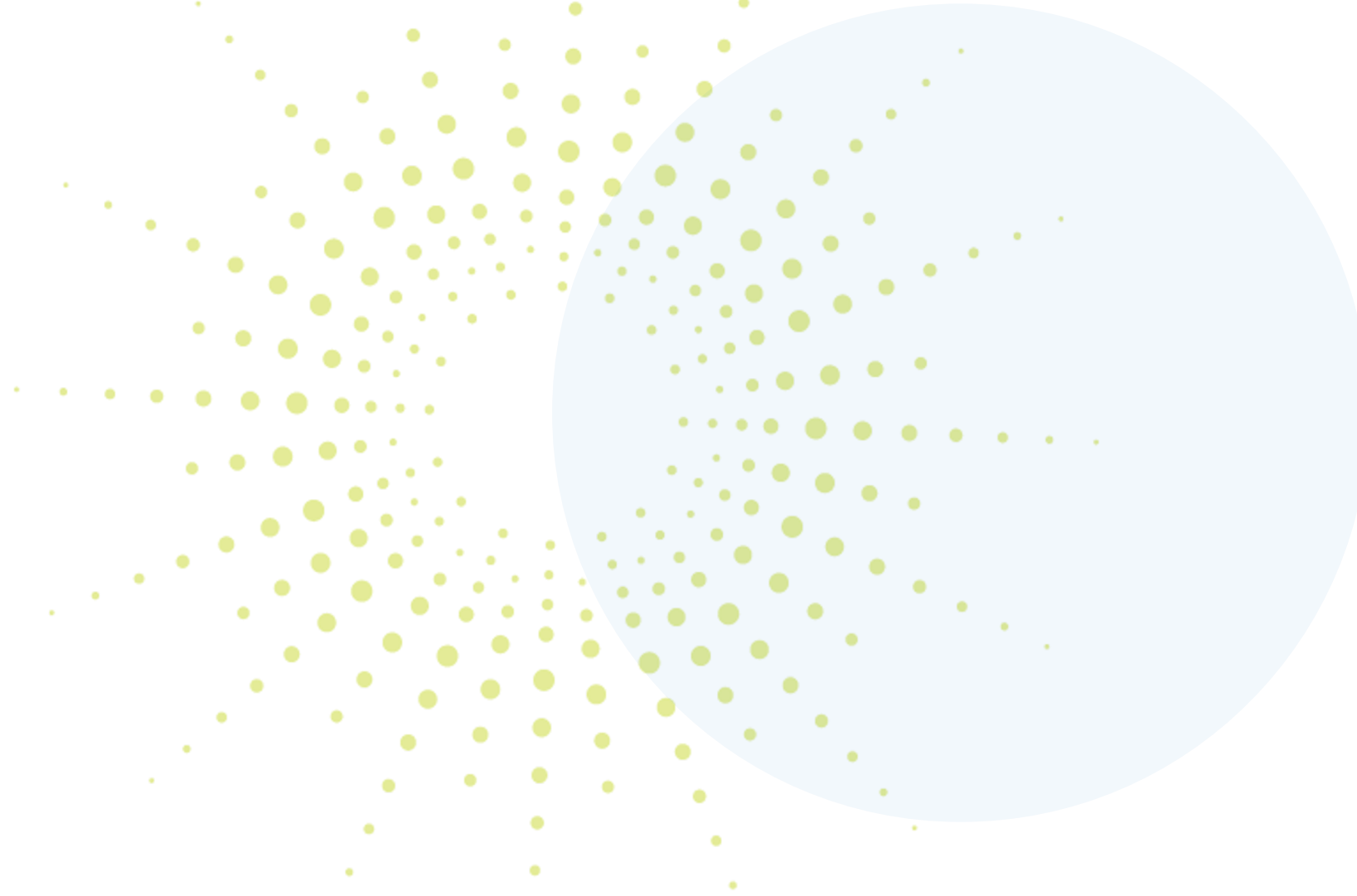




# Executive Committee Meeting

June 14, 2021

# CEO Report



# Agenda

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- Staffing update
- WFH policy for staff / Remote workers
- Cancel July 12 Executive Committee meeting
- Board retreat in September
- Preference for board meetings in future?
  - In-person or hybrid or remote?
  - If in-person, venue?

