

Pacific Gas and Electric Company

# EV Charge Network Program Guide



Together, Building  
a Better California

## Program overview

Pacific Gas and Electric Company (PG&E) launched the EV Charge Network program to install 7,500 EV chargers at multi-unit dwellings and workplaces throughout its service territory. This program provides an opportunity to contribute to California's clean energy goals while also investing in your property. If you have at least ten parking spots available to convert, you can take advantage of program rebates and incentives to help install EV chargers and receive assistance in permitting and construction, valued at approximately \$100,000.

### Program benefits

#### Cost savings

PG&E pays for the infrastructure to supply electricity to each EV parking space, and for a portion of the charging equipment.

#### Hands-on assistance

Experienced PG&E professionals will help guide you through the planning, installation and activation process.

#### Employee and resident satisfaction

Attract and retain employees or residents by offering EV charging and promoting clean energy use at your site.

#### Climate action

Support California's greenhouse gas reduction goals by promoting the transition to low-emission transportation.

#### Leadership by example

Position your organization as a leader in sustainability and innovation, and advance your own sustainability goals.

#### Public health

Help improve air quality for California communities by reducing tailpipe emissions.

### Key program features

- PG&E will pay for, maintain, and coordinate construction of infrastructure from the transformer to the parking space, often 60-80% of the total project cost.
- In addition to the infrastructure, a portion of the charging equipment cost will be paid for by PG&E (\$575 to \$2,300 per port).
- Program participants have the option to own the chargers themselves or have PG&E own them.
- Program participants can choose their charging equipment from an approved vendor list.
- Program participants can bill drivers or offer charging for free. They also decide access to the chargers, making them available to employees, fleet vehicles or the public.
- Program requires a minimum of 10 EV parking spaces per location.

# Customer journey

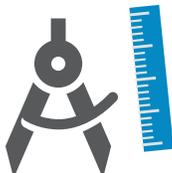
**1** **Info & Application**  
 Potential program participant applies online at [pge.com/evcharge](http://pge.com/evcharge)



**2** **Eligibility Assessment**  
 PG&E reviews eligibility and site information, assessing costs and technical feasibility



**3** **Design**  
 Program participant selects chargers; PG&E sends site design layout and easement for program participant's signature



**4** **Construction**  
 PG&E builds "make-ready" infrastructure to parking space



**5** **Activation**  
 Chargers are installed, activated and inspected; PG&E conducts data integration

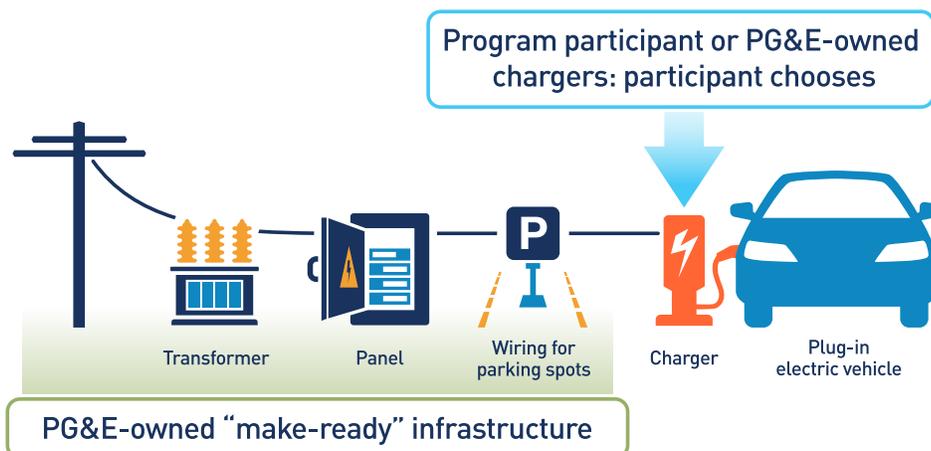


**6** **Utilization**  
 Chargers are maintained for 10 years



# Ownership

In many cases, program participants can choose whether they will own the chargers or have PG&E own them. Regardless of which ownership model is selected, PG&E will pay for, maintain, and coordinate all “make-ready” infrastructure from the pole to the parking space.



## Summary of ownership options

	EV CHARGE OWNER (Program participant owns chargers)	EV CHARGE SPONSOR (PG&E owns chargers)
Eligibility	All program participants are eligible	Eligible participants: <ul style="list-style-type: none"> <li>• Multi-unit dwellings</li> <li>• Workplaces in disadvantaged communities*</li> </ul>
Costs	Program participant pays for the installation of the EV charger and ongoing costs; receives a partial rebate	Program participant submits a one-time participant payment
Charger Selection	Program participant chooses from full list of approved vendors	Program participant chooses from limited list of approved vendors
Key Benefits	Offers more charger options and greater control of maintenance and operations	Offers lower overall costs

\*"Disadvantaged communities" are defined as the top 25% of communities in PG&E's service area that are disproportionately burdened by multiple sources of pollution, as defined by the California Environmental Protection Agency's CalEnviroScreen. For more information: <https://oehha.ca.gov/calenviroscreen>. Additionally, please note that for the purposes of this program, workplaces of companies in the Fortune 1000 will not be considered part of a disadvantaged community, even if they are located in one.

## Costs

Upfront costs will vary based on ownership model, customer segment, charging equipment selected and number of ports (ex. 10 ports = 10 parking spaces). Costs vary considerably by vendor, and program participants should visit the program website and speak with individual vendors for more details.

