March 24, 2011

Clay Faber, Director
Regulatory Affairs
San Diego Gas and Electric
8330 Century Park Court, CP32C
San Diego, CA 92123-1548

Subject: Revisions to Plug-In Electric Vehicle (PEV) Tariff Schedules

Dear Mr. Faber:

Advice Letter 2219-E is effective January 26, 2011.

Sincerely,

Julie A. Fitch, Director
Energy Division
ADVICE LETTER 2219-E
(U902-E)

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SUBJECT: REVISIONS TO PLUG-IN ELECTRIC VEHICLE (PEV) TARIFF SCHEDULES

San Diego Gas & Electric Company (SDG&E) hereby submits for approval the following revisions to its electric vehicle tariffs as shown in the enclosed Attachment A.

PURPOSE

The purpose of this Advice Letter is to close Electric Rate Schedule EV-TOU-3 (Domestic Time-of-Use for Electric Vehicle Charging with a Dual Meter Adapter) and to make revisions to SDG&E’s experimental electric vehicle tariffs.

TARIFF CHANGES

Schedule EV-TOU-3: Domestic Time-of-Use for Electric Vehicle Charging with a Dual Meter Adapter

The EV-TOU-3 rate was designed for residential customers who seek to separately meter their PEV (Plug-in Electric Vehicle) by use of a dual-meter adapter (DMA). No customers are currently served on this rate due to governmental restrictions disallowing the use of DMAs in the SDG&E service territory. Currently the authorities having jurisdiction (AHJ’s) in SDG&E’s service territory will not approve the use of DMA products available in the market at this time, therefore restricting SDG&E from offering Schedule EV-TOU-3 until an acceptable DMA product is commercialized. Accordingly, SDG&E requests to close Electric Schedule EV-TOU-3.

Schedule EPEV-L: Domestic Experimental Plug-in Electric Vehicle Service -- Low Ratio;
Schedule EPEV-M: Domestic Experimental Plug-in Electric Vehicle Service -- Medium Ratio;
Schedule EPEV-H: Domestic Experimental Plug-in Electric Vehicle Service -- High Ratio
SDG&E also seeks minor updates to its experimental electric vehicle tariffs. These changes: 1) modify the naming convention of the experimental tariffs to avoid self-selection bias among the study participants; 2) reflect Electric Transportation Engineering Company (eTec) as a subsidiary of and provider of services to ECOtality, North America; 3) clarify that study participants may choose from all applicable tariffs at the end of the study, and in the event that a choice is not made at the end of the study, the customers will be defaulted to Electric Schedule EV-TOU; 4) update the applicability language to expand the study to allow expanded vehicle participation in addition to the Nissan LEAF; 5) add clarifying language that customers participating in the EV study are not allowed to participate in various other SDG&E programs (Direct Access, CARE, FERA, etc.); and 6) expand the experimental schedule requirement from 12 months to 24 months, to correspond with the length of the study.

In an effort to avoid self-selection bias in the study, SDG&E wishes to remove the ratio information from the tariff names/titles. Therefore, the new names of the 3 experimental PEV tariffs will reflect:

- Current EPEV-L (Low Ratio): New EPEV-X
- Current EPEV-M (Medium Ratio): New EPEV-Y
- Current EPEV-H (High Ratio): New EPEV-Z

The second paragraph under Applicability, for all three experimental electric vehicle schedules, will be reflected to read (new language underlined):

This experimental schedule shall remain in effect until November 30, 2012 (or until the completion of the EV Project) after which the customer will be given the choice of otherwise applicable rate schedules. If a customer does not make an election, they will be defaulted to Schedule EV-TOU. The purpose of this experimental schedule is to better understand residential customer time-of-use charging preferences and to estimate the price elasticity of demand for PEV charging. Customers that are selected to participate will be randomly assigned to an experimental PEV rate schedule by SDG&E.

Special Condition 1, sheets 2 and 3, Limitation on Availability, for all three experimental plug-in electric vehicle schedules, will be reflected to read (new language underlined):

Limitation on Availability: This schedule is available to customers who have been selected to participate based on criteria developed by Electric Transportation Engineering Company (“eTec”), a subsidiary of and providing services as ECOtality North America, and their automotive manufacturer partners to screen (in) potential participants or drivers for the EV Project. Participation may require that each driver meet specific qualifications regarding the condition of the home suitability for a charging facility. No more than 1,000 customers shall be selected to participate in the Study. Customers that are selected to participate will be randomly assigned to an experimental PEV rate schedule.

