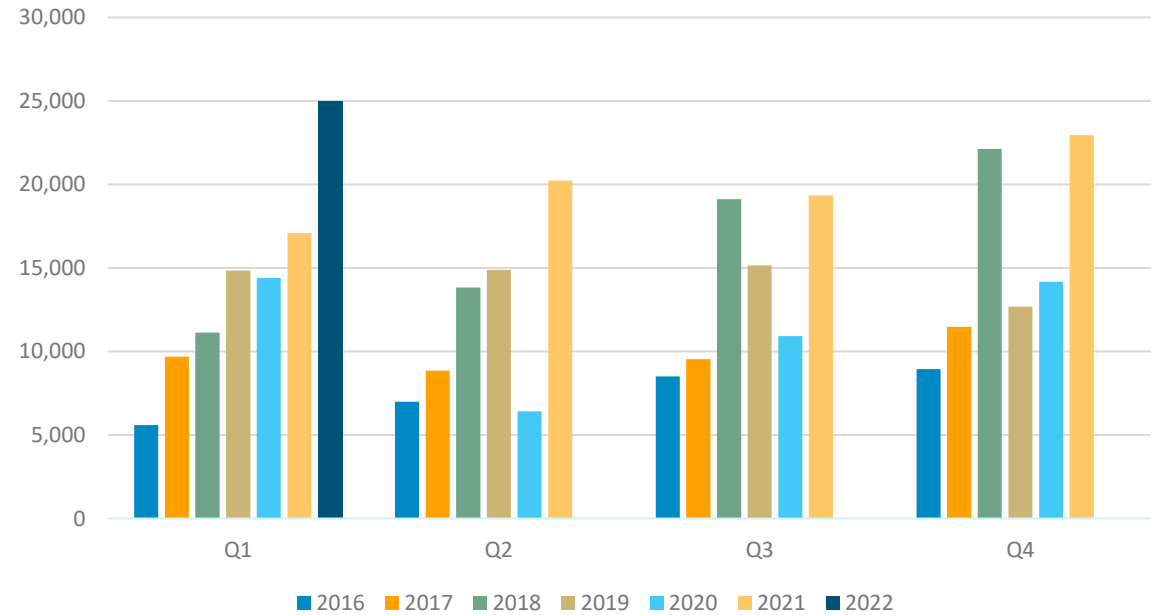
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EVs registered in PG&E service territory, through May of 2022

Cumulative New EV Registrations PG&E Service Territory



New EV Registrations by Quarter



PG&E Net Zero Goals



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Committed to Climate Action in California

PG&E has set public-facing, longer-term climate goals with an emphasis on decarbonization, “beyond net zero” energy, and the triple bottom line.



Need for climate action: From extreme weather to rising tides, California—like the rest of the planet—is experiencing the significant and increasing effects of a changing climate.



Clean energy future for all: We’re committed to bringing about a clean energy future in partnership with our customers and others.



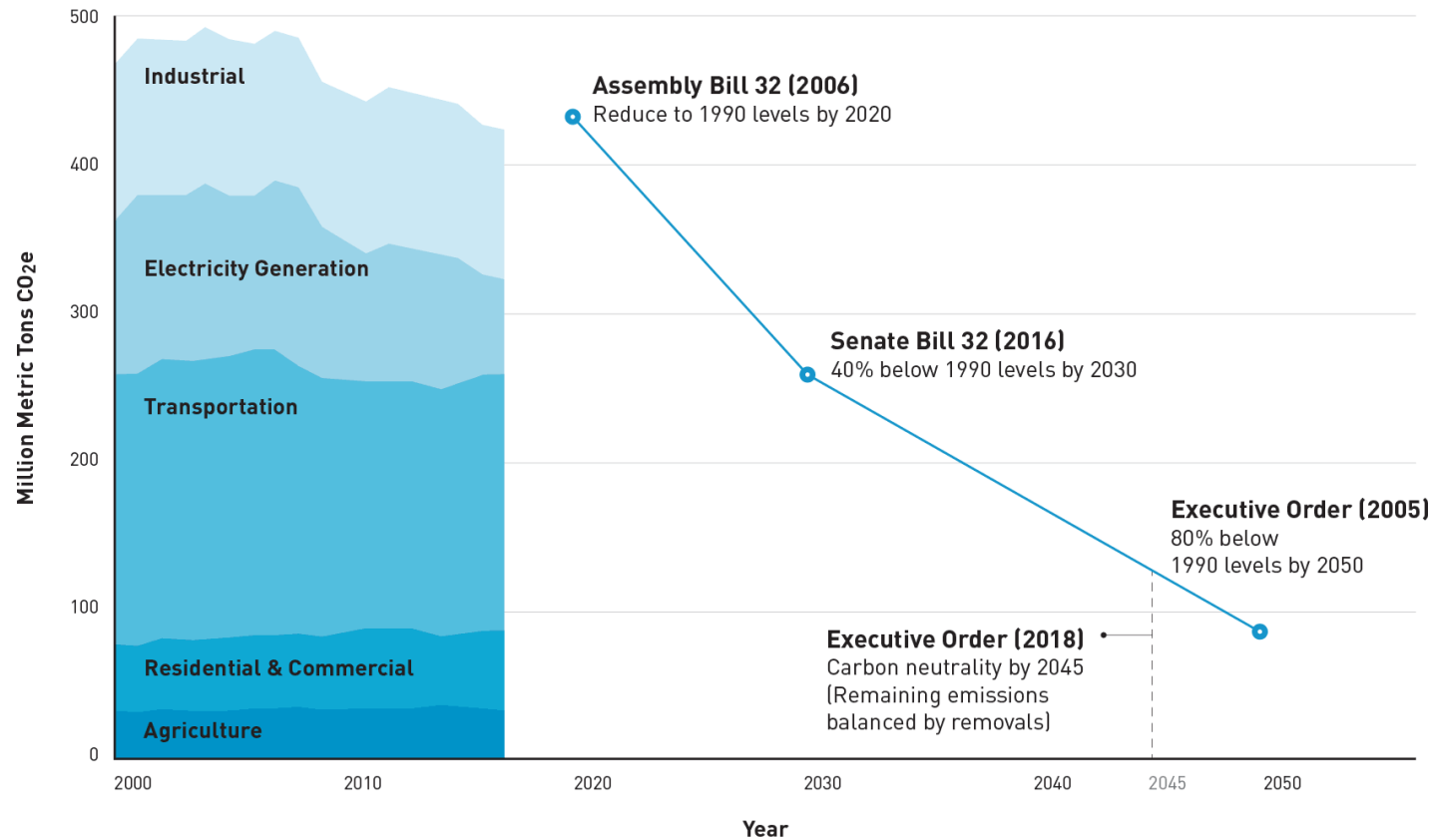
Triple bottom line: We approach this work through the framework of serving People, the Planet, and California’s Prosperity.





