

PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
San Francisco CA 94102-3298



Pacific Gas & Electric Company
ELC (Corp ID 39)
Status of Advice Letter 6806E
As of July 20, 2023

Subject: Revisions to PG&E's Business Electric Vehicle (BEV) Rate Schedule

Division Assigned: Energy

Date Filed: 12-30-2022

Date to Calendar: 01-11-2023

Authorizing Documents: None

Disposition:	Accepted
Effective Date:	01-29-2023

Resolution Required: No

Resolution Number: None

Commission Meeting Date: None

CPUC Contact Information:

edtariffunit@cpuc.ca.gov

AL Certificate Contact Information:

Kimberly Loo

(415)973-4587

PGETariffs@pge.com

PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
San Francisco CA 94102-3298



To: Energy Company Filing Advice Letter

From: Energy Division PAL Coordinator

Subject: Your Advice Letter Filing

The Energy Division of the California Public Utilities Commission has processed your recent Advice Letter (AL) filing and is returning an AL status certificate for your records.

The AL status certificate indicates:

- Advice Letter Number
- Name of Filer
- CPUC Corporate ID number of Filer
- Subject of Filing
- Date Filed
- Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)
- Effective Date of Filing
- Other Miscellaneous Information (e.g., Resolution, if applicable, etc.)

The Energy Division has made no changes to your copy of the Advice Letter Filing; please review your Advice Letter Filing with the information contained in the AL status certificate, and update your Advice Letter and tariff records accordingly.

All inquiries to the California Public Utilities Commission on the status of your Advice Letter Filing will be answered by Energy Division staff based on the information contained in the Energy Division's PAL database from which the AL status certificate is generated. If you have any questions on this matter please contact the:

Energy Division's Tariff Unit by e-mail to
edtariffunit@cpuc.ca.gov

December 30, 2022

Advice 6806-E

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

Subject: Revisions to PG&E's Business Electric Vehicle (BEV) Rate Schedule

Purpose

To provide an update to Pacific Gas & Electric's (PG&E's) Business Electric Vehicle (BEV) Rate schedule that was approved in Advice 5793-E-A effective as of April 13, 2020.

Background

Pursuant to Decision 19-10-055, on March 25, 2020, PG&E submitted Advice 5793- E¹ to detail the tariff values and rate features of the business electric vehicle rate (Schedule BEV). PG&E submitted a supplemental Advice 5793-E-A², which was approved and effective as of April 13, 2020. The new Schedule BEV was implemented in Advice 5661-E-B³ along with all the electric May 1st rate change with an effective date of May 1, 2020.

This year, PG&E submitted Advice 6603-E⁴ and supplemental Advice 6603-E-A⁵ to request rate updates, which were effective on June 1, 2022. PG&E also submitted Advice 6689-E⁶ to implement new rate value changes for Recovery Bond Charge and Recovery Bond Credit. This was effective on September 1, 2022.

¹ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_5793-E.pdf

² https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_5793-E-A.pdf

³ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_5661-E-B.pdf

⁴ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6603-E.pdf

⁵ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6603-E-A.pdf

⁶ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6689-E.pdf

In this advice letter, PG&E is requesting the following updates to the approved BEV tariff:

1. Electric Vehicle (EV) definition update
2. Default to Calendar Billing
3. Grace period language clarification
4. Updated Incidental Load Definition
5. Added Integral Load Definition
6. General Cleanup.

Tariff Updates Justification

1. EV Definition Update: Updating the current EV definition allows for alignment with Rule 29⁷ as recommended in CPUC Final Resolution E-5167⁸ section 6. *Definition of EV* section states: “The IOUs should align the definition of EV included in their EV Infrastructure Rules with the definition adopted in D. 20-09-025⁹.” This new definition is inclusive of all use cases.
2. Defaulting BEV customers to Calendar Billing: Customers on BEV rate are encouraged to actively manage their subscription levels to avoid paying overage fees. Based on customer feedback, the subscription level management is challenging, and many customers have requested calendar billing to simplify the process. Therefore, defaulting all new BEV customers to calendar billing allows for simpler subscription management process for both the customer and PG&E.
3. Grace Period language clarification: The grace period language cleanup seeks alignment with the Decision 19-10-055 (Decision)¹⁰ language that a customer should not qualify for another 3 month grace period if they simply switch from one BEV rate to the other, unless they have added incremental charging load. Also, the Decision clearly states that “The Commission agrees that PG&E should