This schedule can not be taken in combination with a Net Energy Metering (NEM) tariff. NEM customers are allowed to participate in the experimental rate study, but
usage related to PEV charging will be separately metered and billed and excluded from benefits under NEM. NEM customers will continue to net meter their remaining household load.

This schedule can not be taken in combination with Schedules DE, E-CARE, FERA, and DA. Service under this schedule also cannot be provided in conjunction with the Level Pay Plan.

Finally, Special Condition 3 (sheet 3), Term of Service, has been updated to reflect the 24 month length of the study.

**EFFECTIVE DATE**

SDG&E believes this filing is subject to Energy Division disposition and should be classified as Tier 2 (effective after staff approval) pursuant to GO 96-B. SDG&E respectfully requests that this filing be approved effective January 21, 2011 -- 30 days from the date filed.

**PROTEST**

Anyone may protest this Advice Letter to the California Public Utilities Commission. The protest must state the grounds upon which it is based, including such items as financial and service impact, and should be submitted expeditiously. The protest must be made in writing and must be received within 20 days of the date this Advice Letter was filed with the Commission, or January 11, 2011. There is no restriction on who may file a protest. The address for mailing or delivering a protest to the Commission is:

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

Copies of the protest should also be sent via e-mail to the attention of both Honesto Gatchalian (jnij@cpuc.ca.gov) and Maria Salinas (mas@cpuc.ca.gov) of the Energy Division. A copy of the protest should also be sent via both e-mail and facsimile to the address shown below on the same date it is mailed or delivered to the Commission.

Attn: Megan Caulson  
Regulatory Tariff Manager  
8330 Century Park Court, Room 32C  
San Diego, CA 92123-1548  
Facsimile No. (858) 654-1788  
E-mail: MCaulson@semprautilities.com
NOTICE

A copy of this filing has been served on the utilities and interested parties shown on the attached list, including service list R.09-08-009, by either providing them a copy electronically or by mailing them a copy hereof, properly stamped and addressed.

Address changes should be directed to SDG&E Tariffs by facsimile at (858) 654-1788 or by e-mail at SDG&ETariffs@semprautilities.com.

__________________________________
CLAY FABER
Director – Regulatory Affairs

Attachments
Company name/CPUC Utility No. **SAN DIEGO GAS & ELECTRIC (U 902)**

<table>
<thead>
<tr>
<th>Utility type:</th>
<th>Contact Person: Megan Caulson</th>
</tr>
</thead>
<tbody>
<tr>
<td>✅ ELC</td>
<td>Phone #: (858) 654-1748</td>
</tr>
<tr>
<td>GAS</td>
<td>E-mail: <a href="mailto:mcaulson@semprautilities.com">mcaulson@semprautilities.com</a></td>
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<tr>
<td>PLC</td>
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**EXPLANATION OF UTILITY TYPE**

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Advice Letter (AL) #: **2219-E**

Subject of AL: **Revisions to Plug-In Electric Vehicle (PEV) Tariffs**

Keywords (choose from CPUC listing): **Electric Vehicle**

AL filing type: [ ] Monthly [ ] Quarterly [ ] Annual [ ] One-Time [ ] Other

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

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: N/A

Summarize differences between the AL and the prior withdrawn or rejected AL: N/A

Does AL request confidential treatment? If so, provide explanation: N/A

Resolution Required? [ ] Yes [ ] No Tier Designation: [ ] 1 [ ] 2 [ ] 3

Requested effective date: **1/21/2011**

No. of tariff sheets: 11

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: Close EV-TOU-3; Modify EPEV-L, EPEV-M, EPEV-H, and Table of Contents

Service affected and changes proposed: N/A

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

Protests 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**

San Diego Gas & Electric

Attention: Tariff Unit

505 Van Ness Ave.,
San Francisco, CA 94102

mas@cpuc.ca.gov and jnj@cpuc.ca.gov

**San Diego Gas & Electric**

Attention: Megan Caulson

8330 Century Park Ct, Room 32C
San Diego, CA 92123

mcaulson@semprautilities.com

1 Discuss in AL if more space is needed.
General Order No. 96-B
ADVICE LETTER FILING MAILING LIST

cc: (w/enclosures)