California's 2045 Carbon Neutrality Goal

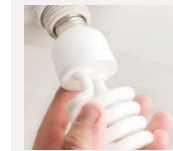
Executive Order B-55-18 established a statewide goal to achieve economy-wide carbon neutrality by 2045 and to maintain net negative emissions thereafter.



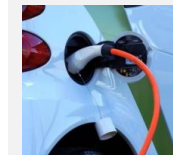
California Is Targeting:



60%
renewables by
2030



2X
energy efficiency
in existing buildings
by 2030



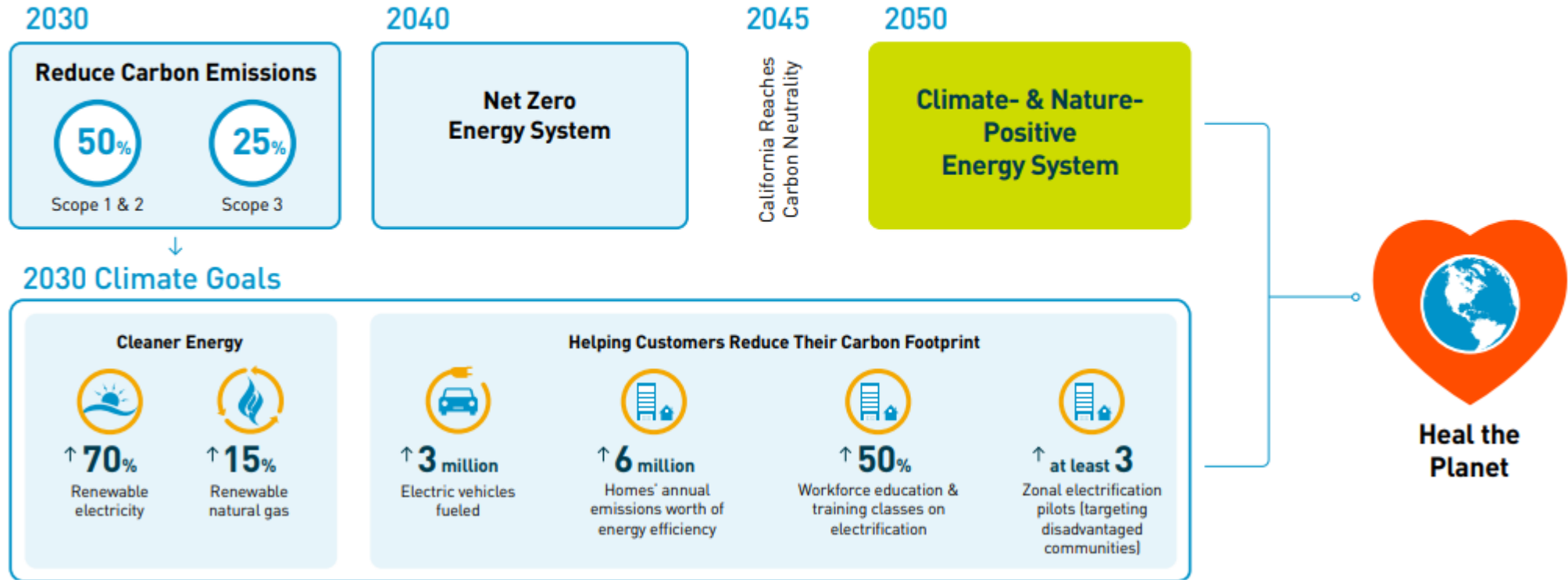
5 million
zero emission
vehicles on the road
by 2030



PG&E's Climate Goals

Our Commitment: Helping to Heal the Planet

Leading an equitable and viable transition that leaves no one behind



Notes:

Scope 1: *Direct* emissions from PG&E's operations.





