

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



July 12, 2013

Advice Letter 3910-E & 3910-E-A

Brian K. Cherry
Vice President, Regulation and Rates
Pacific Gas and Electric Company
77 Beale Street, Mail Code B10C
P.O. Box 770000
San Francisco, CA 94177

SUBJECT: Modifications to Electric Rate Schedule E-9 for Residential Time-of-Use Service for Low Emission Vehicle Customers

Dear Mr. Cherry:

Advice Letter 3910-E and 3910-E-A are effective August 23, 2012 per Resolution E-4508 Ordering Paragraph.

Sincerely,

A handwritten signature in cursive script that reads "Edward F. Randolph".

Edward F. Randolph, Director
Energy Division

May 9, 2012

Advice 3910-E-A

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

**Subject: Modifications to Electric Rate Schedule E-9 for Residential
Time-of-Use Service for Low Emission Vehicle Customers and
Creation of New Schedule EV**

Pacific Gas and Electric Company ("PG&E") hereby supplements its Advice Letter 3910-E dated September 26, 2011, to address, in part, issues and concerns raised in response to that advice letter.

Purpose

On September 26, 2011, PG&E filed revisions to voluntary Electric Vehicle Schedule E-9. The proposed changes were, in part, ordered by Decision 11-07-029. In that decision, the Commission concluded PG&E's existing voluntary rate for electric vehicle customers, Schedule E-9, needed to be revised. As PG&E noted in its Advice Letter, Schedule E-9 is both complex and outdated, and its tiered structure does not reflect PG&E's cost of service. In this supplemental advice letter, PG&E responds to concerns raised by parties in response to Advice Letter 3910-E by modifying its proposal for Schedule E-9 and by creating a new Schedule EV.

Background

PG&E discussed the background associated with the changes to Schedule E-9 in depth in Advice Letter 3910-E and does not repeat that background here. As of November 4, 2011, PG&E received 75 protests to PG&E's advice letter from individuals or organizations. PG&E responded to protests on November 14, 2011. These protests had the following main themes:

- Public policy objectives for EVs and EV charging rates;
- The potential for adverse bill impacts under PG&E's proposed rates;
- Future rate choices that will be available for EV charging loads;
- Specific rate design and cost allocation issues;
- Other recommendations; and

- Procedural adequacy of notification to customers affected by the proposed changes.

Specific rate design issues raised included the implementation of a monthly customer charge, time-of-use (TOU) period definitions and revenue neutrality as the basis for setting rates.

Rate Proposal

PG&E's original proposal in Advice 3910-E addressed two key policy objectives: (1) to correct the extremely low tiered rates on Schedule E-9; and (2) to offer TOU rates without an inclining block tiered rate structure which creates a disincentive for electric vehicle charging by driving total usage into higher tiers. In this advice letter, PG&E supplements its original proposal to address issues raised in protests while still meeting these key objectives. First, PG&E proposes to grandfather existing customers on Schedule E-9 to provide two additional years of this schedule. However, to ensure that Schedule E-9 is not continued indefinitely at inappropriate rate levels, PG&E proposes to eliminate Schedule E-9 on the later of the date of a decision in Phase 2 of the 2014 GRC or December 31, 2014. Second, PG&E will establish a new Schedule EV that meets the second objective by establishing a voluntary rate for customers with electric vehicles that is time differentiated and non-tiered.

Modified Schedule E-9

PG&E's current Schedule E-9 has two options. The first option allows customers to take whole house service, including EV charging, through one meter. This "whole-house", or single meter option, is called Option A of Schedule E-9. The second option under Schedule E-9 is for charging-only service. Under this option, service to the EV charger is separately metered. This is known as Option B of Schedule E-9. Both options of Schedule E-9 will remain open to existing customers, as well as any new qualifying customers, until the effective date of the new Schedule EV that is proposed in this advice letter and described further below. After Schedule EV becomes effective, no additional customers will be allowed to take service under either option of Schedule E-9. The customers taking service under Schedule E-9 prior to the effective date of Schedule EV will be "grandfathered" under Schedule E-9, and will have the opportunity to continue service on this schedule until the later of the date a decision is granted in Phase 2 of PG&E's 2014 GRC, or December 31, 2014. At that time, both options of Schedule E-9 will be eliminated and the customers will be migrated to an otherwise available rate schedule.