	EV CHARGE OWNER (Program participant owns chargers)	EV CHARGE SPONSOR (PG&E owns chargers)
Make-ready costs (infrastructure up to the parking space)	No cost to program participant	
Charger installation costs (\$150-\$1,850 per port)	Responsibility of program participant	No cost to program participant
Charger costs (\$1,000-\$5,000 per port)	Program participant pays for hardware; receives rebate based on customer segment	Program participant submits a one-time participation payment based on customer segment and hardware
Annual costs (maintenance & network fees; \$200-\$850 per port)	Responsibility of program participant	No cost to program participant
Electricity costs (\$1,100-\$5,000 per port annually)	Responsibility of program participant, but may be recovered from EV drivers	

## Cost summary table

After determining customer segment and selecting ownership model and hardware, program participants can reference the table below to understand their costs. In all cases, PG&E will pay for the infrastructure from the pole to the parking space.

OWNERSHIP OPTION	SEGMENT (MUD = multi-unit dwelling; WP= workplace)	HARDWARE COST	INSTALLATION AND ONGOING COST
EV Charge Owner	MUD in a disadvantaged community	Program participant pays for all chargers, then receives rebate of \$2,300 per charging port	Costs vary by vendor; visit website or contact vendors for more detail
	MUD not in a disadvantaged community	Program participant pays for all chargers, then receives rebate of \$1,150 per charging port	
	WP in a disadvantaged community		
	WP not in a disadvantaged community	Program participant pays for all chargers, then receives rebate of \$575 per charging port	
EV Charge Sponsor	MUD in a disadvantaged community	No cost to program participant	No cost to program participant
	MUD not in a disadvantaged community	Participation payment of \$1,150 per port	
	WP in a disadvantaged community		
	WP not in a disadvantaged community	N/A – this segment is not eligible for this ownership option	

## Rates and pricing

Before the chargers become operational, program participants will select an electric rate and determine whether and how to recover electricity costs from EV drivers.

PRICING OPTIONS	PASS-THROUGH PRICING	CUSTOM PRICING
Rates	Program participant pays Time-of-Use (TOU) rate, using a dedicated meter that serves only the EV chargers	
Pricing for EV drivers	Program participant passes the TOU rate directly to drivers	Program participant creates their own pricing structure, such as free charging or flat-rate charging
Pricing implementation	Program participant communicates the pricing structure to their vendor	Program participant communicates the pricing structure to their vendor, and participates in the EV Charge Network Load Management Plan

### Collecting from drivers

The program participant will always pay for electric service to the EV charging stations. If a program participant chooses to bill drivers for charging sessions to recover their costs, this is the process:

1. The program participant tells their vendor the pricing structure they want for drivers.
2. The vendor collects payments from drivers as they use the chargers.
3. The program participant pays their monthly electricity bill for service to the chargers.
4. The vendor transfers to the program participant the funds they've collected from drivers (details to be negotiated between the vendor and program participant).

### Load management plan

Program participants who choose to implement their own custom pricing, such as free charging or a flat fee, must participate in the EV Charge Network Load Management Plan. Through the Load Management Plan, participants will be requested to shift the amount of EV charging at their site on certain occasions (called "events") to support the grid. Sometimes PG&E will ask participants to increase EV charging at their site, such as times when there is significant generation of renewable energy like solar. Other times, PG&E will ask participants to decrease EV charging at their site, such as times when there is high demand for electricity. For more information on the Load Management Plan, visit the program website.

## Rate options

Program participants will be charged for the electric service to the EV charging stations using a commercial rate (A6 or A10, or the equivalent CCA rates if the program participant is a CCA customer). The charging stations will be served by a dedicated meter and rate, regardless of any other meters or rates used at the property. Both options are Time-of-Use (TOU) rates, which means that the price of electricity varies throughout the day.

	A6 (SMALL GENERAL TIME-OF-USE SERVICE)	A10 (MEDIUM GENERAL DEMAND-METERED SERVICE)
Eligibility	The amount of electricity used by the charging stations at one time must be less than 75 kW. Eligibility for A6 will be reviewed annually, and any participants that have a maximum demand of greater than 75 kW in three consecutive months will be automatically transitioned to A10.	The amount of electricity used by the charging stations at one time can be greater than 75 kW
Energy rates (\$/kWh)	A6 has higher energy rates (\$/kWh) than A10, but does not have a demand charge	A10 has lower energy rates (\$/kWh) than A6, but has a demand charge
Demand charge	A6 does not have a demand charge	A10 includes a demand charge, which is an additional fee based on the maximum amount of electricity used by the charging stations at one time during the billing period
Participant consideration	<p>A6 is typically the better rate for:</p> <ul style="list-style-type: none"> <li>• Participants anticipating low to moderate utilization of their charging stations</li> <li>• Participants considering the Pass-Through Pricing option</li> <li>• Participants with charging station utilization primarily during the off-peak and partial-peak hours of the time-of-use periods</li> </ul>	A10 is typically the better rate for participants anticipating high utilization of their charging stations

## Contact

For further questions on the program, supporting documents or frequently asked questions, please visit the website or contact PG&E at any time.

Website: [pge.com/evcharge](http://pge.com/evcharge) | Email: [EVChargeNetwork@pge.com](mailto:EVChargeNetwork@pge.com)