Scope 2: *Indirect* emissions from facility electricity use and electric line losses.

Scope 3: Emissions resulting from *value chain activities* not owned or controlled by PG&E but that can be indirectly impacted by PG&E actions.

"Scope 4": An emerging term for categorizing emission reductions enabled by a company. PG&E can make a significant contribution by enabling these emission reductions in our service area.



PG&E's 2030 Climate Goals

Scope 1 and 2	Reduce emissions by 50% from 2015 levels	
Scope 3	Reduce emissions by 25% from 2015 levels	
"Scope 4"	Various goals to enable customer emission reductions	
Continue to Green the Power Sector towards Delivering Decarbonized Electricity 24 x 7 x 365		<ul style="list-style-type: none"> • Deliver 70% Renewables Portfolio Standard (RPS) clean electricity. • Facilitate the use of Diablo Canyon Power Plant transmission infrastructure to support new carbon-free generation. • Manage energy demand as a reliable, cost-effective alternative to traditional power generation solutions.
Accelerate Electrification of the Transportation Sector		<p>Be the global model in the industry by fueling at least 3 million EVs in our service area—leading to a cumulative reduction of 58 MMT of carbon emissions:</p> <ul style="list-style-type: none"> • Proactively prepare the grid for 12,000 GWh of EV-related electric load and enable rapid, safe EV energization and interconnection. • Enable 2 million EVs to participate in vehicle-grid integration applications, allowing EVs to be a cornerstone of reliability and resilience. • Repurpose at least 500 MWh of second-life batteries for grid-connected energy storage.
Enable Building Electrification in an Orderly Transition and Shape the Future Natural Gas Delivery System		<p>Achieve 48 MMT of lifecycle carbon emission reductions through comprehensive energy efficiency and decarbonization strategies, with an increasing focus on building electrification:</p> <ul style="list-style-type: none"> • Align customer building electrification programs with the timing, scope, and goals of PG&E's targeted gas system transition. • Aim for 50% of the topics in PG&E's Workforce Education and Training programs to focus on building knowledge and skills for electrification—with a continued commitment that 60% of the participants will be from disadvantaged communities. • Take a proactive, policy leadership position in developing and advocating for federal, state, and local electrification codes and standards for buildings and appliances. <p>Execute zonal electrification and create a repeatable model on how to best perform it:</p> <ul style="list-style-type: none"> • Evaluate our gas capital projects for electrification and pursue electrification for projects deemed feasible and cost-effective. • Commit to a new program that seeks to zonally electrify three to five communities, with a focus on decarbonizing vulnerable communities.
"Green" the Gas Supply for Hard-to-Electrify Customers		<ul style="list-style-type: none"> • Reduce cumulative carbon emissions 2.5 MMT by proactively converting industrial and large commercial customers unable to electrify from dirtier burning fuels to natural gas, prioritizing sites in or adjacent to disadvantaged communities. • Deliver 15% Renewable Natural Gas (RNG) in PG&E's core gas throughput. • Maximize readiness for hydrogen blending by operationalizing a hydrogen pilot project by 2024—helping inform a safe level of hydrogen we can blend into the existing system by 2030. • Pledge \$25M toward sustainable uses for woody biomass: R&D collaboration on converting wood waste to RNG & biomass carbon removal and other byproducts.

Note: "MMT" refers to million metric tons and "carbon emissions" refers to carbon dioxide equivalent (CO₂-e) emissions.



PG&E's Climate Strategy Report



Learn more from our CEO



Pacific Gas and Electric Company
Climate Goals

June 2022

As California's largest energy utility, sustainability and climate action have long been part of PG&E's DNA.

We deliver some of the cleanest electricity in the world, with 93 percent from greenhouse-gas free sources in 2021.

We're also leading in key areas of clean energy adoption, including rooftop solar installations, electric vehicle adoption and grid-level energy storage, such as our leading-edge battery installation at Moss Landing. In our gas business, we're a national leader in leak reduction, which has driven down our overall emissions.

PG&E is building upon its history of climate leadership by rolling out ambitious long-term carbon emission reduction goals.



We're committed to doing our part to achieve net zero energy and beyond—leading an equitable and viable transition that leaves no one behind.

We're also committed to partnering with customers, co-workers, community organizations, and others to co-create plans and deliver on these goals in a cost-effective way, with minimal impact to customer bills.

PG&E's Climate Goals Fact Sheet

Visit pge.com/climate

Climate Strategy Report:

- Describes our Climate Goals, along with our actions and progress in addressing climate change

Video Message from Our CEO

Climate Goals Fact Sheet

SB 350

Standard Review Projects



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EV Charge Schools & Parks Update



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- In support of AB 1082, EV Charge Schools will install **L2 charging infrastructure for passenger vehicles** at school facilities and educational institutions in support of CA's electrification goals.

Program Summary

Offering: Make-ready infrastructure for L2 charging infrastructure for passenger vehicles at schools.