In this advice letter, PG&E requests only the changes to Schedule E-9 needed to close the schedule to new customers and to indicate the timeframe when Schedule E-9 will be eliminated as described above. No changes to the rate levels in Schedule E-9 are being requested in this advice letter.

New Schedule EV

For customers with electric vehicles that are not “grandfathered” under Schedule E-9, or do not wish to continue service under Schedule E-9, PG&E proposes a new, optional Schedule EV. The new Schedule EV is offered instead of completely revising all rates for Schedule E-9 as PG&E originally proposed in Advice 3910-E. As such, the new Schedule EV is a non-tiered TOU rate like PG&E originally proposed for a revised Schedule E-9. Also, like Schedule E-9, Schedule EV will have two options: Option A for whole house service and Option B for charging-only service.

PG&E anticipates it will need up to six months to revise its billing systems so that Schedule EV can be offered, at which time Schedule E-9 will be closed to new customers as discussed above. In addition, customers must have an appropriate meter to accommodate the new TOU periods under Schedule EV.

PG&E has revised its initial proposal for non-tiered TOU rates for electric vehicle charging significantly to address concerns raised by the parties. First, both the A and B options of Schedule EV will be designed on a revenue neutral basis. To address concerns raised by the Division of Ratepayer Advocates (DRA), revenue neutrality is determined for the class as a whole (rather than just single family residences as PG&E had originally proposed), and does not include an adjustment for EV usage (again, rather than PG&E’s original proposal to include 175 kWh for incremental EV usage).

Second, to address several parties concern with regard to the proposed customer charge of \$8.00 per month, Options A and B of Schedule EV do not include a customer charge (although, like PG&E’s other residential rates that do not include a customer charge, Option A does include a minimum charge). As directed by the Commission, Option B includes a meter charge of \$1.50 per month which is expressed in the tariff as a daily charge. Since some of the revenue that must be collected is allocated to a meter charge on Option B, the energy rates on Option B are slightly lower than the corresponding energy rates on Option A. The proposed rates for both Option A and Option B of Schedule EV are shown in Table 1, below. In total, these changes make electric vehicle rates more attractive than the rates originally filed in Advice 3910-E.

Table 1
Proposed Rates For Schedule EV

	As filed (3910-E)*	Proposed EV-A	Proposed EV-B
Summer			
Peak	\$0.40486	\$0.35656	\$0.35120
Partial Peak	\$0.22201	\$0.19914	\$0.19646

Off Peak	\$0.11039	\$0.09712	\$0.09674
Winter			
Peak	\$0.29186	\$0.26694	\$0.26118
Partial Peak	\$0.17834	\$0.16472	\$0.16184
Off Peak	\$0.11323	\$0.09930	\$0.09889
Meter Charge	N/A	N/A	\$0.04928/day
Customer Charge	\$0.26283/day	N/A	N/A
Minimum Charge	N/A	\$0.14784/day	N/A

*The values shown here are slightly different than those shown in Advice 3910-E since they have been updated based on rate changes that occurred on January 1, 2012 and March 1, 2012.

Third, some parties expressed concern about the proposed TOU periods. In response, PG&E has modified its proposed TOU periods for Schedule EV to increase the number of off-peak hours on weekend days in both the summer and winter seasons. While this does not eliminate the peak period during the weekends as had been suggested, it provides for a larger number of low cost off-peak hours during the weekend for charging. PG&E's proposed TOU periods for Schedule EV are shown in Table 2 below.

Table 2
Proposed TOU Periods For Schedule EV

	As filed (3910-E)	Proposed EV
All Year		
Peak	2-9pm Monday-Friday; 3-7pm Weekends and holidays	2-9pm Monday-Friday; 3-7pm Weekends and holidays
Partial Peak	7am-2pm and 9-11pm Monday-Friday; 7am-3pm and 7-11pm Weekends and holidays	7am-2pm and 9-11pm Monday- Friday
Off Peak	All other hours	All other hours

In this advice letter, PG&E proposes draft tariffs and rates for Schedule EV consistent with the description above. PG&E will not be able to commence billing customers under Schedule EV until its systems have been revised to make this option available to customers. PG&E requests approval of these drafts at this time, but proposes to update and re-file these tariffs in a timeframe consistent with the actual implementation date of Schedule EV. PG&E requests that the Commission's resolution approving this advice letter include a requirement to file Schedule EV tariffs that are in accordance with the drafts presented here, updated based on then-current rates, as a Tier 1 advice letter sixty days prior to the expected effective date of Schedule EV.