# Staffing Update

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- Thank you to Shayna for stepping in as board clerk and posting agenda materials!
- Jennika Uribe started June 1 as Community Outreach Specialist in Los Banos
- Sally Chen is starting today as Energy Contracts Manager
- Community Outreach Specialist – SMC – interviewing finalists
- Board Clerk / Executive Assistant to CEO / Office Manager – interviewing candidates

# WFH and remote worker policy going forward

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PCE staff will not be required to return to the office before January 1, 2022

Staff committee researching WFH policy and bringing forward recommendation to senior staff. Will be reviewed with all staff before implementation.

Question for Executive Committee regarding remote workers

- PCE is a community – based organization
- Does allowing workers to live out-of-state in line with creating local jobs?
- In terms of supporting local businesses, Policy 10 defines “local” as 1) San Mateo County; 2) Nine Bay Area Counties; 3) Northern California; 4) California
- Some positions are hard to fill

# July 12 Executive Committee – recommend we cancel

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We do not anticipate any urgent items for EC review in July

New board clerk likely not on board yet (but hopefully by July board meeting on July 22)

Relieve burden on staff that is filling in for board clerk

Staff vacations at this time

# Board retreat: Saturday, September 25

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- Proposed agenda:
  - (The first) Annual strategic plan dashboard review (30 - 45 minutes)
  - Focus on two strategic priorities:
    1. Getting to 100% renewable on a 24/7 basis by 2025 (1.5 – 2 hours)
    2. Contribute to ~~San Mateo County~~ *PCE member jurisdictions* reaching the state's goal to be 100% greenhouse gas-free by 2045 (1 hour)

# Preference for board meetings in future

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- In-person or hybrid or remote?
  - If in-person, is 2075 Woodside Road provide enough room?
  - If hybrid, acquiring technology to allow full participation
  - If remote, will State continue to allow this under Brown Act?
    - Board attendance is high with remote meetings
- Preference for board retreat?
  - Staff is researching alternative venues for in-person retreat