Amount: Rebates up to \$11,500 (L2 single)/up to \$15,500 (L2 dual) for schools program or utility sponsored

Model: Utility owned make-ready + customer or PG&E owned EVSE

Budget: \$5.76M from 2021 - 2023

Scope: up to 22 schools, range of 88-132 L2 ports

Equity: 40% of school project sites



Status as of 6/30/22

	Sites	Ports*
Applications	65	390
Contracted Sites	12	72
Pre-Construction	4	24
Constructed	0	0
Activated	0	0

Program Updates

- Broke ground on first site in June '22
- EV Curriculum complete
 - Virtual training scheduled for schools in the program
 - Recorded training + curriculum to be made available to every K-12 school in PG&E territory
 - Curriculum deployment in Q3'22
- Filed SB 350 + evaluator reports end of Q2' 22

Program Budget Overview

Spend-to-Date	Remaining Funds
\$919k	\$4.84M

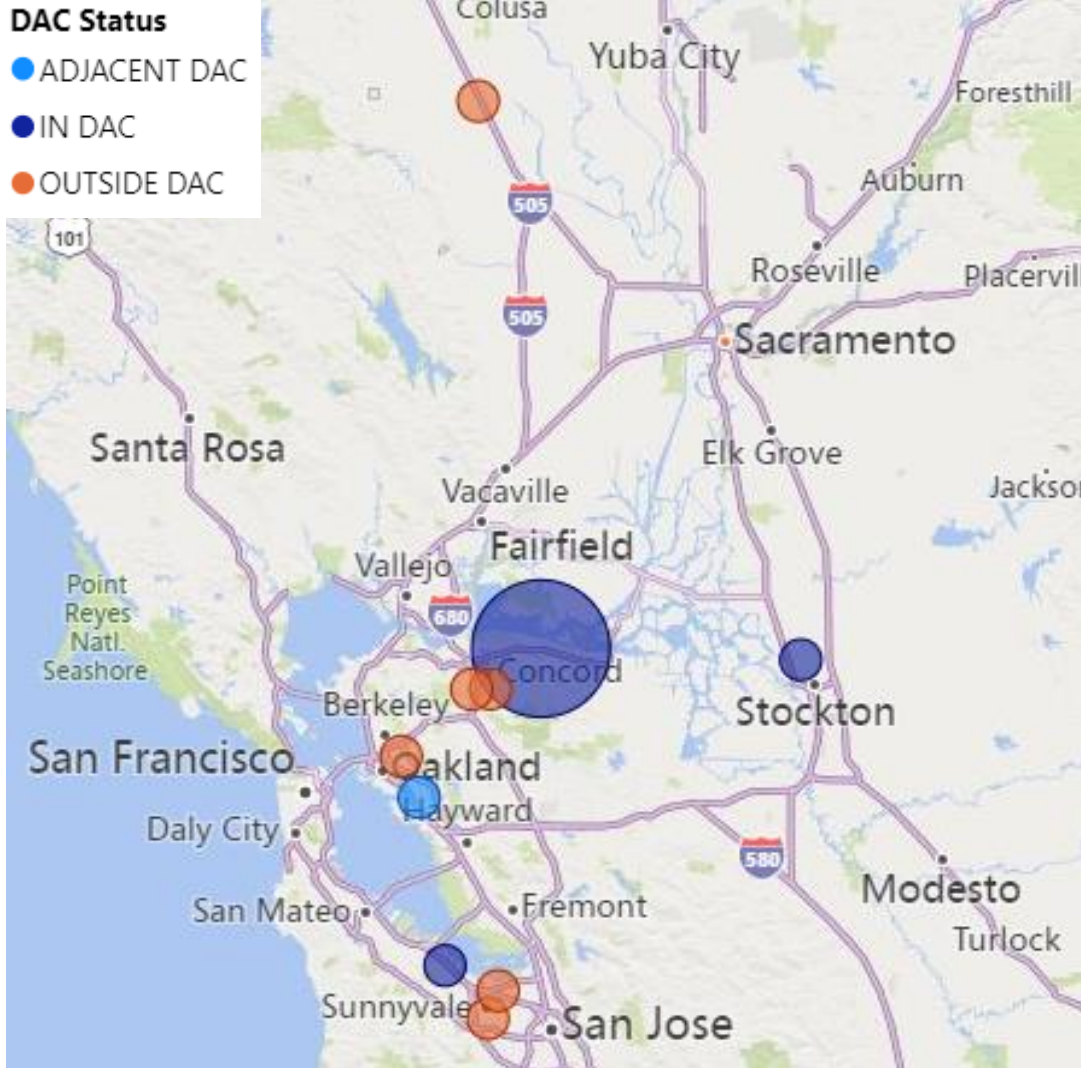
Lessons Learned/Best Practices

- **Work is not done in silos**
- **Building trusted relationships is key to program success**
 - Internal + external stakeholders
- **Dynamic marketplace**
 - Long equipment lead times due to supply chain challenges



*Targeting 6 ports per site

Sites with signed contracts*



	DACs	DAC Adjacent	Non DACs	Total
Contracts	5	1	6	12
Ports	30	6	36	72

- 3 additional contracts received since Q1'22 PAC update
- 2 additional sites in pipeline
- Good geographic dispersion
- Trending to achieve 40% DAC target
- Hard to reach communities are in program

* 3 DAC sites are within same zip code



EV Charge Parks Program Update

Status as of 6/30/22

	Sites	Ports*
Applications	0	0
Contracted Sites	0	0
Pre-Construction	0	0
Constructed	0	0
Activated	0	0