Pro forma proposed Electric Schedule EV has been included as Attachment 2.

Cap on Total Enrollment

As noted above, Schedule E-9 will be retained for grandfathered customers until the later of the date of a decision in Phase 2 of PG&E's 2014 GRC or on December 31, 2014, when the schedule will be eliminated and the customers will be migrated to an otherwise available rate schedule. PG&E proposes to limit enrollment under the new Schedule EV to a maximum of 30,000 customers. PG&E expects Schedule EV to be interim in nature, acknowledging the intent of the CPUC to re-evaluate electric vehicle rates in Phase 2 of the 2014 GRC.

Tariff Revisions

Tariff sheets for the modifications to Schedule E-9 are attached. At this time, PG&E also requests approval of the draft tariffs for Schedule EV, which PG&E will file 60 days in advance of completion of the implementation of Schedule EV.

Protests

Anyone wishing to protest this **supplemental** filing may do so by letter sent via U.S. mail, by facsimile or electronically, any of which must be received no later than **May 29, 2012**, which is 20 days after the date of this filing. **Any new protest shall be limited to the substance of the supplement or additional information pursuant to CPUC General Order 96-B, Section 7.5.1.** Protests should be mailed to:

CPUC Energy Division
Tariff Files, Room 4005
DMS Branch
505 Van Ness Avenue
San Francisco, California 94102

Facsimile: (415) 703-2200
E-mail: EDTariffUnit@cpuc.ca.gov

Copies of protests also should be mailed to the attention of the Director, Energy Division, Room 4004, at the address shown above.

The protest also should be sent via U.S. mail (and by facsimile and electronically, if possible) to PG&E at the address shown below on the same date it is mailed or delivered to the Commission:

Brian K. Cherry
Vice President, Regulation and Rates
Pacific Gas and Electric Company
77 Beale Street, Mail Code B10C
P.O. Box 770000
San Francisco, California 94177

Facsimile: (415) 973-6520
E-mail: PGETariffs@pge.com

Effective Date

PG&E requests that the changes to Schedule E-9 proposed herein in this Tier 2 Advice Letter become effective June 8, 2012, which is 30 days from the date of this filing.

Notice

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically and via U.S. mail to parties shown on the attached list and the parties on the service list for R.09-08-009. Address changes to the General Order 96-B service list and all electronic approvals should be directed to e-mail PGETariffs@pge.com. For address changes to any other service list, please contact the Commission's Process Office at (415) 703-2021 or at Process_Office@cpuc.ca.gov. Advice letter filings can also be accessed electronically at <http://www.pge.com/tariffs>.



Vice President - Regulation and Rates

cc: Service List for R.09-08-009
Protestants of PG&E Advice 3910-E

Attachments

Attachment 1

Attachment 2: Pro Forma Proposed Electric Schedule EV

CALIFORNIA PUBLIC UTILITIES COMMISSION

ADVICE LETTER FILING SUMMARY ENERGY UTILITY

MUST BE COMPLETED BY UTILITY (Attach additional pages as needed)

Company name/CPUC Utility No. **Pacific Gas and Electric Company (ID U39 E)**

Utility type:

ELC GAS
 PLC HEAT WATER

Contact Person: Kimberly Chang

Phone #: (415) 973-5472

E-mail: kwcc@pge.com

EXPLANATION OF UTILITY TYPE

ELC = Electric GAS = Gas
PLC = Pipeline HEAT = Heat WATER = Water

(Date Filed/ Received Stamp by CPUC)

Advice Letter (AL) #: **3910-E-A**

Tier: **2**

Subject of AL: **Modifications to Electric Rate Schedule E-9 for Residential Time-of-Use Service for Low Emission Vehicle Customers and Creation of New Schedule EV**

Keywords (choose from CPUC listing): Compliance

AL filing type: Monthly Quarterly Annual One-Time Other _____

If AL filed in compliance with a Commission order, indicate relevant Decision/Resolution #: D.11-07-029

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: No

Summarize differences between the AL and the prior withdrawn or rejected AL: _____

Is AL requesting confidential treatment? If so, what information is the utility seeking confidential treatment for:

Confidential information will be made available to those who have executed a nondisclosure agreement: Yes No

Name(s) and contact information of the person(s) who will provide the nondisclosure agreement and access to the confidential information: _____