# Managed Charging Pilot

Executive Committee  
June 14, 2021

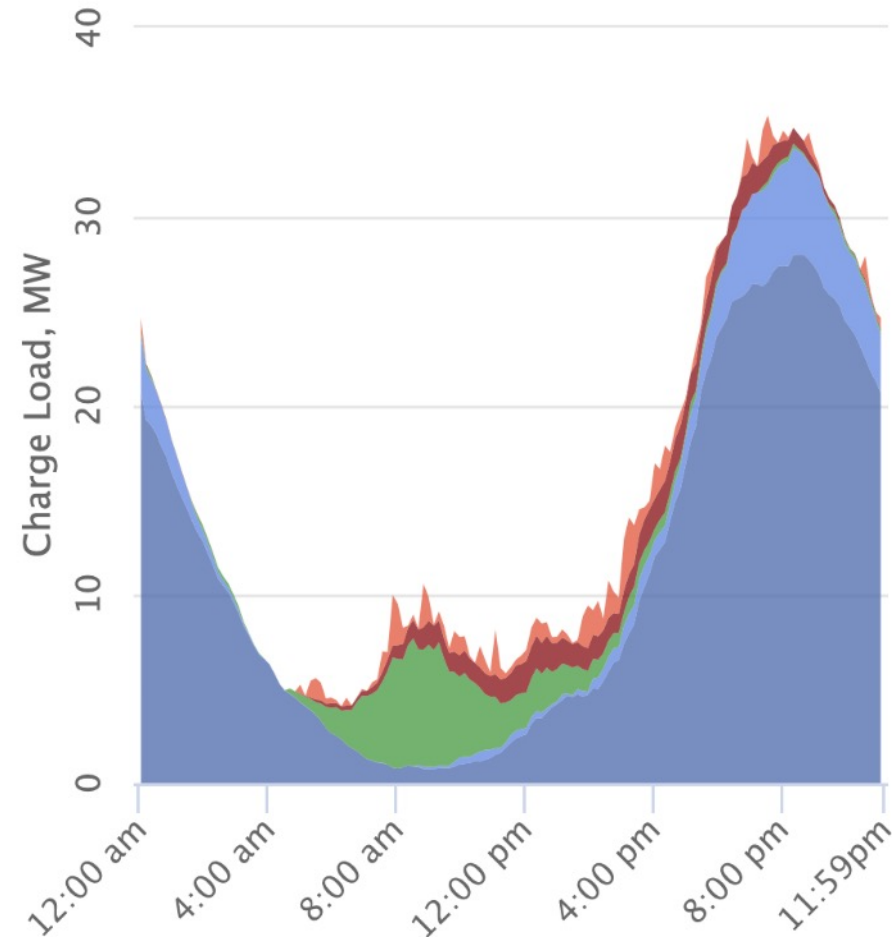


# Why Managed Charging VGI?

## Objectives

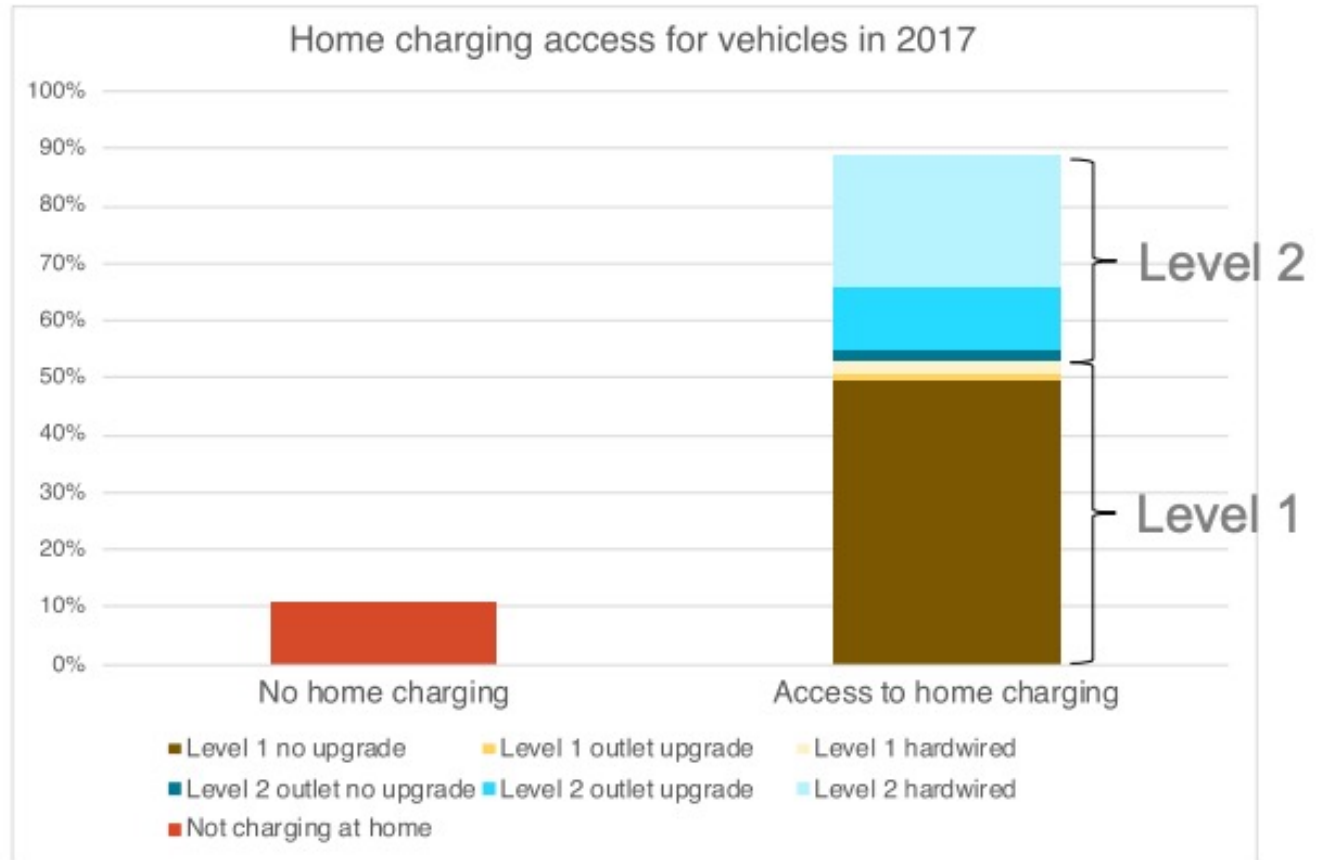
- Reduce every day charging during evening ramp up hours
- Support PCE goal of 100% RE on a 24/7 hourly basis by better aligning charging demand and RE supply
- Test active managed charging beyond TOU rates
- Avoid timer peaks