Public Utilities Commission
DRA
D. Appling
S. Cauchois
J. Greig
R. Pocta
W. Scott

Energy Division
P. Clanon
S. Gallagher
H. Gatchalian
D. Lafrenz
M. Salinas

CA. Energy Commission
F. DeLeon
R. Tavares

Alcantar & Kahl LLP
K. Harteloo

American Energy Institute
C. King

APS Energy Services
J. Schenk

BP Energy Company
J. Zaiontz

Barkovich & Yap, Inc.
B. Barkovich

Bartle Wells Associates
R. Schmidt

Braun & Blaising, P.C.
S. Blaising

California Energy Markets
S. O’Donnell
C. Sweet

California Farm Bureau Federation
K. Mills

California Wind Energy
N. Rader

CCSE
S. Freedman
J. Porter

Children’s Hospital & Health Center
T. Jacoby

City of Chula Vista
M. Meacham
E. Hull

City of Poway
R. Willcox

City of San Diego
J. Cervantes
G. Lonergan
M. Valerio

Commerce Energy Group
V. Gan

Constellation New Energy
W. Chen

CP Kelco
A. Friedl

Davis Wright Tremaine, LLP
E. O’Neill
J. Pau

Dept. of General Services
H. Nanjo
M. Clark

Douglass & Liddell
D. Douglass
D. Liddell
G. Klett

Duke Energy North America
M. Gillette

Dynegy, Inc.
J. Paul

Ellison Schneider & Harris LLP
E. Janssen

Energy Policy Initiatives Center (USD)
S. Anders

Energy Price Solutions
A. Scott

Energy Strategies, Inc.
K. Campbell
M. Scanlan

Goodin, MacBride, Squeri, Ritchie & Day
B. Cragg
J. Heather Patrick
J. Squeri

Goodrich Aerostructures Group
M. Harrington
N. Pedersen

Hanna and Morton LLP
L. Belew

Itsa-North America
J.B.S. Energy
J. Nahigian

Luce, Forward, Hamilton & Scripps LLP
J. Leslie

Manatt, Phelps & Phillips LLP
D. Huard

R. Keen

Matthew V. Brady & Associates
M. Brady

Modesto Irrigation District
C. Mayer

Morrison & Foerster LLP
P. Hanschen

MRW & Associates
D. Richardson

OnGrid Solar
Andy Black

Pacific Gas & Electric Co.
J. Clark
M. Huffman
S. Lawrie
E. Lucha

Pacific Utility Audit, Inc.
E. Kelly

R. W. Beck, Inc.
C. Elder

School Project for Utility Rate Reduction
M. Rochman
Shute, Mihaly & Weinberger LLP
O. Armii
Solar Turbines
F. Chiang
Sutherland Asbill & Brennan LLP
K. McCrea
Southern California Edison Co.
M. Alexander
K. Cini
K. Gansecki
H. Romero
TransCanada
R. Hunter
D. White
TURN
M. Florio
M. Hawiger
UCAN
M. Shames
U.S. Dept. of the Navy
K. Davoodi
N. Furuta
L. DeLacruz
Utility Specialists, Southwest, Inc.
D. Koser
Western Manufactured Housing Communities Association
S. Dey
White & Case LLP
L. Cottle
Interested Parties
R.09-08-009
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APPLICABILITY

This is an experimental bundled service schedule available to selected (as described in Special Condition 1) residential customers exclusively for charging a plug-in electric vehicle (PEV). The PEV must be a currently registered Motor Vehicle, as defined by the California Motor Vehicle Code. 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).

This experimental schedule shall remain in effect until November 30, 2012 (or until the completion of the study) after which the customer will be given the choice of otherwise applicable rate schedules. If a customer does not make an election, they will be defaulted to Schedule EV-TOU. The purpose of this experimental schedule is to better understand residential customer time-of-use charging preferences and to estimate the price elasticity of demand for PEV charging. Customers that are selected to participate will be randomly assigned to an experimental PEV rate schedule.

TERRITORY

Within the entire territory served by the utility.