Resolution Required? Yes No

Requested effective date: **June 8, 2012**

No. of tariff sheets: 3

Estimated system annual revenue effect (%): N/A

Estimated system average rate effect (%): N/A

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected: Electric Schedule E-9

Service affected and changes proposed: Modify Electric Schedule E-9 to be open until the implementation of proposed Schedule EV

Pending advice letters that revise the same tariff sheets: N/A

Protests, dispositions, and all other correspondence regarding this AL are due no later than 20 days after the date of this filing, unless otherwise authorized by the Commission, and shall be sent to:

CPUC, Energy Division
Tariff Files, Room 4005
DMS Branch
505 Van Ness Ave.,
San Francisco, CA 94102
E-mail: EDTariffUnit@cpuc.ca.gov

Pacific Gas and Electric Company
Attn: Brian Cherry
Vice President, Regulation and Rates
77 Beale Street, Mail Code B10C
P.O. Box 770000
San Francisco, CA 94177
E-mail: PGETariffs@pge.com

**ATTACHMENT 1
Advice 3910-E-A**

**Cal P.U.C.
Sheet No.**

Title of Sheet

**Cancelling Cal
P.U.C. Sheet No.**

31575-E	ELECTRIC SCHEDULE E-9 EXPERIMENTAL RESIDENTIAL TIME-OF-USE SERVICE FOR LOW EMISSION VEHICLE CUSTOMERS	29680-E
31576-E	ELECTRIC TABLE OF CONTENTS Sheet 1	31539-E
31577-E	ELECTRIC TABLE OF CONTENTS RATE SCHEDULES Sheet 2	31424-E



ELECTRIC SCHEDULE E-9
EXPERIMENTAL RESIDENTIAL TIME-OF-USE
SERVICE FOR LOW EMISSION VEHICLE CUSTOMERS

APPLICABILITY: This optional experimental schedule applies to electric service to customers for whom Schedule E-1 applies and who have a currently registered Motor Vehicle, as defined by the California Motor Vehicle Code, which is: 1) a battery electric vehicle (BEV) or plug-in hybrid electric vehicle (PHEV) recharged via a recharging outlet at the customer's premises; or, 2) a natural gas vehicle (NGV) refueled via a home refueling appliance (HRA) at the customer's premises. This schedule is not available to customers with a conventional, charge sustaining (battery recharged solely from the vehicle's on-board generator) hybrid electric vehicle (HEV). Low speed electric vehicles and electrically powered motorcycles, as defined by the California Motor Vehicle Code, are not eligible for this rate option. This schedule is optional for customers where a NGV has been purchased or leased, and a home refueling appliance (HRA) has been installed at the customer's premises for the sole purpose of compressing natural gas for use as a motor-vehicle fuel and gas service is provided by PG&E under optional residential gas Schedule G1-NGV – *Residential Natural Gas Service For Compression On Customers' Premises* or Schedule GL1-NGV – *Residential CARE Program Natural Gas Service For Compression on Customers' Premises*. Service under this schedule is provided at the sole option of PG&E and based upon the availability of metering equipment and customer infrastructure improvements necessary for charging or fueling.

Schedule E-9 remains open until the effective date of the new Schedule EV. Thereafter, Schedule E-9 is closed to new customers. Schedule E-9 will be eliminated on the later of the date of a decision in Phase 2 of PG&E's 2014 General Rate Case, or December 31, 2014. At that time, all Schedule E-9 customers will be migrated to an otherwise available rate schedule. (N)
 |
 |
 |
 (N)

The provisions of Schedule S—Standby Service Special Conditions 1 through 6 shall also apply to customers whose premises are regularly supplied in part (but not in whole) by electric energy from a nonutility source of supply. These customers will pay monthly reservation charges as specified under Section 1 of Schedule S, in addition to all applicable Schedule E-9 charges. See Special Condition 9 of this rate schedule for exemptions to standby charges.

Depending on the manner in which customers will fuel their vehicle, one of the following rates will apply:

Rate A: Applies to all applicable customers unless they qualify for and choose Rate B.

Rate B: Applies to all applicable customers with a separately metered BEV or PHEV, recharging outlet or NGV home refueling appliance.

Ongoing daily Time-of-Use (TOU) meter charges applicable to customers taking service under this rate schedule will no longer be applied if the customer has a SmartMeter™ installed.

TERRITORY: This rate schedule applies everywhere PG&E provides electric service.