⁷ PG&E Rule 29. (Sheet 22)

https://www.pge.com/tariffs/assets/pdf/tariffbook/ELEC_RULES_29.pdf

⁸ RESOLUTION E-5167; October 7, 2021. (p.24)

<https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M413/K566/413566906.PDF>

⁹ D.20-09-025. DECISION CLARIFYING STATUS OF ELECTRIC VEHICLE CHARGING SERVICE PROVIDERS AS PUBLIC UTILITIES; September 24, 2020. (p. 20), the CPUC concludes that PU Code sections 740.2, 740.3, and 740.12 referencing EVs in fact applies to light-, medium- and heavy-duty electric vehicle charging services, and off-road electric vehicle or off-road electric equipment charging services.

<https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M347/K774/347774886.PDF>

¹⁰ D. 19-10-055. DECISION APPROVING APPLICATION FOR PACIFIC GAS AND ELECTRIC COMPANY’S COMMERCIAL ELECTRIC VEHICLE RATES. October 24, 2019.

<https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M318/K552/318552527.PDF> (p. 23-24) “PG&E shall provide a grace period of three billing cycles to a CEV customer that begins when 1) the CEV customer first enrolls in a CEV rate, or [emphasis inserted] 2) the CEV customer adds additional charging infrastructure that increases load, as demonstrated by engineering proposals or service planning applications provided to PG&E.”

disincentivize customers from intentionally choosing lower subscription levels that do not match their demand in order to “game” the system (and thus lower their bills).¹¹”

4. Incidental Load Definition Update: Due to growing demand for the EV infrastructure, some EV charging infrastructure providers are planning to introduce large sites with a potential to exceed the existing incidental load limit for safe operation of the site (such as parking lights). The impact of not addressing the explicit incidental load limit poses risk of (1) potential safety and reliability concerns due to limited lighting, lack of fire abatement systems, and maintenance tools for new sites, or (2) introduces additional customer costs to include these loads on another service. PG&E collected stakeholder and customer feedback to help inform the updated definition of the incidental load. The updated definition removes the explicit load limit to account for site scalability and takes in account the dynamic marketplace of the EV charging infrastructure developments, subject to reasonableness and the spirit of the tariff.
5. Integral Load Definitions: To provide clarity on what load is eligible for BEV rate, PG&E introduced the concept of the “Integral Load” to differentiate from the incidental load. This definition explicitly states that the Battery Energy Storage Systems (BESS) paired with EV charging infrastructure are eligible for BEV rate, as directed by the Decision¹².
6. General Cleanup: Corrected typos and removed references to outdated information – the tariff was launched in May of 2020 for a subset of customers and expanded in October of 2020 to full customer group with all customer tools and functionality. The original tariff was written to reflect this phased approach. Moving forward, this historical information is not relevant, therefore it is removed for clarity.

PG&E includes these BEV tariff revisions in Attachment 1. For convenience of the reader, PG&E has also included redline revisions in Attachment 2.

This submittal would not increase any current rate or charge, cause the withdrawal of service, or conflict with any rate schedule or rule.

¹¹ D. 19-10-055., p. 24

¹² D. 19-10-055, p. 37

Protests

Anyone wishing to protest this submittal may do so by letter sent electronically via E-mail, no later than January 19, 2023, which is 20 days after the date of this submittal. Protests must be submitted to:

CPUC Energy Division
ED Tariff Unit
E-mail: EDTariffUnit@cpuc.ca.gov

The protest shall also be electronically sent to PG&E via E-mail at the address shown below on the same date it is electronically delivered to the Commission:

Sidney Bob Dietz II
Director, Regulatory Relations
c/o Megan Lawson
E-mail: PGETariffs@pge.com

Any person (including individuals, groups, or organizations) may protest or respond to an advice letter (General Order 96-B, Section 7.4). The protest shall contain the following information: specification of the advice letter protested; grounds for the protest; supporting factual information or legal argument; name and e-mail address of the protestant; and statement that the protest was sent to the utility no later than the day on which the protest was submitted to the reviewing Industry Division (General Order 96-B, Section 3.11).