Weekday Load Profile



# Why Telematics for VGI?

- ~50% of early-adopter EV owners are using L1 charging without EVSE
- Low-barrier “out of the box” option for VGI
- Likely part of ecosystem with multiple technical pathways
- Higher scaling potential



California Air Resources Board, "California's advanced clean cars midterm review: Summary report for the technical analysis of the light duty vehicles standards Appendix B" (2017), <https://www.arb.ca.gov/msprog/acc/acc-mtr.htm>

# Overview

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Current focus: Residential charging (~26K personal EVs)

Phase:

- ~~Phase 1: technical proof of concept (Flexcharging). Early 2020.~~
- Phase 2: expanded pilot, development in 2021, launch in 2022
  - Develop additional management systems
  - Test incentives with larger sample
- Phase 3: scale to program, 2023

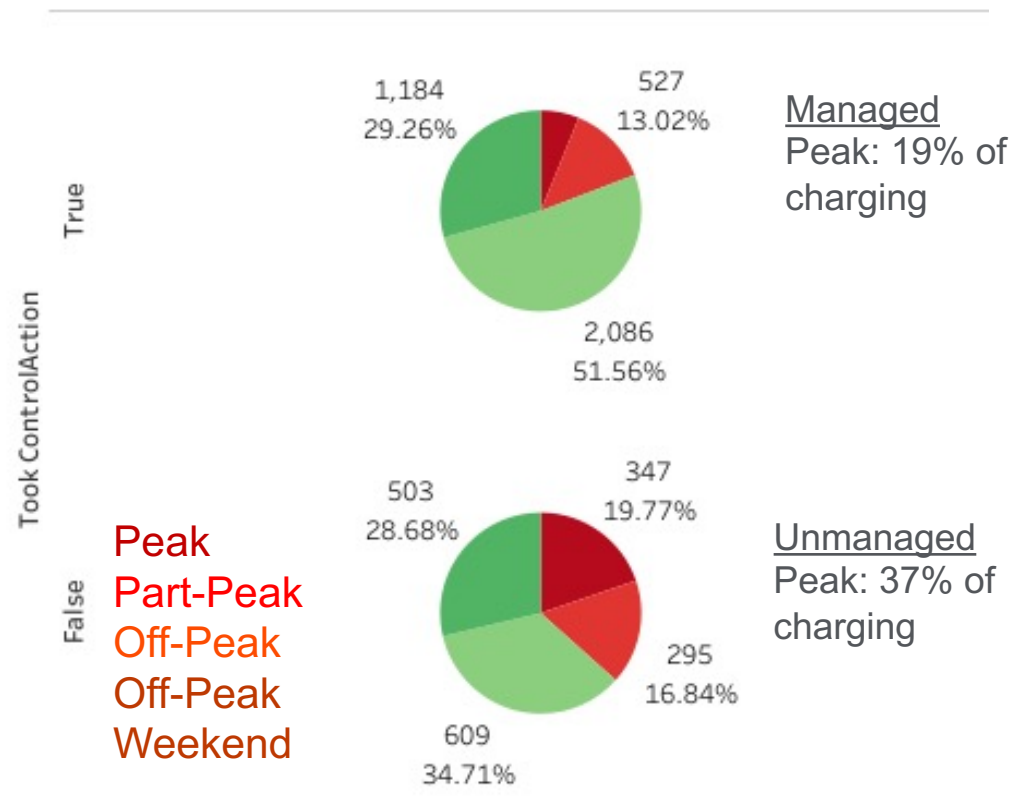
# Phase 1 Recap



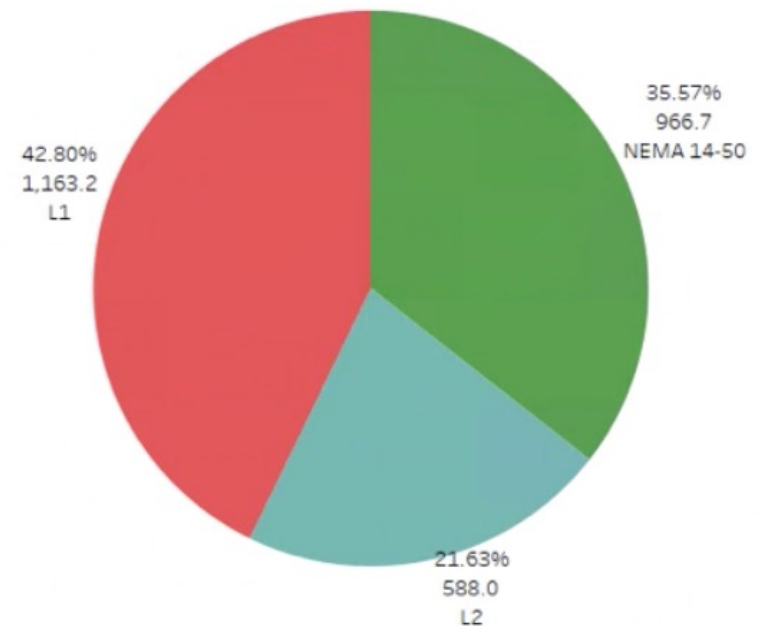
Peak charging energy decreased 50%

L1 charging assumptions verified

## Percent Charging On Peak



## Charging Levels (Residential Only)



# Phase 2 Telematics Partnership Options

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## 1. 3<sup>rd</sup>-party telematics integration

- Vehicles: Tesla, Nissan
- Partnership options: Flexcharging, Ev.Energy, Rolling Energy Resources, Weavegrid (proposed RFP for summer 2021)

## 2. Automaker telematics through Open Vehicle Grid Integration Platform

- Vehicles: GM, Ford, BMW, etc.