(Continued)



ELECTRIC TABLE OF CONTENTS

Sheet 1

TABLE OF CONTENTS

SCHEDULE	TITLE OF SHEET	CAL P.U.C. SHEET NO.	
	Title Page	31576-E	(T)
	Rate Schedules	31577 , 31425, 31540, 31427 ,31428, 31429,30751, 31541, 31542-E	(T)
	Preliminary Statements	31477,29900,30376,31468,31139,30846,31474-E	
	Rules	30402, 30473, 31153-E	
	Maps, Contracts and Deviations.....	29909-E	
	Sample Forms	30680*,30353,30372,31154,30354,30740,30513,30682,30833,30683,29920,29921-E	

(Continued)



ELECTRIC TABLE OF CONTENTS
RATE SCHEDULES

Sheet 2

SCHEDULE	TITLE OF SHEET	CAL P.U.C. SHEET NO.
Rate Schedules		
Residential		
Counties Served	Listing of Counties Covered Under Electric Rate Schedules.....	8285-E
E-1	Residential Service	31356, 31357,30408,19910,31174*,28719-E
E-6	Residential Time-of-Use Service.....	27605, 31358, 31359,30411,31176*,31030-E
E-7	Residential Time-of-Use Service.....	29700, 31360, 31361,30414, 31178*, 31033-E
E-8	Residential Seasonal Service Option	31362, 31363,31180*,28752-E
E-9	Experimental Residential Time-of-Use Service for Low Emission Vehicle Customers	31575 ,31364, 31365, 31366, 31367,30421,26896,31182*,28758-E (T)

(Continued)

Advice Letter 3910-E-A

**Attachment 2:
Pro Forma
Electric Rate Schedule EV**



ELECTRIC SCHEDULE EV
RESIDENTIAL TIME-OF-USE
SERVICE FOR PLUG-IN ELECTRIC VEHICLE CUSTOMERS

Sheet 1

APPLICABILITY: This optional experimental schedule applies to electric service to customers for whom Schedule E-1 applies and who have a currently registered Motor Vehicle, as defined by the California Motor Vehicle Code, which is a battery electric vehicle (BEV) or plug-in hybrid electric vehicle (PHEV) recharged via a recharging outlet at the customer's premises. This schedule is not available to customers with a conventional, charge sustaining (battery recharged solely from the vehicle's on-board generator) hybrid electric vehicle (HEV). Low speed electric vehicles and electrically powered motorcycles or bicycles, as defined by the California Motor Vehicle Code, are not eligible for this rate option. Service under this schedule is provided at the sole option of PG&E and based upon the availability of metering equipment and customer infrastructure improvements necessary for charging. (N)

The provisions of Schedule S—Standby Service Special Conditions 1 through 6 shall also apply to customers whose premises are regularly supplied in part (but not in whole) by electric energy from a nonutility source of supply. These customers will pay monthly reservation charges as specified under Section 1 of Schedule S, in addition to all applicable Schedule EV charges. See Special Condition 6 of this rate schedule for exemptions to standby charges.

Depending on the manner in which customers will fuel their vehicle, one of the following rates will apply:

Rate A: Applies to all applicable customers unless they qualify for and choose Rate B.

Rate B: Applies to all applicable customers with a separately metered BEV or PHEV recharging outlet.

TERRITORY: This rate schedule applies everywhere PG&E provides electric service.

RATES: Total bundled service charges are calculated using the total rates below. Bundled service customers are billed the greater of the total minimum charge or the otherwise applicable total charge derived from total rates.

Direct Access (DA) and Community Choice Aggregation (CCA) charges shall be calculated in accordance with the paragraph in this rate schedule titled Billing. (N)

Rate A	TOTAL RATES			(N)
				(N)
Total Energy Rates (\$ per kWh)	PEAK	PART-PEAK	OFF-PEAK	(N)
Summer Usage	\$0.35656 (N)	\$0.19914 (N)	\$0.09712 (N)	(N)
Winter Usage	\$0.26694 (N)	\$0.16472 (N)	\$0.09930 (N)	(N)
 Total Minimum Charge Rate (\$ per meter per day)		\$0.14784		(N)

(Continued)

Advice Letter No:
 Decision No.

Issued by

 Vice President
 Regulation and Rates

Date Filed _____
 Effective _____
 Resolution No. _____



ELECTRIC SCHEDULE EV
RESIDENTIAL TIME-OF-USE
SERVICE FOR PLUG-IN ELECTRIC VEHICLE CUSTOMERS

Sheet 2

RATES:(Cont'd.)