Effective Date

Pursuant to General Order (GO) 96-B, Rule 5.2, this advice letter is submitted with a Tier 2 designation. PG&E requests that this Tier 2 advice submittal become effective on regular notice, January 29, 2023, which is 30 calendar days after the date of submittal.

Notice

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically to parties shown on the attached list and the parties on the service list for A.18-11-003. Address changes to the General Order 96-B service list should be directed to PG&E at email address PGETariffs@pge.com. For changes to any other service list, please contact the Commission's Process Office at (415) 703-2021 or at Process_Office@cpuc.ca.gov. Send all electronic approvals to PGETariffs@pge.com. Advice letter submittals can also be accessed electronically at: <http://www.pge.com/tariffs/>.



ADVICE LETTER 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 WATER
 PLC HEAT

Contact Person: Kimberly Loo

Phone #: (415)973-4587

E-mail: PGETariffs@pge.com

E-mail Disposition Notice to: KELM@pge.com

EXPLANATION OF UTILITY TYPE

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

(Date Submitted / Received Stamp by CPUC)

Advice Letter (AL) #: 6806-E

Tier Designation: 2

Subject of AL: Revisions to PG&E's Business Electric Vehicle (BEV) Rate Schedule

Keywords (choose from CPUC listing): Tariffs

AL Type: Monthly Quarterly Annual One-Time Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #:

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:

Confidential treatment requested? Yes No

If yes, specification of confidential information:

Confidential information will be made available to appropriate parties who execute a nondisclosure agreement. Name and contact information to request nondisclosure agreement/ access to confidential information:

Resolution required? Yes No

Requested effective date: 1/29/23

No. of tariff sheets: 7

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: See Attachment 1

Service affected and changes proposed¹: N/A

Pending advice letters that revise the same tariff sheets: 6778-E

¹Discuss in AL if more space is needed.

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

California Public Utilities Commission
Energy Division Tariff Unit Email:
EDTariffUnit@cpuc.ca.gov

Contact Name: Sidnev Bob Dietz II. c/o Megan Lawson
Title: Director, Regulatory Relations
Utility/Entity Name: Pacific Gas and Electric Company

Telephone (xxx) xxx-xxxx:
Facsimile (xxx) xxx-xxxx:
Email: PGETariffs@pge.com

Contact Name:
Title:
Utility/Entity Name:

Telephone (xxx) xxx-xxxx:
Facsimile (xxx) xxx-xxxx:
Email:

CPUC
Energy Division Tariff Unit
505 Van Ness Avenue
San Francisco, CA 94102

Clear Form

Cal P.U.C. Sheet No.	Title of Sheet	Cancelling Cal P.U.C. Sheet No.
55060-E	ELECTRIC SCHEDULE BEV BUSINESS ELECTRIC VEHICLES Sheet 1	46493-E
55061-E	ELECTRIC SCHEDULE BEV BUSINESS ELECTRIC VEHICLES Sheet 3	53419-E
55062-E	ELECTRIC SCHEDULE BEV BUSINESS ELECTRIC VEHICLES Sheet 5	47484-E
55063-E	ELECTRIC SCHEDULE BEV BUSINESS ELECTRIC VEHICLES Sheet 6	46498-E
55064-E	ELECTRIC SCHEDULE BEV BUSINESS ELECTRIC VEHICLES Sheet 7	46657-E
55065-E	ELECTRIC TABLE OF CONTENTS Sheet 1	54827-E
55066-E	ELECTRIC TABLE OF CONTENTS Sheet 6	52831-E*



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 1

APPLICABILITY: Except as noted below, Electric Schedule Business Electric Vehicle (hereafter BEV) is an optional schedule that applies to commercial EV charging purposes where the non-EV commercial usage and the EV charging usage is metered separately. An electric vehicle includes light-duty, medium-duty, and heavy-duty battery electric vehicles and plug-in hybrid electric vehicles, as well as off-road electric vehicles and off-road electric equipment. This schedule is not available to residential or agricultural service for customers for which a residential or agricultural schedule is applicable with the exception of Multi-Family Accommodations as defined in Electric Rule 1¹, which qualify as commercial premises for purposes of BEV rate applicability. (T)
(T)

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 (see "Special Conditions" section, item 10).

