



Together, Building
a Better California



PROGRAM OVERVIEW

PG&E EV Fleet

Amp up your fleet

Two PG&E offerings to support fleet electrification by reducing upfront and ongoing costs:

1



EV Fleet program:
to reduce the upfront cost
of installing EV charging
infrastructure

2



Commercial EV rate proposal:
to provide a simpler and more
affordable electric rate for
fueling vehicles

EV Fleet program overview

PG&E will help install “make-ready” infrastructure charging of medium- and heavy-duty EV fleets

\$236 million

budget over 5 years
from 2019-2023

700+ sites

supporting 6,500
new EVs*

Support conversion of
commercial and public
fleets to electric

ex. delivery, transit buses,
forklifts, and more...

PG&E covers a
significant portion of
infrastructure costs –
design, permitting, and
construction from
power pole to charger

Additional incentives
for disadvantaged
communities, school
buses, and transit
buses

**Minimum of 15% of
infrastructure
budget reserved
for public transit**



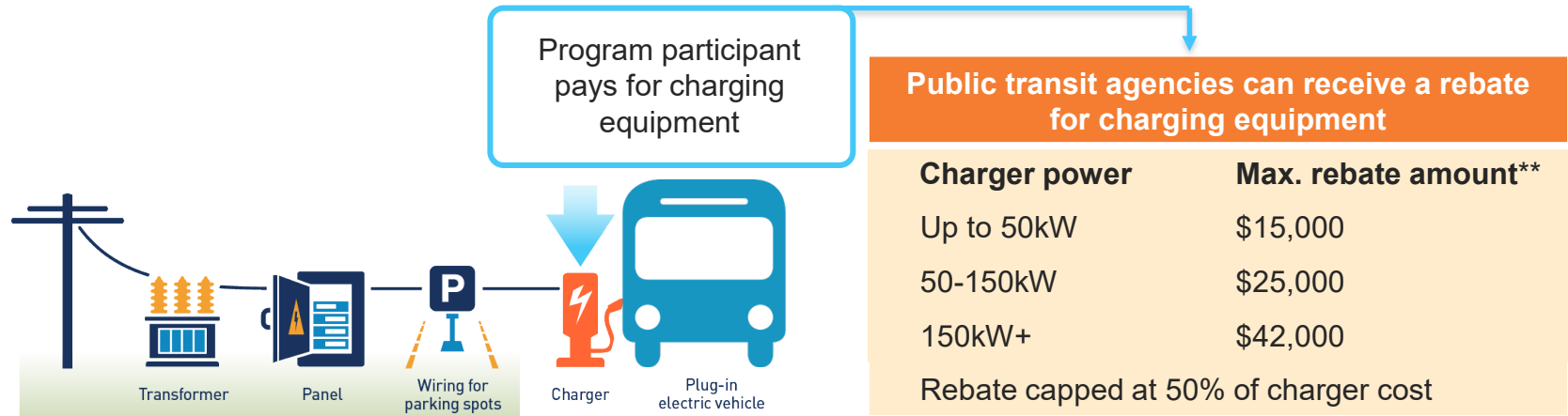
* Subject to funding availability and minimum eligibility criteria:

- Provide a purchase order for a minimum of two electric fleet vehicles;
- Agree to program terms and conditions;
- Agree to provide data related to vehicle and EVSE usage for at least 5 years after the EVSE is installed;
- Must be a PG&E customer - Direct Access customers, retail customers and customers receiving power from a Community Choice Aggregator are eligible for participation.