Total bundled service charges shown on a customer's bills are unbundled according to the component rates shown below. Where the minimum charge applies with no usage, generation is calculated residually based on the total minimum charge less the sum of: Distribution, Reliability Services, Public Purpose Programs, and Nuclear Decommissioning. Where the minimum charge applies with usage, the generation charge is calculated residually based on the total charge less the sum of: Transmission, Transmission Rate Adjustments, Reliability Services, Distribution, Public Purpose Programs, Nuclear Decommissioning, CTC, Energy Cost Recovery Amount, DWR Bond and the New System Generation Charge.

UNBUNDLING OF TOTAL RATES

Energy Rates by Component (\$ per kWh)	PEAK	PART-PEAK	OFF-PEAK	(N)
Generation:				
Summer Usage	\$0.16067 (N)	\$0.07743 (N)	\$0.03891 (N)	(N)
Winter Usage	\$0.06004 (N)	\$0.03751 (N)	\$0.04030 (N)	(N)
Distribution***:				
Summer Usage	\$0.14836 (N)	\$0.07418 (N)	\$0.01068 (N)	(N)
Winter Usage	\$0.15937 (N)	\$0.07968 (N)	\$0.01147 (N)	(N)
Transmission* (all usage)	\$0.01314 (N)	\$0.01314 (N)	\$0.01314 (N)	(N)
Transmission Rate Adjustments* (all usage)	\$0.00094 (N)	\$0.00094 (N)	\$0.00094 (N)	(N)
Reliability Services* (all usage)	(\$0.00012) (N)	(\$0.00012) (N)	(\$0.00012) (N)	(N)
Public Purpose Programs (all usage)	\$0.01610 (N)	\$0.01610 (N)	\$0.01610 (N)	(N)
Nuclear Decommissioning (all usage)	\$0.00055 (N)	\$0.00055 (N)	\$0.00055 (N)	(N)
Competition Transition Charges (all usage)	\$0.00555 (N)	\$0.00555 (N)	\$0.00555 (N)	(N)
Energy Cost Recovery Amount (all usage)	\$0.00504 (N)	\$0.00504 (N)	\$0.00504 (N)	(N)
DWR Bond (all usage)	\$0.00513 (N)	\$0.00513 (N)	\$0.00513 (N)	(N)
New System Generation Charge (all usage)***	\$0.00120 (N)	\$0.00120 (N)	\$0.00120 (N)	(N)
Minimum Charge Rate by Component	\$ per meter	\$ per kWh		(N)
	per day			
Distribution***	\$0.12185 (N)	-		(N)
Transmission*	-	\$0.01408 (N)		(N)
Reliability Services*	\$0.00000	-		(N)
Public Purpose Programs	\$0.00576 (N)	-		(N)
Nuclear Decommissioning	\$0.00020 (N)	-		(N)
Competition Transition Charges	-	\$0.00555 (N)		(N)
Energy Cost Recovery Amount	-	\$0.00504 (N)		(N)
DWR Bond	-	\$0.00513 (N)		(N)
New System Generation Charge***		\$0.00120 (N)		(N)
Generation**	Determined Residually			

* Transmission, Transmission Rate Adjustments and Reliability Service charges are combined for presentation on customer bills.
 ** Total rate less the sum of the individual non-generation components.
 *** Distribution and New System Generation Charges are combined for presentation on customer bills.

(Continued)

Advice Letter No:
 Decision No.

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 Regulation and Rates

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 Resolution No. _____



**ELECTRIC SCHEDULE EV
 RESIDENTIAL TIME-OF-USE
 SERVICE FOR PLUG-IN ELECTRIC VEHICLE CUSTOMERS**

Sheet 3

RATES: (Cont'd.)

TOTAL RATES

Rate B

Total Energy Rates (\$ per kWh)	PEAK	PART-PEAK	OFF-PEAK		
Summer Usage	\$0.35120 (N)	\$0.19646 (N)	\$0.09674 (N)	(N)	(N)
Winter Usage	\$0.26118 (N)	\$0.16184 (N)	\$0.09889 (N)	(N)	(N)
Total Meter Charge Per Day	\$0.04928 per day (N)			(N)	(N)

Total bundled service charges shown on customer's bills are unbundled according to the component rates shown below.

UNBUNDLING OF TOTAL RATES

Meter Charge Rate: Meter charge rate provided in the Total Rate section above are assigned entirely to the unbundled distribution component.