(D)
|
(D)

The BEV rate has two distinct rate options: BEV-1 and BEV-2. The BEV-1 rate option is intended for customers with kW usage at or below 100 kW. The BEV-2 rate option is intended for customers with kW usage at or above 100 kW. Note that customers may be on the BEV-1 or BEV-2 at usage of 100 kW based on the customer's preference. BEV-1 is for Secondary Voltage service, and BEV-2 was designed with Primary and Secondary Voltage options. Transmission Voltage customers are eligible for enrollment on the BEV-2 Primary rate option. (T)
(T)
(T)
(T)

The BEV rate replaces the customer charge and traditional maximum kW demand charge with a subscription-based model for monthly kW allocation. Customers taking service on this rate schedule can use any amount of kW and kWh but will incur an "overage" fee if the kW usage exceeds a customer's self-designated subscription level. The specific mechanics of the subscription model and overage fee are described in more detail in the "Special Conditions" section item 6 and item 8.

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

RATES: Total bundled service charges are calculated using the total rates below. Direct Access (DA) and Community Choice Aggregation (CCA) charges shall be calculated in accordance with the paragraph in this rate schedule titled Billing.

¹ The Rates and Rules referred to in this schedule are part of PG&E's electric tariffs. Copies are available at PG&E's local offices and website at <http://www.pge.com/tariffs>. (Continued)



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 3

SPECIAL
CONDITIONS:

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

TOU Period	Times	Days
Peak	4:00 p.m. to 9:00 p.m.	Every day including weekends and holidays, all year
Off-Peak	9:00 p.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m.	Every day including weekends and holidays, all year.
Super Off-Peak	9:00 a.m. to 2:00 p.m.	Every day including weekends and holidays, all year/

2. SEASONAL CHANGES: Schedule BEV has no seasonal variation.

3. BILLING: Customers will be placed on a calendar billing cycle at the time they enroll in a BEV rate schedule. Existing customers on a BEV rate schedule who are not on calendar billing may request to switch to calendar billing at any time.

(N)
|
(N)

A customer's bill is calculated based on the option applicable to the customer as follows.

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

Transitional Bundled Service (TBS) Customers take TBS as prescribed in Rules 22.1 and 23.1, or take PG&E bundled service prior to the end of the six (6) month advance notice period required to elect PG&E bundled service as prescribed in Rules 22.1 and 23.1. TBS customers shall pay all charges shown in the Unbundling of Total Rates except for the Bundled Power Charge Indifference Adjustment and the generation charge. TBS customers shall also pay for their applicable Vintaged Power Charge Indifference Adjustment provided in the table below, and the short-term commodity prices as set forth in Schedule TBCC.

(Continued)



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 5

SPECIAL
CONDITIONS:
(Cont'd.)

5. **WILDFIRE FUND CHARGE:** The Wildfire Fund Charge was imposed by California Public Utilities Commission Decisions 19-10-056, 20-07-014, 20-09-005, and 20-09-023 and is property of Department of Water Resources (DWR) for all purposes under California law. The Charge became effective October 1, 2020, and applies to all retail sales, excluding CARE and Medical Baseline sales. The Wildfire Fund Charge (where applicable) is included in customers' total billed amounts. The Wildfire Fund Charge replaces the DWR Bond Charge imposed by California Public Utilities Commission Decisions 02-10-063 and 02-12-082.

6. **SUBSCRIPTION:** The kW subscription component of the BEV replaces a kW demand charge. The BEV rate does not include demand or customer charges and instead uses a monthly subscription for customer's kW demand. The subscription comes in blocks of 10 kW for the BEV-1 rate option and in blocks of 50 kW or the BEV-2 rate option. A customer determines their estimated maximum kW demand and then selects a subscription level to suit their need.

(T)
(T)

7. **GRACE PERIOD:** A grace period is a period of three (3) billing cycles, each with a minimum of 27 days, in which a BEV customer is not subject to overage fees (see "Special Conditions" section, item 8) associated with exceeding the customer's monthly pre-defined kW subscription. A grace period is triggered under the following two conditions:

(T)
(T)

(T)
(D)
|
(D)

a. **Customer Enrollment:** A grace period is triggered when a customer enrolls in a BEV rate.