EV Fleet – support for EV charging infrastructure

PG&E pays for a significant portion of the total costs for transit agencies



Two options for “make-ready” infrastructure*

Customer-owned infrastructure

- All transit customers eligible if they meet minimum eligibility criteria*
- Customer designs, builds, owns, operates, and maintains make-ready infrastructure; PG&E provides a rebate of up to \$9,000 per electric bus,*** capped at 80% of the project cost
- PG&E covers to-the-meter costs†



Customers can be considered for additional infrastructure support based on site specific conditions and program objectives

PG&E-owned infrastructure

- Customer sites will also be reviewed for site cost and number of vehicles deployed to determine eligibility for PG&E ownership
- If eligible, PG&E designs, builds, owns, operates, and maintains make-ready infrastructure on customer site
- PG&E covers all to-the-meter and behind-the-meter costs

* Some exceptions may apply to customers who hold Primary Service with PG&E
 ** Initial rebate amounts subject to change later in 2019 based upon charger RFQ. Rebate not to exceed 50% of charger equipment and installation costs
 *** Limited to 25 vehicles per site; sites with more vehicles to be considered on an individual basis
 † Except in cases where individual site costs are unrealistic, infeasible, or unreasonable.

What we need from you...



Demonstrate procurement efforts of eligible vehicles and chargers*

* Inclusive of all associated safety equipment



Demonstrate electrification growth plan to appropriately size electrical connection



Provide data related to charger usage for minimum of 5 years



Maintain vehicles and chargers for minimum of 10 years

Let us know you are interested, fill out the interest form at:

<https://www.pge.com/fleetready/>



Commercial EV rate proposal overview

PG&E is proposing new commercial EV rate plans to support adoption of clean, electric vehicles

The proposed EV rates eliminate demand charges, instead using a monthly subscription pricing model to enable:

- More affordable EV charging
- Simpler pricing structures
- Improved certainty and budgeting

PG&E designed two rates specifically for **fleets, fast charging, workplaces and multifamily dwellings** and will create a new rate class* for Commercial EV (CEV) charging:

CEV-Small

- Charging installations **up to 100 kW**, e.g. smaller workplaces and multifamily sites

CEV-Large

- Charging installations **over 100 kW**, e.g. fleets, fast charging, and larger sites
- Options for secondary and primary voltage service

* To enable new rates, EV charging must be separately metered from existing buildings and facilities



Proposed CEV rate structure

1) Customers choose subscription level, based on charging needs

Subscription Charge

\$184

/ 50 kW connected charging¹



Customers that want to **manage charging loads** can opt for a lower subscription level

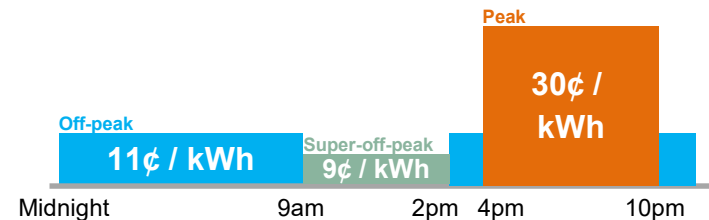
2) Subscription remains consistent month-to-month



If site charging power exceeds subscription, customer pays an **overage** for that month

3) Energy usage is billed based on time-of-day pricing

Energy Charge



Charging is cheapest mid-day, when PG&E has higher levels of renewable energy generation

Customers should avoid charging during peak hours from 4-10 p.m., when possible

1) Values above represent CEV-Large, secondary voltage rates. CEV-Small rate has a lower subscription charge (~\$25 per 10 kW connected charging)