Lessons Learned/ Best Practices

- Establish more than one internal champion
- Diversify customer base

Program Update

- Working on streamlined master agreement
- Preliminary site assessment list (34 State Parks) still under review with Parks
- Filed SB 350 + evaluator reports end of Q2' 22

Program Budget Overview

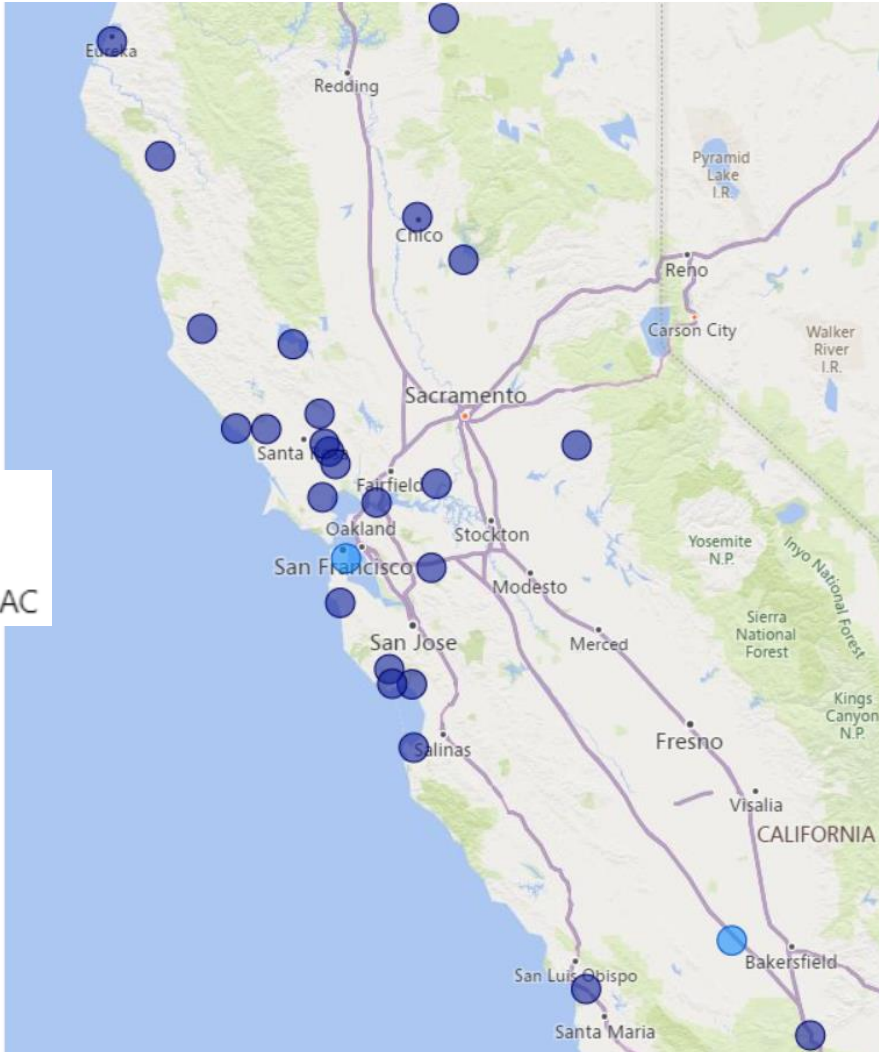
Spend-to-Date	Remaining Funds
\$383K	\$5.16M





EV Charge Parks Site Update

Sites identified by PG&E



Program Scope

	Scope	Time	Budget	Sites	DAC	Rebates
Parks Program	15 parks/beaches 40 L2 ports 3 DCFC	2 years	\$5.54M	State parks/beaches (fleet and public)	25% of sites	PG&E Sponsorship

Additional Program Components

- Awareness raising: Signage and PR efforts for parks/beaches
- Exploring opportunities to deploy chargers in Tribal Communities

- PG&E analysis identified 34 potentially eligible State Parks and Beaches sites for EV Charge Parks Program
- Some dots represent more than 1 Park due to overlapping zip codes

EV Fast Charge



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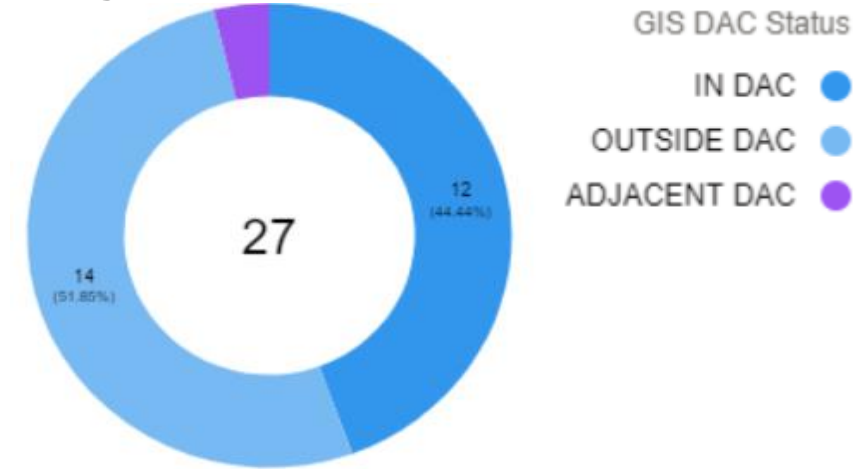