(D)
|
(D)

b. **Addition of Electrical Vehicle Service Equipment (EVSE):** After a customer is enrolled in BEV rate, a second qualifying event for grace periods is if an existing customer enrolled on the BEV rate (either BEV-1 or BEV-2 rate option) adds additional charging infrastructure that increases load. In this case, a customer must notify PG&E that they have increased the amount of EVSE infrastructure behind the meter, which will then trigger a grace period.

(T)
(T)

(D)
(D)

(Continued)



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 7

SPECIAL
CONDITIONS:
(Cont'd.)

- 9. NOTIFICATIONS: Customer agrees to provide and maintain at least one form of accurate notification for billing and financial related customer messages, which may include email or Short Message Service ("SMS"). If Customer subsequently opts out of SMS notifications, customer must agree to provide a current email for BEV notifications, such as overage fees, in order to be eligible for the rate.
- 10. METER: Customers eligible for this rate schedule must have an interval data meter that can be read remotely by PG&E. In addition, MV90 meters are eligible for the BEV starting rate. (T)
- 11. SERVICE VOLTAGE: Please refer to Electric Rule 2 for information regarding service delivery voltages.
- 12. NEM ELIGIBILITY: Bundled and unbundled Net Energy Metering (NEM) customers taking service on NEM2S, NEM2EXP, NEM2EXPM, NEM2MT and NEM2PS are eligible for the BEV rate. (T)
- 13. INTEGRAL LOAD: Any loads that are solely associated with EV charging and no other use. Any loads associated with Generating Facilities (as defined in Rule 21) and Battery Energy Storage Systems (BESS) that are used solely to offset or support the EV charging loads are considered integral loads. Note: These systems should be sized appropriately to only serve the integral and eligible incidental EV charging loads, as well as accommodate future EV charging loads on the BEV meter and no other loads. (N)

(N)
- 14. INCIDENTAL LOAD: Any loads that are not considered integral loads but are dedicated exclusively to support the safe operation of the overall EV site infrastructure (e.g., lighting solely dedicated to the charging station, fire abatement systems, charging outlets for fleet maintenance power tools) may be included as loads on the BEV-dedicated meter. All incidental loads must be solely and exclusively dedicated to their associated EV charging infrastructure and will be reviewed at the option of and as determined by PG&E. (T)

(T)



ELECTRIC TABLE OF CONTENTS

Sheet 1

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Advice 6806-E
Decision

Issued by
Meredith Allen
Vice President, Regulatory Affairs

Submitted
Effective
Resolution

December 30, 2022



ELECTRIC TABLE OF CONTENTS

Sheet 6

SCHEDULE	TITLE OF SHEET	CAL P.U.C. SHEET NO.
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Advice 6806-E
December 30, 2022

Attachment 2

Redline Tariff Revisions



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 1

APPLICABILITY: Except as noted below, Electric Schedule Business Electric Vehicle (hereafter BEV) is an optional schedule that applies to commercial EV charging purposes where the non-EV commercial usage and the EV charging usage is metered separately. An electric vehicle includes light-duty, medium-duty, and heavy-duty battery electric vehicles and plug-in hybrid electric vehicles, as well as off-road electric vehicles and off-road electric equipment. The designation "EV" includes battery electric vehicle or plug-in hybrid electric vehicle as well as low speed electric vehicles and electrically powered motorcycles or bicycles. This schedule is not available to residential or agricultural service for customers for which a residential or agricultural schedule is applicable with the exception of Multi-Family Accommodations as defined in Electric Rule 1¹, which qualify as commercial premises for purposes of BEV rate applicability.