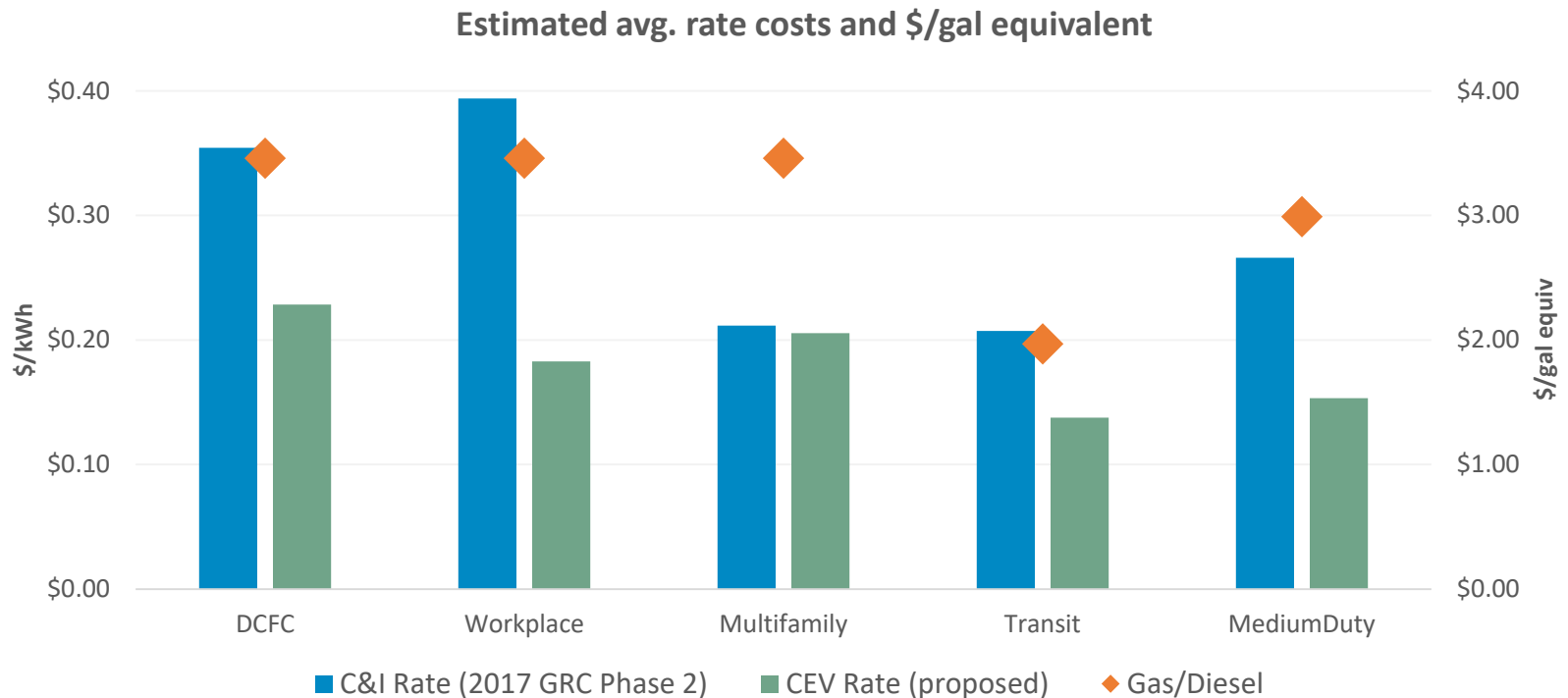
All rate values and proposals in this presentation are preliminary and should be considered directional. Rate proposals have not been approved by the CPUC.



Estimated bill savings for sample site types

For modeled customer sites, new EV rates can enable significant savings compared to existing commercial rate plans

Actual bill impacts will vary for each customer depending on charging usage patterns





Proposed CEV rate values

Rate:	Proposed CEV Rates			Notes
	EV-Small	EV-Large S	EV-Large P	
Subscription Rate	\$25	\$184	\$173	-S is for secondary voltage -P is for primary voltage -EV-Small rate is per 10 kW, up to 100kW. -EV-Large is per 50 kW, for sites above 100kW.
Energy Rates (\$/kWh)				
Peak	\$0.30	\$0.30	\$0.30	4-10 pm, all days
Off Peak	\$0.12	\$0.11	\$0.11	Midnight-9am, 2-4pm, 10pm-midnight, all days
SOP	\$0.09	\$0.09	\$0.09	9am-2pm, all days

Note: Values represent PG&E's proposed CEV rates, which have not been approved by the CPUC.

Your contact:

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