EV Fast Charge Program Update

Status as of 6/30/2022

	Sites	Ports
Applications	256	1156
Contracted Sites	27	142
Final Design	18	90
Constructed	8	32
Activated	6	24

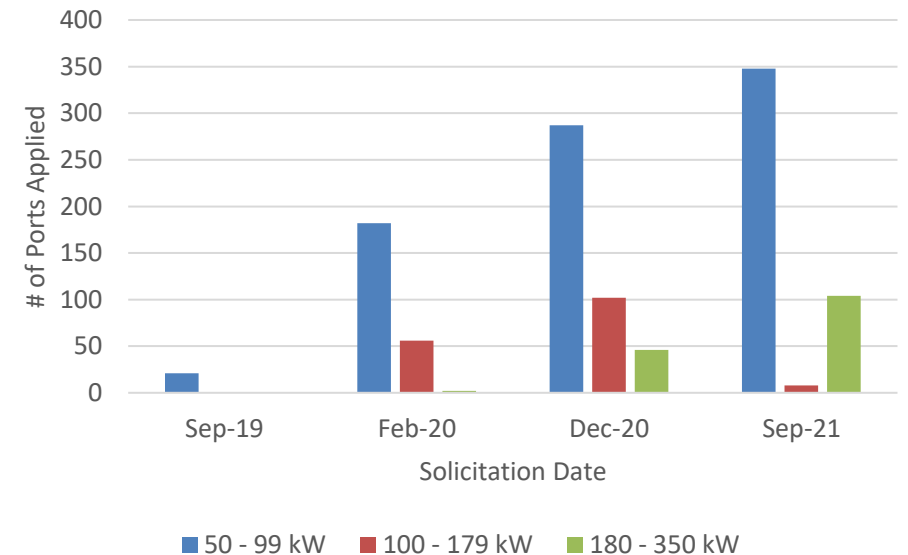
DAC Targets: Signed Contracts



Program Budget Overview

Spend-to-Date	Remaining Funds
\$6.6M	\$15.8M

kW per Port Trend – All Applications Received

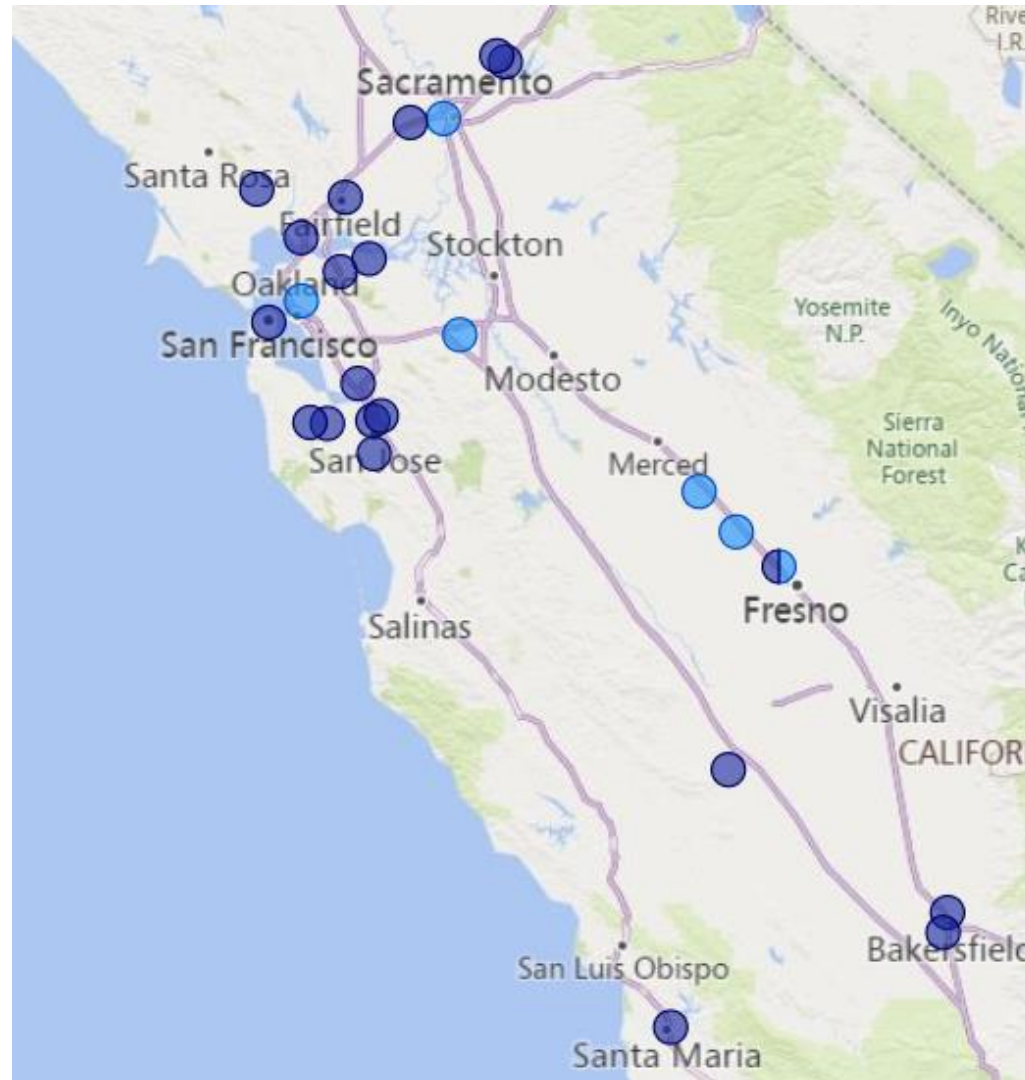


Lesson Learned: Contracting challenges with customers is a significant hurdle which affects most customer types.