RATES

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<tr>
<th>Description – EPEV-X</th>
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<th>EECC Rate</th>
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Notes: Transmission Energy charges include the Transmission Revenue Balancing Account Adjustment (TRBAA) of $0.00013 per kWh and the Transmission Access Charge Balancing Account Adjustment (TACBAA) of $0.00011 per kWh. PPP rate is composed of: Low Income PPP rate (LI-PPP) $0.00341/kWh, Non-low Income PPP rate (Non-LI-PPP) $0.00132/kWh (pursuant to PU Code Section 399.8, the Non-LI-PPP rate may not exceed January 1, 2000 levels), and Procurement Energy Efficiency Surcharge Rate of $0.00149/kWh.

(Continued)
RATES (Continued)

Minimum Bill

The minimum bill is calculated as the minimum bill charge per day times the number of days in the billing cycle. Rate components under the minimum bill, including charges associated with Schedule EECC (Electric Energy Commodity Cost), will be calculated based on average minimum bill usage.

Rate Components

The Utility Distribution Company Total Rates (UDC Total) shown above are comprised of the following components (if applicable): (1) Transmission (Trans) Charges, (2) Distribution (Distr) Charges, (3) Public Purpose Program (PPP) Charges, (4) Nuclear Decommissioning (ND) Charge, (5) Ongoing Competition Transition Charges (CTC), (6) Reliability Services (RS), and (7) the Total Rate Adjustment Component (TRAC).

Franchise Fee Differential

A Franchise Fee Differential of 5.78% will be applied to the monthly billings calculated under this schedule for all customers within the corporate limits of the City of San Diego. Such Franchise Fee Differential shall be so indicated and added as a separate item to bills rendered to such customers.

Time Periods

All time periods listed are applicable to actual "clock" time.

<table>
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<tr>
<th>Time Period</th>
<th>Description</th>
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<tr>
<td>On-Peak</td>
<td>12 Noon - 8 p.m. Daily</td>
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<tr>
<td>Super Off-Peak</td>
<td>12 Midnight - 5 a.m. Daily</td>
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<td>Off-Peak</td>
<td>8 p.m. – 12 Midnight Daily and</td>
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<td></td>
<td>5 a.m. – 12 Noon Daily</td>
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<td>Seasons:</td>
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<tr>
<td>Summer</td>
<td>May 1 - October 31</td>
</tr>
<tr>
<td>Winter</td>
<td>November 1 - April 30</td>
</tr>
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</table>

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.

SPECIAL CONDITIONS

1. Limitation on Availability: This schedule is available to customers who have been selected to participate based on criteria developed by ECOTality North America, an alias of Electric Transportation Engineering Corporation, and their automotive manufacturer partners to screen (in) potential participants or drivers for the EV Project. Participation may require that each driver meet specific qualifications regarding the condition of the home suitability for a charging facility. No more than 1,000 customers shall be selected to participate in the Study. Customers that are selected to participate will be randomly assigned to an experimental PEV rate schedule.
SCHEDULE EPEV-X
DOMESTIC EXPERIMENTAL PLUG-IN ELECTRIC VEHICLE SERVICE - X GROUP

SPECIAL CONDITIONS (Continued)

Limitation on Availability (Continued)

This schedule can not be taken in combination with a Net Energy Metering (NEM) tariff. NEM customers are allowed to participate in the experimental rate study, but usage related to PEV charging will be separately metered and billed and excluded from benefits under NEM. NEM customers will continue to net meter their remaining household load.

Customers taking service under Schedules DE, E-CARE, FERA, and DA in conjunction with service under their otherwise applicable schedule for their household load are allowed to participate in the experimental PEV rate study. However, usage related to PEV charging will be separately metered and billed and excluded from benefits under Schedules DE, E-CARE, FERA, and DA. In addition, service under this schedule also cannot be provided in conjunction with the Level Pay Plan.

2. Metering. The point of service must contain facilities to separately meter PEV charging facilities. The customer shall supply, at no expense to the Utility, a suitable location for meters and associated equipment used for billing and load research. The Utility shall supply, own, and maintain all necessary meters and associated equipment utilized for billings. In addition, and for purposes of monitoring customer load, the Utility may install, at its expense, load research metering.

3. Term of Service: This experimental rate shall remain in effect until November 30, 2012 (or until the completion of the study). A customer receiving service under this schedule may elect to change to another applicable rate schedule but only after receiving service on this schedule for at least 24 consecutive months.
**SCHEDULE EPEV-Y**

DOMESTIC EXPERIMENTAL PLUG-IN ELECTRIC VEHICLE SERVICE - Y GROUP

### APPLICABILITY

This is an experimental bundled service schedule available to selected (as described in Special Condition 1) residential customers exclusively for charging a plug-in electric vehicle (PEV). The PEV must be a currently registered Motor Vehicle, as defined by the California Motor Vehicle Code. 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).