- Partnership with OVGIP group of automakers

# Phase 2 Experiment Partnership

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- Collaboration with UCD Davis Energy and Economics Program (DEEP), James Bushnell and David Rapson

UC Team providing:

- Experimental design guidance
- Analysis and evaluation
- Journal publication and media attention



# Experiment Questions

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Primary questions:

1. How do customers respond when given the option of a voluntary managed charging program? (e.g. enrollment rate and retention, customer concerns, is an incentive needed)
2. How much load shift can be achieved? How much flexibility exists?



# Proposed Experimental Components

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## Components:

- ~1,500 – 2,000 res. customers
- 9-12 month experiment
- Incentives test (none, flat rebate, TOU subsidy)

## Two control systems:

1. TBD 3<sup>rd</sup> party for Tesla and Nissan
2. OVGIP for GM, Ford, BMW, Honda

# Timeline

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- Ongoing – Q4 2021:
  - Final design development
  - MOUs execution with UCD and OVGIP group
  - BOD approval
  - Telematics RFP and onboarding
  - OVGIP partnership development
  - Customer recruitment in winter
- Q1 2022 – Q4 2022:
  - Experiment launches, possible mid-experiment iterations
  - Post-experiment analysis and evaluation
  - Journal publication, case studies, etc. in 2023