Fast Charge Construction and Activation

Activated sites and sites in construction by zip code

Status
● Activated
● In Construction



EV Fleet



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EV Fleet Program Update

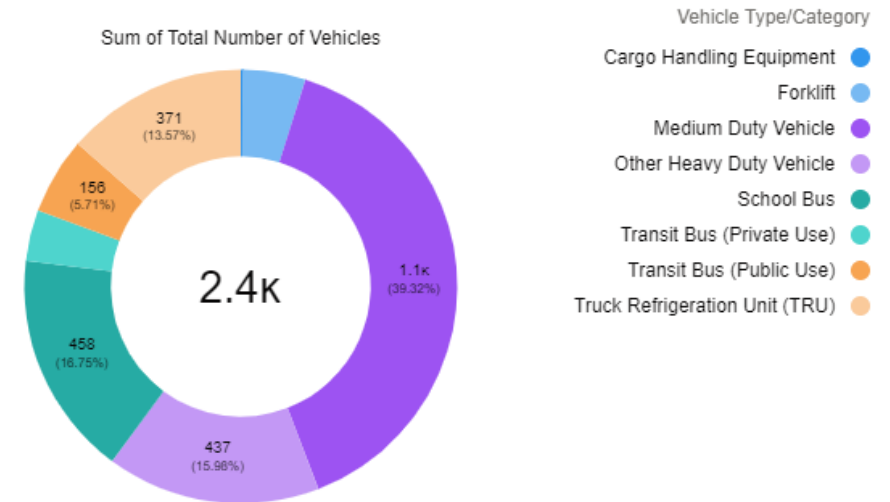
Status as of 6/30/2022

	Sites	EVs
Applications	267	-
Viable Contracts ¹	112	2,419
Final Design	80	1,496
Construction Complete	39	455
Activated	36	428

Program Highlights

- Program interest is strong, **applications have been up** since Q3 2021.
- 45 of the 112 signed contracts (**40%**) are in **DACs**
- Program is seeing a **good mix of vehicle types**
- Program budget = \$236.3M; **Spend-to-date = \$30.2M**
- Changed rebate structure for power cabinets – rebates will be issued based on number of dispensers (not ports)

Viable Contracts: Vehicle Type



Lesson Learned:

Attended ACT Expo in May –

- Utility infrastructure is critical component for fleet electrification
- New and renewed opportunities for partnerships across the EV ecosystem
- Momentum is growing in MDHD EV space

¹Viable contracts are all contracts signed to-date excluding cancelled and withdrawn.

