EV Fleet Program overview

PG&E will help you install EV make-ready infrastructure for medium- and heavy-duty fleets

$236 million budget over 5 years from 2020–2024

700+ sites supporting 6,500 new EVs

Support conversion of commercial and public fleets to electric

Examples:
Delivery vehicles, school buses, transit buses, and more...
EV Fleet will target a diverse mix of medium- and heavy-duty vehicle types.*

*Actual representation of vehicle types subject to vary based on program implementation, project costs, and market readiness.
**EV Fleet ownership—customer-owned**

PG&E pays for infrastructure cost up to the customer meter

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**Charging equipment rebates for schools, transit agencies and disadvantaged communities**

<table>
<thead>
<tr>
<th>EVSE power</th>
<th>Max. rebate amount**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 50kW</td>
<td>$15,000 per charger</td>
</tr>
<tr>
<td>50kW up to 150kW</td>
<td>$25,000 per charger</td>
</tr>
<tr>
<td>150kW and above</td>
<td>$42,000 per charger</td>
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</tbody>
</table>

**Customer-owned infrastructure**

- Eligible for incentive up to capped amount based on vehicle sector

<table>
<thead>
<tr>
<th>Vehicle type</th>
<th>Per vehicle incentive cap*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit buses and Class 8 trucks</td>
<td>$9,000 per vehicle</td>
</tr>
<tr>
<td>Transportation refrigeration units, truck stop electrification, ground support equipment and forklifts</td>
<td>$3,000 per vehicle</td>
</tr>
<tr>
<td>School buses, local delivery trucks, and other vehicles</td>
<td>$4,000 per vehicle</td>
</tr>
</tbody>
</table>

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*Some exceptions may apply to customers who hold Primary Service with PG&E
** EVSE rebate amounts subject to change later in 2019 based upon EVSE RFQ. Rebate not to exceed 50% of charger equipment and installation costs. EVSE must meet minimum and standard requirements to be eligible for rebate
***Customer-owned eligibility at PG&E discretion based on project scope and associated costs
† Limited to 25 vehicles per site; sites with more vehicles to be considered on an individual basis
How to prepare

What we need from you

Demonstrate commitment
to procurement of a minimum
of 2 electric fleet vehicles

Demonstrate long-term
electrification growth plan and
schedule of load increase

Provide data related to
charger usage for
a minimum of 5 years

Own or lease the property
where chargers are installed, and
operate and maintain vehicles and
chargers for minimum of 10 years
1. Has a **Paid Vehicle Invoice, Approved Vehicle Grant**, or provides a **Letter from their Board/Owner, City Council**

2. Has a **vehicle and electrification plan**

3. **Knows location** for charger placement (Map)

4. Knows **charger company, model and size** (KW) (Datasheet)

5. **Secured funding** for out of pocket cost. ie: Grants or Approved Budget

6. Has **leadership approval** for EV Fleet program participation
Commercial EV Rate Structure

**Note:** All rate values and proposals in this presentation are preliminary and should be considered directional. Rate proposals have not been approved by the CPUC.
Proposed CEV rate structure

1. Customers choose subscription level, based on charging needs

Subscription Charge:

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, several customer communications are triggered

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)

NOTE: All rate values and proposals in this presentation are preliminary and should be considered directional. Rate proposals have not been approved by the CPUC.
EV Fleet electrification process

**PRELIMINARY DESIGN (3–5 months)**

1. **SUBMIT EV FLEET APPLICATION**
   - Consult with your fleet OEM and/or electrical contractor to prepare and complete a PG&E EV Fleet Program application at pge.com/evfleetapp.

2. **CUSTOMER INFRASTRUCTURE DESIGN**
   - Electrical contractor designs your charging system infrastructure behind-the-meter (BTM), which includes charging stations.

3. **PG&E INITIAL DESIGN**
   - PG&E works with you and your electrical contractor on an optimal design.
   - PG&E estimates how much electric capacity you’ll need (referred to as a capacity check).
   - PG&E surveys your site and provides initial design of your to-the-meter (TTM) infrastructure build-out.

4. **PG&E ESTIMATE**
   - PG&E calculates the time, effort and cost of your build-out (referred to as a rough order of magnitude, or ROM).

5. **SIGN CONTRACT**
   - All parties review and approve the proposal. Contract is signed.

6. **CUSTOMER BEGIN BTM CONSTRUCTION PROCESS**
   - Submit/obtain permit from local jurisdiction.

7. **CUSTOMER BTM CONSTRUCTION**
   - Construct electrical infrastructure behind the utility meter.
   - Install EVSE/charging equipment.
   - Complete municipal inspection(s).

**FINAL DESIGN and EXECUTION (6–8 months)**

8. **PG&E FINAL DESIGN**
   - PG&E finalizes TTM design.

9. **CUSTOMER COMMISSIONS EVSE EQUIPMENT**
   - Ensure equipment is functioning as intended:
     - Test EVSE for voltage
     - Ensure connectivity to equipment manufacturer network

10. **PG&E TURNS ON SERVICE**
    - PG&E activates your service once inspections are complete.

11. **COMPLETE**

12. **PG&E TTM CONSTRUCTION**
    - PG&E constructs utility infrastructure, installs meter and makes any necessary transformer upgrades.

13. **13**

14. **14**

15. **15**

**START**
Thank you!

www.pge.com/evfleet