

PG&E EV Fleet program FAQ

EV Fleet program information

What is the goal of the EV Fleet program?

As approved by the California Public Utilities Commission (CPUC) in May 2018, the EV Fleet program includes the following key elements:

- The EV Fleet program provides make-ready charging infrastructure for medium and heavy-duty EVs.
- The program objective is to support the conversion of fleet vehicles to electric by lowering the upfront cost of electric charging infrastructure, and spur customer and Original Equipment Manufacturer (OEM) activity.
- EV Fleet is currently authorized to enroll sites through December 31, 2026.
- The program has a budget of \$236 million. To increase access to all, 25% of program investment goes to disadvantaged communities (DACs).

What are the two ownership options offered through the program?

There are two ownership structures in the EV Fleet program:

Option 1: Customer designs, builds, owns, operates, and maintains Behind-The-Meter (BTM) make-ready infrastructure.¹ In this case, PG&E will construct, own, and maintain all To-The-Meter (TTM) infrastructure² and provide an incentive to the customer for BTM costs.³

Option 2: PG&E designs, builds, owns, operates, pays for, and maintains all infrastructure from the transformer up to the charger.

¹Behind the meter (BTM) infrastructure work for EV Fleet program includes everything from the meter up to the charger stub (excluding the charger) – BTM switchgear, any stepdown transformers (if needed), concrete pads for the equipment, trenching and installing of conduits and wires to the charger stubs.

²To the meter (TTM) infrastructure work for EV Fleet program includes everything upstream of the meter - transformers, circuit protection equipment, concrete pads for the equipment, trenching and installing of conduits and wires to the switchgear.

³ Exclusive of the cost of the charger.

Do any of the state rebates work with the EV Fleet program?

Yes, several state rebate programs are fully stackable with EV Fleet. We coordinate with major grant fund sources including the California Air Resources Board, California Energy Commission, and Bay Area Air Quality Management District to help you best co-fund your project.

What types of chargers can be installed under the EV Fleet program?

We install a mix of level 2 and DC fast chargers. Program participants can select from a variety of EV charger configurations to fit their charging needs. [See our approved product list](#), hosted by Southern California Edison.

Participation

What kind of fleet customer sites will PG&E install chargers at?

The program supports on-road and off-road medium- and heavy-duty vehicles including, but not limited to:

- Medium duty vehicles greater than 6,000 lbs GVWR
- Heavy-duty vehicles
- Transit and commuter buses
- School buses
- Cargo vans
- Off-road vehicles including class 1 forklifts, hostlers, transportation refrigeration units, tractors, etc.

How do I apply for the program?

1. Complete an interest form to indicate your interest in participating in the program.
2. A PG&E EV Specialist will reach out to you to discuss program eligibility, process and timeline.
3. Complete a program application to be considered for program participation.

How long does the EV Fleet program process take?

Following the completion of the EV Fleet application, the EV Fleet electrification process, from design to execution, takes approximately 9 to 13 months. Learn about the step-by-step process to [fleet electrification](#).

Is there a requirement around the number of electric vehicles?

As a CPUC requirement, PG&E requires a commitment to purchase a minimum of two eligible electric vehicles.

What is the term of agreement?

The term of the agreement is 10 years. That is the length of time the program requires all participating customers to operate and maintain the EV chargers.

What happens at the end of 10 years?

The program agreement ends. The contractual arrangement with the customer converts into the current tariff arrangement.

What if the customer cannot maintain the charging infrastructure for 10 years?

The 10-year commitment is a requirement in the CPUC decision. PG&E can provide customers with information about pro-rating their responsibility for the funding they receive if they release the site or infrastructure prior to the 10-year term.

Will PG&E install infrastructure to support vehicles to be purchased in the future?

Yes, PG&E will install infrastructure to support vehicles procured within 5 years of program contract execution. Participants must provide a schedule of anticipated vehicle purchases and associated load increase. PG&E reserves the right to implement deficiency billing if the customer does not procure anticipated vehicles to meet the anticipated load increase. The customer will be billed for the cost of infrastructure installed to support the difference between planned and actual load.

What kind of data must be shared with PG&E by participants?

