



Electric Vehicle Rates

The EV rate is designed specifically for electric vehicle (EV) owners and applies to both home energy use and electric vehicle charging. The rate offers lower prices during times of day when energy supply is less expensive, which is ideally when you'd want to charge your vehicle.

Residential customers with a registered battery electric vehicle (EV) or plug-in hybrid electric vehicle (PHEV) are eligible to enroll in an electric vehicle rate through PG&E.

Customers have two EV rate options:

1. **EV2 (most common):** This rate plan works for customers who have an electric vehicle (EV) and can charge their vehicle during the "Off-Peak" hours of 12 a.m. to 3 p.m. and minimize their household energy use during all other hours.
2. **EV-B:** This rate plan works for customers who want to have a dedicated meter for their EV charging and one for their home. Under this rate plan customers must have two meters and is a good option for customers that want to track EV charging separate from home energy use.

Customers with battery storage system can also enroll in the EV2 rate.

NOTE: The EV-A rate is currently closed for new enrollments. Please contact PG&E for more information.

How it works: Under the EV2 rate, the price of electricity varies depending on the time of day in which energy is used, called a Time-of-Use rate. Under this rate, "Peak" periods are when energy is the most expensive, followed by "Partial-Peak" and "Off-Peak" when energy is the least expensive. An example of the time periods is below.

When selecting an electric rate, consider your lifestyle and financial situation. The EV rate is a good option if you want to charge your vehicle overnight or earlier in the day at a low price. However, it's important to know that the "Peak" period, when electricity is more expensive, may be during a time when your household may use more electricity, such as after work between 4:00 P.M. and 9:00 P.M.

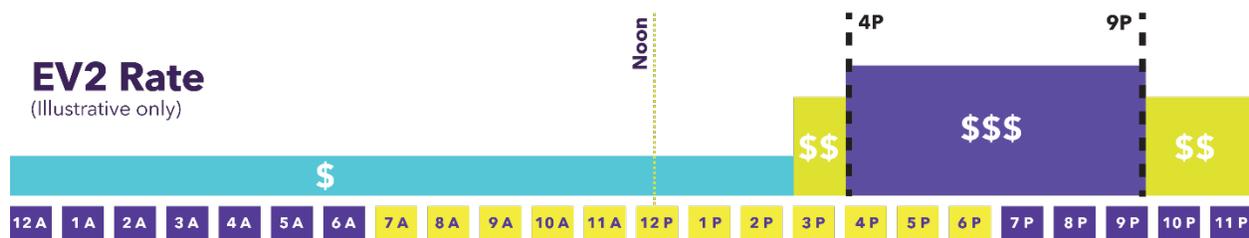
PG&E's delivery charges are determined by a few factors:

- Your rate;
- Your energy usage; and
- The time of day that you consume energy.

With EV2, your monthly bill is based on how much energy you use and what time of the day you use it. By shifting electricity usage to times when costs are less and demand is low, you can lower your monthly bill and support a healthy environment.

EV2 will have the following Time-of-Use periods and seasons:

PEAK	PARTIAL-PEAK	OFF-PEAK
4:00 p.m. to 9:00 p.m. every day including weekends and holidays.	3:00 p.m. to 4:00 p.m. and 9:00 p.m. to 12:00 a.m. every day including weekends and holidays.	All other hours
Seasons Summer: June 1 through September 30 Winter: October 1 through May 31.		