Energy Rates by Component (\$ per kWh)	PEAK	PART-PEAK	OFF-PEAK		
Generation:					
Summer	\$0.16067 (N)	\$0.07743 (N)	\$0.03891 (N)	(N)	(N)
Winter	\$0.06004 (N)	\$0.03751 (N)	\$0.04030 (N)	(N)	(N)
Distribution***:					
Summer	\$0.14300 (N)	\$0.07150 (N)	\$0.01030 (N)	(N)	(N)
Winter	\$0.15361 (N)	\$0.07680 (N)	\$0.01106 (N)	(N)	(N)
Transmission* (all usage)	\$0.01314 (N)	\$0.01314 (N)	\$0.01314 (N)	(N)	(N)
Transmission Rate Adjustments* (all usage)	\$0.00094 (N)	\$0.00094 (N)	\$0.00094 (N)	(N)	(N)
Reliability Services* (all usage)	(\$0.00012) (N)	(\$0.00012) (N)	(\$0.00012) (N)	(N)	(N)
Public Purpose Programs (all usage)	\$0.01610 (N)	\$0.01610 (N)	\$0.01610 (N)	(N)	(N)
Nuclear Decommissioning (all usage)	\$0.00055 (N)	\$0.00055 (N)	\$0.00055 (N)	(N)	(N)
Competition Transition Charges (all usage)	\$0.00555 (N)	\$0.00555 (N)	\$0.00555 (N)	(N)	(N)
Energy Cost Recovery Amount (all usage)	\$0.00504 (N)	\$0.00504 (N)	\$0.00504 (N)	(N)	(N)
DWR Bond (all usage)	\$0.00513 (N)	\$0.00513 (N)	\$0.00513 (N)	(N)	(N)
New System Generation Charge (all usage)***	\$0.00120 (N)	\$0.00120 (N)	\$0.00120 (N)	(N)	(N)

* Transmission, Transmission Rate Adjustments and Reliability Service charges are combined for presentation on customer bills.
 ** Total rate less the sum of the individual non-generation components.
 *** Distribution and New System Generation Charges are combined for presentation on customer bills.

(Continued)

Advice Letter No:
 Decision No.

Issued by
 Vice President
 Regulation and Rates

Date Filed _____
 Effective _____
 Resolution No. _____



ELECTRIC SCHEDULE EV
RESIDENTIAL TIME-OF-USE
SERVICE FOR PLUG-IN ELECTRIC VEHICLE CUSTOMERS

SPECIAL
 CONDITIONS:

1. TIME PERIODS: Times of the year and times of the day are defined as follows: (N)

 - All Year:
 - Peak: 2:00 p.m. to 9:00 p.m. Monday through Friday. 3:00 p.m. to 7:00 p.m. Saturday, Sunday and Holidays.
 - Partial-Peak: 7:00 a.m. to 2:00 p.m. and 9:00 p.m. to 11:00 p.m. Monday through Friday.
 - Off-Peak: All other hours.

DAYLIGHT SAVING TIME ADJUSTMENT: The time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

2. SEASONAL CHANGES: The summer season is May 1 through October 31 and the winter season is November 1 through April 30. When billing includes use in both the summer and winter periods, charges will be prorated based upon the number of days in each period.
3. ADDITIONAL METERS: If a residential dwelling unit is served by more than one electric meter, the customer must designate which meter is the primary meter and which is (are) the additional meter(s).
4. BILLING: A customer's bill is calculated based on the option applicable to the customer.

Bundled Service Customers receive supply and delivery services solely from PG&E. The customer's bill is based on the Total Rates set forth above.

Transitional Bundled Service Customers take transitional bundled service as prescribed in Rules 22.1 and 23.1, or take bundled service prior to the end of the six (6) month advance notice period required to elect bundled portfolio service as prescribed in Rules 22.1 and 23.1. These customers shall pay charges for transmission, transmission rate adjustments, reliability services, distribution, nuclear decommissioning, public purpose programs, the new system generation charge, the applicable Cost Responsibility Surcharge (CRS) pursuant to Schedule DA CRS or Schedule CCA CRS, and short-term commodity prices as set forth in Schedule TBCC.

(N)

(Continued)

Advice Letter No:
 Decision No.

Issued by
 Vice President
 Regulatory Relations

Date Filed _____
 Effective _____
 Resolution No. _____



ELECTRIC SCHEDULE EV
RESIDENTIAL TIME-OF-USE
SERVICE FOR PLUG-IN ELECTRIC VEHICLE CUSTOMERS

Sheet 5

SPECIAL
 CONDITIONS:
 (Cont'd.)