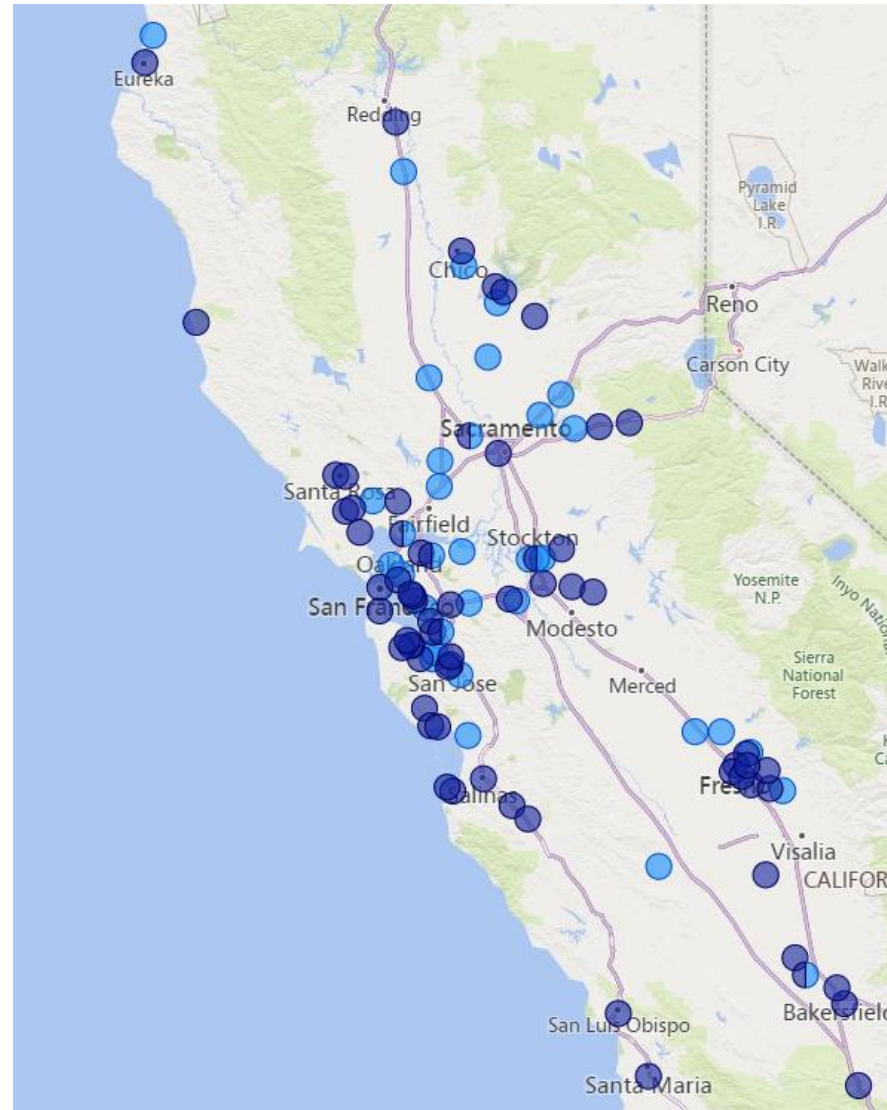
Fleet Construction and Activation

Activated sites and sites in construction by zip code

Status

● Activated

● In Construction



EVC 2 Update



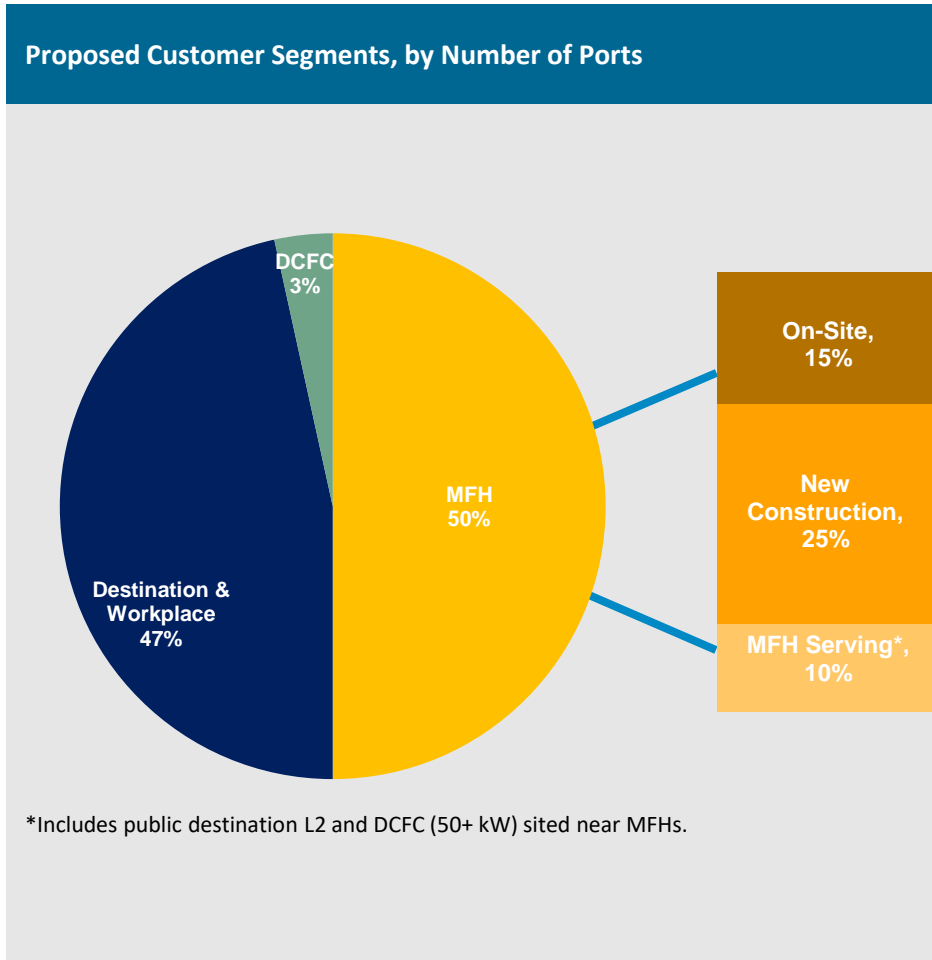
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EV Charge 2 Proceeding Update

- PG&E has proposed a **five-year, \$276M program extension** to support installation of approximately **16,000 charging ports**
- Emphasis is on multi-location support of multi-family housing (MFH) residents
- Program design is built on lessons learned from EVCN, including significant unmet need

	EVC 2 (BTM only¹)
Implementation	2023 – ME&O 2024-2028 – Install ports 2029 – Post-energization ME&O
Investment	\$276M
Make-ready & EVSE owned by PG&E	At most 50%²
AB 841 Prioritized Communities (AB841 PCs)	At least 50%²
PG&E-built ports	10,900 L2 1,100 DCFC
New construction rebates	4,000 L2
Locations	MFH, Workplace, Public



Next Steps:

Opening briefs August 24
Reply briefs September 16
Proposed decision October 2022
Commission decision Q4 2022

1. To-the-meter (TTM) work associated with EVC 2 infrastructure deployment will be completed under Rule 29: EV Infrastructure Rule, as per AB 841.
 2. As required by D. 21-07-028.

Questions



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