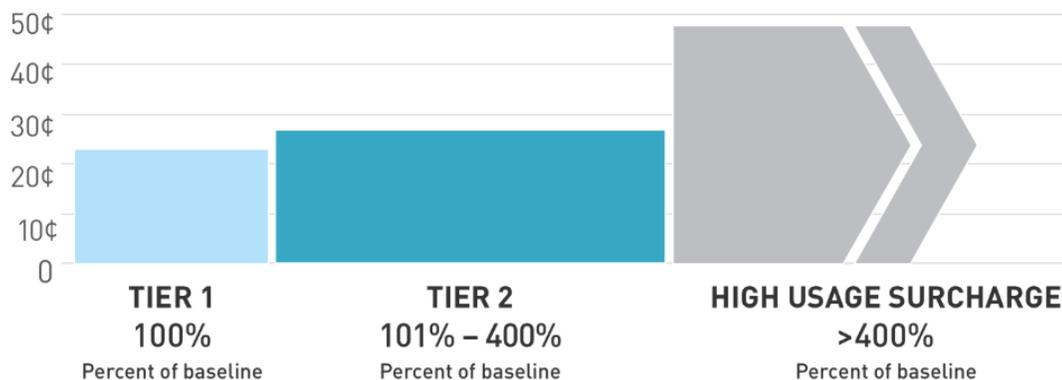


Tiered Rates (i.e. E-1) vs EV Rate

Traditionally, PG&E has offered the E-1 rate which has varying pricing levels, known as “tiers”. The tiers, and their price, changes based on the amount of energy you consume in a billing cycle, not when in the day it’s consumed (like with a TOU rate).

How Tiers Work:

1. Each billing period, PG&E allots you an amount electricity you can use under the least expensive tier (i.e. Tier 1).
2. If you surpass that allotment, you’ll move in the second tier, which is more expensive than the first.
3. If you surpass that allotment, then you move onto the High Usage Surcharge tier, which is even more expensive than the previous.



PLEASE NOTE: This chart represents an above average usage customer. The length of time in each tier depends on monthly energy usage.

If you are on E-1 with SCP, we do not implement a tier rate meaning the price you pay for electric generation (SCP portion of the bill) is flat and doesn't change with the time of day or quantity used.

A common issue for customers on the E-1 rate who have an EV is the tendency to go into the second tier, or High Usage Surcharge tier, for their PG&E delivery charges which will result in bill increases.

Generally, charging an electric vehicle in a tiered rate schedule like E-1, regardless of whether the vehicle is a plug-in hybrid electric vehicle or a battery electric vehicle, will likely yield higher electricity costs. If consumers can switch to a time-of-use rate and charge an electric vehicle at "Off-Peak" times, it is much more likely to realize cost savings of using electricity for transportation compared to gasoline.

Price Comparison

The below comparison shows an illustrative price difference between E-1 and EV2 for a family of 4 with a Battery Electric Vehicle and a Plug-in Hybrid.

Total Monthly Usage (kWh)	573	Summer Peak Usage (kWh)	77
		Summer Partial Peak Usage (kWh)	141
		Summer Off Peak Usage (kWh)	355
		Total Monthly Usage (kWh)	573
	E-1		EV2
	SCP CleanStart		SCP CleanStart
PG&E Delivery Costs	\$80.62	PG&E Delivery Costs	\$72.41
Generation Costs	\$48.96	Generation Costs	\$51.02
Additional PG&E Fees	\$15.83	Additional PG&E Fees	\$15.83
Energy Commission Surcharge	\$0.17	Energy Commission Surcharge	\$0.17
Total Electric Charges	\$145.57	Total Electric Charges	\$139.43

EV Rates and Financial Assistance Discounts

Please note: Customers enrolled in the EV rates are ineligible to take advantage of Medical Baseline. Customers on the EV-A or EV-B rate are ineligible to be enrolled in the CARE program.

FAQ's

On the EV2 rate, when should I charge my car?

If you're on the EV2 rate, the "Off-Peak" period, and best times to charge, are in the morning, early afternoon, and overnight. For EV2, off peak hours are currently from midnight to 3 PM.

What if I have solar?

Solar customers are still eligible to enroll in the EV2 rate. Often, customers with solar benefit from the EV rate because they can charge their EV during off peak hours (after midnight) at a lower price but your solar panels will typically still be producing clean electricity during peak hours allowing your credits to accumulate at the higher rate.