Assumes post-Covid travel patterns return by end of 2021

# Proposed Budget

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Item	Total
Incentives	\$175,000
Telematics system	\$125,000
UCD consulting	\$220,000*
Contingency	\$30,000
Grand Total	\$550,000

\* \$60K+ grant available to help reduce these costs

# EV Managed Charging: Request

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**Program:** EV Managed Charging

**Request:** Recommend Board approval of proposed EV managed charging phase 2 project

**Amount:** Up to \$550,000 total over 2 years.

# Discussion



# Disadvantaged Communities Green Tariff (DAC-GT) & Community Solar Green Tariff (CS-GT)

Executive Committee Update  
June 2021



# Agenda

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1. Description
2. Overview & Policy History
3. PCE Activity Timeline
4. PCE Program Specifics
5. Los Banos
6. Enrollment
7. Next steps

# Description

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Program	Resource Requirement
Disadvantaged Community Green Tariff (“DAC-GT”)	<ul style="list-style-type: none"><li>• Renewable generation can be sited at any DAC in PG&amp;E territory</li></ul>
Community Solar Green Tariff (“CSGT”)	<ul style="list-style-type: none"><li>• Renewable generation must be sited within 5 miles of participating customers</li><li>• Must include a “community sponsor” to support outreach</li></ul>



# Overview & Policy History

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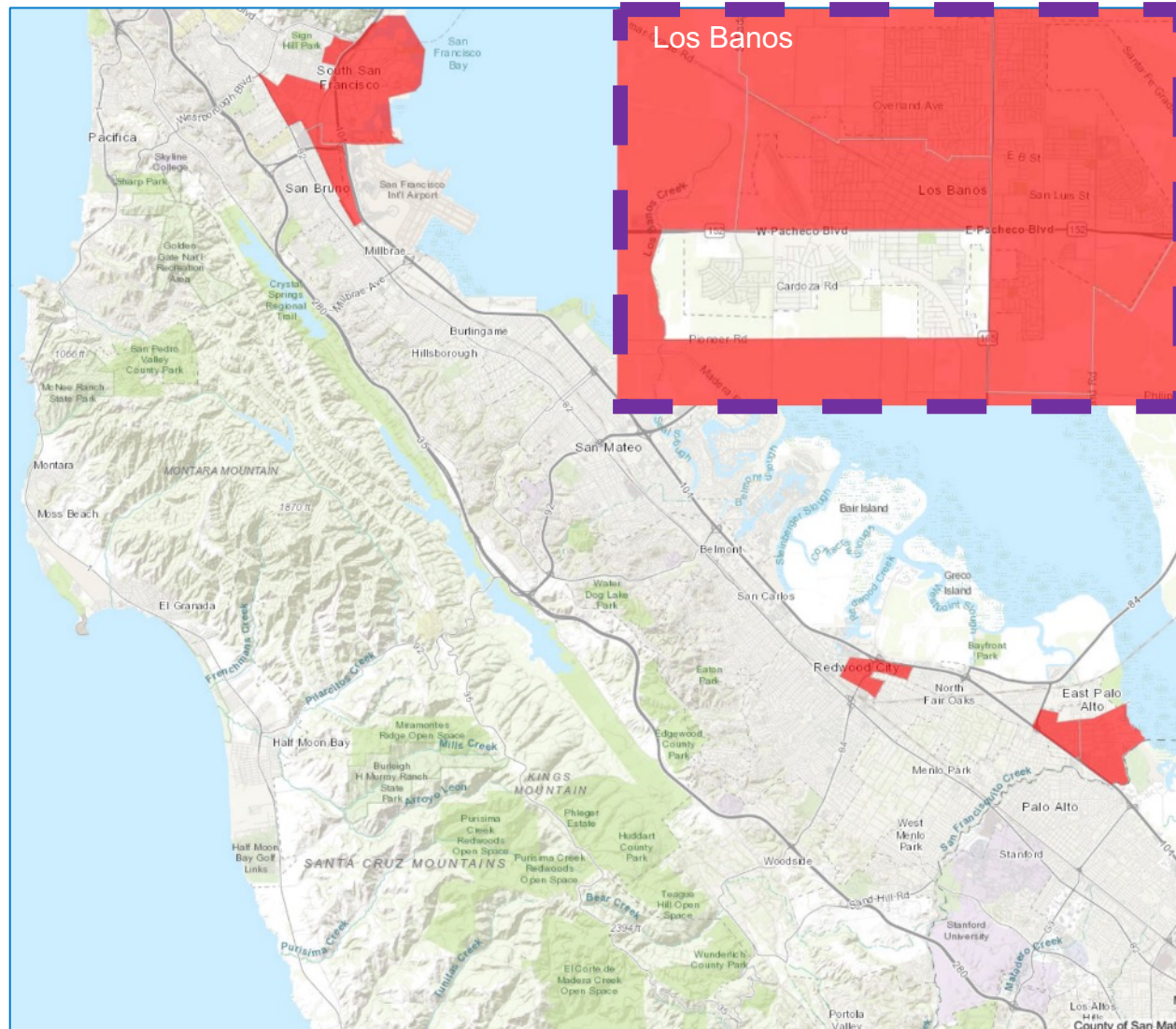
## Objectives