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 (see "Special Conditions" section, item 10). ~~Beginning October 1, 2020 Net Energy Metering (NEM) customers will be eligible for the BEV rate as long as customers meet the BEV eligibility requirements of being commercial customers with separate meters for EV charging. For more information on which NEM Schedules are eligible, see the "Special Conditions" section, item 12.~~

The BEV rate has two distinct rate options: BEV-1 and BEV-2. The BEV-1 rate option is ~~applicable intended for to~~ customers with kW usage at or below 100 kW. The BEV-2 ~~rate option is applicable intended for to~~ customers with kW usage at or above 100 kW. Note that customers may be on the BEV-1 or BEV-2 at usage of 100 kW based on the customer's preference. BEV-1 is for Secondary Voltage service, and BEV-2 was designed with a Primary and Secondary Voltage options. Transmission Voltage customers are eligible for enrollment on the BEV-2 Primary rate option.

The BEV rate replaces the customer charge and traditional maximum kW demand charge with a subscription-based model for monthly kW allocation. Customers taking service on this rate schedule can use any amount of kW and kWh but will incur an "overage" fee if the kW usage exceeds a customer's self-designated subscription level. The specific mechanics of the subscription model and overage fee are described in more detail in the "Special Conditions" section item 6 and item 8..

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

RATES: Total bundled service charges are calculated using the total rates below. Direct Access (DA) and Community Choice Aggregation (CCA) charges shall be calculated in accordance with the paragraph in this rate schedule titled Billing.

¹ The Rates and Rules referred to in this schedule are part of PG&E's electric tariffs. Copies are available at PG&E's local offices and website at <http://www.pge.com/tariffs>.

(Continued)



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 3

SPECIAL
CONDITIONS:

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

TOU Period	Times	Days
Peak	4:00 p.m. to 9:00 p.m.	Every day including weekends and holidays, all year
Off-Peak	9:00 p.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m.	Every day including weekends and holidays, all year.
Super Off-Peak	9:00 a.m. to 2:00 p.m.	Every day including weekends and holidays, all year/

2. SEASONAL CHANGES: Schedule BEV has no seasonal variation.

3. BILLING: Customers will be placed on a calendar billing cycle at the time they enroll in a BEV rate schedule. Existing customers on a BEV rate schedule who are not on calendar billing may request to switch to calendar billing at any time.

A customer's bill is calculated based on the option applicable to the customer as follows.

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

Transitional Bundled Service (TBS) Customers take TBS as prescribed in Rules 22.1 and 23.1, or take PG&E bundled service prior to the end of the six (6) month advance notice period required to elect PG&E bundled service as prescribed in Rules 22.1 and 23.1. TBS customers shall pay all charges shown in the Unbundling of Total Rates except for the Bundled Power Charge Indifference Adjustment and the generation charge. TBS customers shall also pay for their applicable Vintaged Power Charge Indifference Adjustment provided in the table below, and the short-term commodity prices as set forth in Schedule TBCC.

(Continued)



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 5

SPECIAL
CONDITIONS:
(Cont'd.)

5. WILDFIRE FUND CHARGE: The Wildfire Fund Charge was imposed by California Public Utilities Commission Decisions 19-10-056, 20-07-014, 20-09-005, and 20-09-023 and is property of Department of Water Resources (DWR) for all purposes under California law. The Charge became effective October 1, 2020, and applies to all retail sales, excluding CARE and Medical Baseline sales. The Wildfire Fund Charge (where applicable) is included in customers' total billed amounts. The Wildfire Fund Charge replaces the DWR Bond Charge imposed by California Public Utilities Commission Decisions 02-10-063 and 02-12-082.
6. SUBSCRIPTION: The kW subscription component of the BEV replaces a kW demand charge. The BEV rate does not include demand or customer charges and instead uses a monthly subscription for customer's kW demand. The subscription comes in blocks of 10 kW for the BEV-1 rate option and in blocks of 50 kW or the BEV-2 rate option. A customer determines their estimated maximum kW demand and then selects a subscription level to suit their need.
7. GRACE PERIOD: A grace period is a period of three (3) billing cycles, each with a minimum of 27 days, in which a BEV customer is not subject to overage fees (see "Special Conditions" section, item 8) associated with exceeding the customer's monthly pre-defined kW subscription. A grace period is triggered under ~~either or both of the following two conditions: (1) a BEV customer first enrolls in a BEV rate, and/or (2) the BEV customer adds additional charging infrastructure that increases the customer's load and the customer informs PG&E of these changes. These events are described in more detail below.~~
 - a. **Customer Enrollment:** A grace period is triggered when a customer enrolls in a BEV rate.
 - ~~i. A PG&E customer is eligible for a grace period when they enroll into a BEV rate. The grace period only applies to separate meters dedicated to electrical vehicle infrastructure and service equipment (EVSE).~~
 - ~~ii. This means that customers who change from BEV-1 to BEV-2 (or vice versa) are eligible for a grace period upon enrollment in the new rate. For example, a customer that has been enrolled in the BEV-1 (<=100 kW) version of the rate and changes to BEV-2 (>100 kW) or vice versa is eligible for a grace period.~~
 - b. **Addition of Electrical Vehicle Service Equipment (EVSE):** After a customer is enrolled in BEV rate, a second qualifying event for grace periods is if an existing customer enrolled on the BEV rate (either BEV-1 or BEV-2 rate option) adds additional charging infrastructure that increases load-supporting EVSE. In this case, a customer must notify PG&E that they have increased the amount of EVSE infrastructure behind the meter, which will then trigger a grace period.
 - ~~i. The main contributor to incremental increase in a customer's EV load is due to the addition of electrical vehicle chargers.~~