PG&E will collect utilization data from the chargers daily, in 15-minute intervals. That will be in addition to basic site-level information. Collection of this data is a requirement set by the CPUC and is anonymized and reported to the CPUC annually.

Project planning

When will participants be notified of their eligibility for the PG&E owned or customer-owned make-ready option?

Eligibility is determined before the customer signs the program contract. The project scope is based on preliminary desktop review, site walk findings, preliminary design and project cost estimate which reflect either the PG&E-owned or customer-owned make-ready infrastructure approach.

Which stakeholders should be involved in program discussions?

It is important that interested customers involve all key stakeholders throughout the process so fleet electrification infrastructure is planned for and executed in a timely manner. Sustainability leads, finance leads, transportation or fleet operation leads and senior executives within a customer's organization should weigh in on the purchase of electric vehicles and associated spend on charging infrastructure. Conversations with those decision makers early in the process are helpful for timely implementation of key decisions.

Vendors and contractors

Can the customer go with any contractor?

In the case that the customer elects to construct their own make-ready infrastructure for the behind-the-meter portion from the meter to the charger stub, the customer must hire qualified and state-licensed labor to be eligible for the program's make-ready infrastructure incentive.

In the case that PG&E constructs the entire make-ready infrastructure, the work will be executed by the design and construction contractors qualified by PG&E.

Charging infrastructure

How should fleets prepare for EVSE installation?

Each fleet needs to consider a handful of factors when deciding on the right EV charging infrastructure. For example,

- determining how much energy is needed,
- when the vehicles will be charged and how often, and
- how quickly the vehicles need to be charged,

are all part of the equation when preparing for EVSE installation. Learn more with [PG&E's EV Fleet Charging Guidebook](#). It provides detailed advice on how to best select, install and maintain the right charging solution to help with fleet electrification.

How can a fleet ensure the EVSE equipment will work with the vehicles?

A good first step is to ask the EVSE provider if they have experience charging the vehicle purchased. If not, ask the OEM and/or dealer for the charging specifications that should then be provided to the EVSE provider to ensure all requirements are met. Call an EV Fleet specialist to get more detailed advice on the right configuration.

Energy usage

What rate plan will a fleet use?

EV Fleet customers can enroll in the Business EV Rate. It eliminates demand charges and instead uses two monthly subscription pricing models to enable:

- More affordable charging

- Simplified pricing structures
- Improved certainty for budgeting

Which business EV rate subscription level should a fleet choose?

Customers choose their subscription level based on energy needs:

- Those that are projected to need 100 kW or more should choose the high use EV rate.
- Those that use under 100 kW should choose the low use EV rate.

Customers can change subscriptions levels to suit their evolving needs. However, it's important to keep in mind that if customers go over their subscription level without changing it first, overage fees may apply.

Can fleets add solar or battery storage to offset energy needs?

EV Fleet program participants can install solar or battery storage on their EV meter if all chargers are smart chargers. This allows the customer to meet data reporting requirements set by the CPUC. For sites that are deploying off-road vehicles such as forklifts, the chargers generally are not capable of minimum data reporting requirements. This means that all charger usage data must be collected at the meter. Therefore, the meter cannot also be connected to solar or battery storage assets.

Program background

Why is PG&E offering this program?

SB 350 directs the California Public Utilities Commission (CPUC) to address the single largest emitting sector in the state's greenhouse gas (GHG) emissions inventory: transportation. Specifically, the law declares that meeting the state's 2030 and 2050 GHG reduction goals will require widespread transportation electrification (TE). The law solidifies the role of utilities in supporting TE, among other objectives: Widespread transportation electrification requires electrical corporations to increase access to the use of electricity as a transportation fuel. PG&E is a long-time supporter of clean transportation through its own utility fleet investments and customer programs. We are committed to accelerating widespread TE throughout our service territory and supporting customer adoption of clean-fuel vehicles across all sectors and communities.

How is the EV Fleet program funded?

The program is funded through customer rates. The impact on a customer's bill is small. This is similar to other public purpose programs funded by customers. More EVs on the road benefits all of California with cleaner air – which is good for everyone.