4. BILLING (Cont'd.):

Direct Access (DA) and Community Choice Aggregation (CCA) Customers purchase energy from their non-utility provider and continue receiving delivery services from PG&E. Bills are equal to the sum of charges for transmission, transmission rate adjustments, reliability services, distribution, public purpose programs, nuclear decommissioning, the new system generation charge, the franchise fee surcharge, and the applicable CRS. The CRS is equal to the sum of the individual charges set forth below. Exemptions to the CRS, including exemptions continuous DA service, are set forth in Schedules DA CRS and CCA CRS.

	<u>DA / CCA CRS</u>	(N)
Energy Cost Recovery Amount Charge (per kWh)	\$0.00504	(N)
DWR Bond Charge (per kWh)	\$0.00513	(N)
CTC Charge (per kWh)	\$0.00555	(N)
Power Charge Indifference Adjustment (per kWh)		
Pre-2009 Vintage	(\$0.00551)	(N)
2009 Vintage	\$0.01773	(N)
2010 Vintage	\$0.01920	(N)
2011 Vintage	\$0.01920	(N)

(N)
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Pro Forma

(Continued)

Advice Letter No:
 Decision No.

Issued by

 Vice President
 Regulation and Rates

Date Filed _____
 Effective _____
 Resolution No. _____

**PG&E Gas and Electric
Advice Filing List
General Order 96-B, Section IV**

AT&T	Dept of General Services	North Coast SolarResources
Alcantar & Kahl LLP	Douglass & Liddell	Northern California Power Association
Ameresco	Downey & Brand	Occidental Energy Marketing, Inc.
Anderson & Poole	Duke Energy	OnGrid Solar
BART	Economic Sciences Corporation	Praxair
Barkovich & Yap, Inc.	Ellison Schneider & Harris LLP	R. W. Beck & Associates
Bartle Wells Associates	Foster Farms	RCS, Inc.
Bloomberg	G. A. Krause & Assoc.	Recurrent Energy
Bloomberg New Energy Finance	GLJ Publications	SCD Energy Solutions
Boston Properties	GenOn Energy, Inc.	SCE
Braun Blaising McLaughlin, P.C.	Goodin, MacBride, Squeri, Schlotz & Ritchie	SMUD
Brookfield Renewable Power	Green Power Institute	SPURR
CA Bldg Industry Association	Hanna & Morton	San Francisco Public Utilities Commission
CLECA Law Office	Hitachi	Seattle City Light
CSC Energy Services	In House Energy	Sempra Utilities
California Cotton Ginners & Growers Assn	International Power Technology	Sierra Pacific Power Company
California Energy Commission	Intestate Gas Services, Inc.	Silicon Valley Power
California League of Food Processors	Lawrence Berkeley National Lab	Silo Energy LLC
California Public Utilities Commission	Los Angeles Dept of Water & Power	Southern California Edison Company
Calpine	Luce, Forward, Hamilton & Scripps LLP	Spark Energy, L.P.
Cardinal Cogen	MAC Lighting Consulting	Sun Light & Power
Casner, Steve	MBMC, Inc.	Sunrun Inc.
Center for Biological Diversity	MRW & Associates	Sunshine Design
Chris, King	Manatt Phelps Phillips	Sutherland, Asbill & Brennan
City of Palo Alto	Marin Energy Authority	Tabors Caramanis & Associates
City of Palo Alto Utilities	McKenzie & Associates	Tecogen, Inc.
City of San Jose	Merced Irrigation District	Tiger Natural Gas, Inc.
City of Santa Rosa	Modesto Irrigation District	TransCanada
Clean Energy Fuels	Morgan Stanley	Turlock Irrigation District
Coast Economic Consulting	Morrison & Foerster	United Cogen
Commercial Energy	Morrison & Foerster LLP	Utility Cost Management
Consumer Federation of California	NLine Energy, Inc.	Utility Specialists
Crossborder Energy	NRG West	Verizon
Davis Wright Tremaine LLP	NaturEner	Wellhead Electric Company
Day Carter Murphy	Navigant Consulting	Western Manufactured Housing Communities Association (WMA)
Defense Energy Support Center	Norris & Wong Associates	eMeter Corporation
Department of Water Resources	North America Power Partners	