(Continued)



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 6

SPECIAL
CONDITIONS:
(Cont'd.)

8. GRACE PERIOD (Cont'd):

Note that an automatic adjustment of a customer's subscription level may occur at the end of a grace period for the following billing cycle. This would only occur if the customer had exceeded their subscription level on the third (and last) billing cycle of the grace period, in which case their subscription level for subsequent billing cycles would be automatically set to the overage amount from the third billing cycle of the grace period rounded up to the nearest kW block of subscription. The customer would be eligible to modify the subscription level again after three consecutive billing cycles following the end of the grace period.

~~Note that overage fees and grace periods will not be introduced to the rate until October 1, 2020. Customers who enroll on the BEV rate before October 1, 2020, will have a grace period introduced to their rates on or after October 1, 2020 depending on the start date of their billing period. These customers will not receive overage fees until three billing cycles have been completed after October 1, 2020.~~

9. OVERAGE/OVERAGE FEE: An overage is incurred when a customer surpasses the kW allotment of their pre-determined subscription level outside of a grace period. Note that the customer's subscription level is determined by the customer and can be increased or decreased as the customer sees fit. The only exception to this is the case of a "lock out" when PG&E auto adjusts the customer on the fourth month of billing following a customer overage in the third billing period within the grace period.

Overage will be based on 15-minute intervals readings of the average kW usage. For example, a customer with a 50 kW subscription whose average demand exceeds 50 kW in a given 15-minute interval of the billing cycle is considered to have incurred an overage.

If a customer exceeds their subscription after the grace period, PG&E will bill them for their subscription amount and any overages in increments of 1 kW. Although a customer may exceed their pre-determined kW subscription level multiple times per billing period, a customer can only incur one (1) financial penalty associated with overage for each billing period. Overage fees are based on the maximum kW demand in a given billing period. For example, if a customer with a 60 kW subscription uses 61 kW of demand in a 15-minute window followed by a 65 kW of demand in another 15-minute window, the customer will only incur an overage fee for the 5 kW overage for that billing period. Note: In some cases, such as rate version changes or seasonal cross overs, more than one billing period may be included in a general PG&E billing cycle.

(Continued)

Advice 5661-E-B
Decision

Issued by
Robert S. Kenney
Vice President, Regulatory Affairs

Submitted
Effective
Resolution

April 28, 2020
May 1, 2020



**ELECTRIC SCHEDULE BEV
BUSINESS ELECTRIC VEHICLES**

Sheet 7

SPECIAL
CONDITIONS:
(Cont'd.)