- Access to renewable energy to disadvantaged communities
- Discount of 20% on participant bills
- Development of renewables in disadvantaged communities
- Ratepayer funding reimburses program administrators

## Policy History

- 2013: AB 327 (Perea)
- 2018: CPUC Authorized Programs and Allowed CCAs to participate

# Our 3 current DACs (+ Los Banos)



# PCE Program Specifics

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## Allocation

- Based on number of residential customers per CalEnviroScreen Disadvantaged Community designated census tracts
- PCE allocation based on San Mateo County
  - Tracts in East Palo Alto, South San Francisco, Redwood City
- Est. eligible: 3,750+ customers
- Est. to be served: ~600 (DAC-GT), ~200 (CS-GT) customers
- Allocations: DAC-GT: 1.24 MW, CS-GT: 0.41 MW

## Starting timeframe: Q4 2021

- Interim resource: MCE solar project in Central Valley

# PCE Activity Timeline

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- December 2021: PCE submitted Implementation Plan and Budget Forecasts to CPUC
- April 2021: Above submission approved by CPUC
- June 2021: PCE submitting advice letters for solicitation to CPUC
- July-Aug 2021 (expected): CPUC approval of PCE advice letter
- July 2021: PCE procure interim resource to serve PCE customers
- Aug-Sep 2021 (expected): PCE issues solicitation to procure new resources to meet DAC-GT and CS-GT allocations.
- Q4 2021: launch PCE DAC-GT program using MCE's interim resource
- 2023 (expected): PCE-procured resource(s) come online

# Los Banos Issues

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- Currently 397 Los Banos customers participating in DAC-GT through PG&E
- PCE not yet authorized to provide program to Los Banos
- PCE actively engaged with CPUC to enable participation
  - Met with Commissioner Guzman-Acevez's staff on April 19, 2021
- Resolution timing uncertain, but likely after PCE begins to serve Los Banos (Apr 2022)
- Options:
  - Not enroll Los Banos DAC-GT PG&E customers
    - Unclear if these customers could be enrolled in PCE as “retro-enrollment” later
  - Enroll Los Banos DAC-GT customers with PCE \*without\* PCE DAC-GT program (no discount) until PCE program is authorized for Los Banos

# Customer Enrollment Plan

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Blend of:

- Community organizations to identify most vulnerable to shutoff
  - El Concilio and possibly other organizations are being considered
- Identify customers in the Arrearage Management Plan (AMP)
  - AMP was established to reduce disconnects
  - Provides for waiving a portion of arrearage after consistent payments
- Once customers are identified, they will be auto-enrolled.

# Next Steps

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- Obtain CPUC approval of new solar resource solicitation
- Contract for interim resource with MCE
- Finalize Q4 start date with Calpine for enrollment/billing
- Initiate customer enrollment
- Resolve Los Banos participation