- 9. NOTIFICATIONS: Customer agrees to provide and maintain at least one form of accurate notification for billing and financial related customer messages, which may include email or Short Message Service ("SMS"). If Customer subsequently opts out of SMS notifications, customer must agree to provide a current email for BEV notifications, such as overage fees, in order to be eligible for the rate.
- 10. METER: Customers eligible for this rate schedule must have an interval data meter that can be read remotely by PG&E. In addition, MV90 meters are eligible for the BEV ~~starting October 1, 2020~~rate.
- 11. SERVICE VOLTAGE: Please refer to Electric Rule 2 for information regarding service delivery voltages.
- 12. NEM ELIGIBILITY: Bundled and unbundled Net Energy Metering (NEM) customers taking service on NEM2S, NEM2EXP, NEM2EXPM, NEM2MT and NEM2PS are eligible for the BEV rate ~~beginning October 1, 2020~~.
- 13. INTEGRAL LOAD: Any loads that are solely associated with EV charging and no other use. Any loads associated with Generating Facilities (as defined in Rule 21) and Battery Energy Storage Systems (BESS) that are used solely to offset or support the EV charging loads are considered integral loads. Note: These systems should be sized appropriately to only serve the integral and eligible incidental EV charging loads, as well as accommodate future EV charging loads on the BEV meter and no other loads.
- 14. INCIDENTAL LOAD: Any loads that are not considered integral loads but are dedicated exclusively to support the safe operation of the overall EV site infrastructure (e.g., lighting solely dedicated to the charging station, fire abatement systems, charging outlets for fleet maintenance power tools) may be included as loads on the BEV-dedicated meter. All incidental loads must be solely and exclusively dedicated to their associated EV charging infrastructure and will be reviewed at the option of and as determined by PG&E.

~~INCIDENTAL LOAD: An exception to the requirement that eligible meters are to be dedicated exclusively to BEV charging is that appliances and apparatus that solely serve the overall EV infrastructure of the site and no other use may be included as load on the BEV-dedicated meter. The eligible incidental load must not exceed 600 watts/277 volts and be limited to devices directly needed solely to support the BEV infrastructure and charging uses of the site itself. The added load included on the BEV meter must not include load from any non-EV charging infrastructure facilities, appliances or apparatus.~~

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

AT&T
Albion Power Company

Alta Power Group, LLC
Anderson & Poole

Atlas ReFuel
BART

Barkovich & Yap, Inc.
Braun Blaising Smith Wynne, P.C.
California Cotton Ginners & Growers Assn
California Energy Commission

California Hub for Energy Efficiency
Financing

California Alternative Energy and
Advanced Transportation Financing
Authority
California Public Utilities Commission
Calpine

Cameron-Daniel, P.C.
Casner, Steve
Center for Biological Diversity

Chevron Pipeline and Power
City of Palo Alto

City of San Jose
Clean Power Research
Coast Economic Consulting
Commercial Energy
Crossborder Energy
Crown Road Energy, LLC
Davis Wright Tremaine LLP
Day Carter Murphy

Dept of General Services
Don Pickett & Associates, Inc.
Douglass & Liddell
Dish Wireless L.L.C.

East Bay Community Energy Ellison
Schneider & Harris LLP
Engineers and Scientists of California

GenOn Energy, Inc.
Goodin, MacBride, Squeri, Schlotz &
Ritchie
Green Power Institute
Hanna & Morton
ICF

iCommLaw
International Power Technology
Intertie

Intestate Gas Services, Inc.

Johnston, Kevin
Kelly Group
Ken Bohn Consulting
Keyes & Fox LLP
Leviton Manufacturing Co., Inc.

Los Angeles County Integrated
Waste Management Task Force
MRW & Associates
Manatt Phelps Phillips
Marin Energy Authority
McClintock IP
McKenzie & Associates

Modesto Irrigation District
NLine Energy, Inc.
NRG Solar

OnGrid Solar
Pacific Gas and Electric Company
Peninsula Clean Energy

Pioneer Community Energy

Public Advocates Office

Redwood Coast Energy Authority
Regulatory & Cogeneration Service, Inc.

Resource Innovations

SCD Energy Solutions
San Diego Gas & Electric Company

SPURR
San Francisco Water Power and Sewer
Sempra Utilities

Sierra Telephone Company, Inc.
Southern California Edison Company
Southern California Gas Company
Spark Energy
Sun Light & Power
Sunshine Design
Stoel Rives LLP

Tecogen, Inc.
TerraVerde Renewable Partners
Tiger Natural Gas, Inc.

TransCanada
Utility Cost Management
Utility Power Solutions
Water and Energy Consulting Wellhead
Electric Company
Western Manufactured Housing
Communities Association (WMA)
Yep Energy