This experimental schedule shall remain in effect until November 30, 2012 (or until the completion of the study) after which the customer will be given the choice of otherwise applicable rate schedules. If a customer does not make an election, they will be defaulted to Schedule EV-TOU. The purpose of this experimental schedule is to better understand residential customer time-of-use charging preferences and to estimate the price elasticity of demand for PEV charging. Customers that are selected to participate will be randomly assigned to an experimental PEV rate schedule.

### TERRITORY

Within the entire territory served by the utility.

### RATES

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<tr>
<th>Description – EPEV-Y</th>
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<th>EECC Rate</th>
<th>DWR-BC Rate</th>
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<td>0.08220</td>
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</table>

### Notes:

Transmission Energy charges include the Transmission Revenue Balancing Account Adjustment (TRBAA) of $(0.00013) per kWh and the Transmission Access Charge Balancing Account Adjustment (TACBAA) of $0.00011 per kWh. PPP rate is composed of: Low Income PPP rate (LI-PPP) $0.00341/kWh, Non-low Income PPP rate (Non-LI-PPP) $0.00132/kWh (pursuant to PU Code Section 399.8, the Non-LI-PPP rate may not exceed January 1, 2000 levels), and Procurement Energy Efficiency Surcharge Rate of $0.00194/kWh.
RATES (Continued)

Minimum Bill

The minimum bill is calculated as the minimum bill charge per day times the number of days in the billing cycle. Rate components under the minimum bill, including charges associated with Schedule EECC (Electric Energy Commodity Cost), will be calculated based on average minimum bill usage.

Rate Components

The Utility Distribution Company Total Rates (UDC Total) shown above are comprised of the following components (if applicable): (1) Transmission (Trans) Charges, (2) Distribution (Distr) Charges, (3) Public Purpose Program (PPP) Charges, (4) Nuclear Decommissioning (ND) Charge, (5) Ongoing Competition Transition Charges (CTC), (6) Reliability Services (RS), and (7) the Total Rate Adjustment Component (TRAC).

The TRAC under this schedule is adjusted by time-of-use period so that total rates are set at levels to test and measure consumer responses to the price of electricity at different times.

Franchise Fee Differential

A Franchise Fee Differential of 5.78% will be applied to the monthly billings calculated under this schedule for all customers within the corporate limits of the City of San Diego. Such Franchise Fee Differential shall be so indicated and added as a separate item to bills rendered to such customers.

Time Periods

All time periods listed are applicable to actual "clock" time.

<table>
<thead>
<tr>
<th>Period</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>On-Peak</td>
<td>12 Noon - 8 p.m. Daily</td>
</tr>
<tr>
<td>Super Off-Peak</td>
<td>12 Midnight - 5 a.m. Daily</td>
</tr>
<tr>
<td>Off-Peak</td>
<td>8 p.m. – 12 Midnight Daily and 5 a.m. – 12 Noon Daily</td>
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</tbody>
</table>

Seasons: Summer May 1 - October 31, Winter November 1 - April 30

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.

SPECIAL CONDITIONS

1. **Limitation on Availability**: This schedule is available to customers who have been selected to participate based on criteria developed by ECOtality North America, an alias of Electric Transportation Engineering Corporation, and their automotive manufacturer partners to screen (in) potential participants or drivers for the EV Project. Participation may require that each driver meet specific qualifications regarding the condition of the home suitability for a charging facility. No more than 1,000 customers shall be selected to participate in the Study. Customers that are selected to participate will be randomly assigned to an experimental PEV rate schedule.

(Continued)
SCHEDULE EPEV-Y
DOMESTIC EXPERIMENTAL PLUG-IN ELECTRIC VEHICLE SERVICE - Y GROUP

SPECIAL CONDITIONS (Continued)

Limitation on Availability (Continued)

This schedule can *not* be taken in combination with a Net Energy Metering (NEM) tariff. NEM customers are allowed to participate in the experimental rate study, but usage related to PEV charging will be separately metered and billed and excluded from benefits under NEM. NEM customers will continue to net meter their remaining household load.

Customers taking service under Schedules DE, E-CARE, FERA, and DA in conjunction with service under their otherwise applicable schedule for their household load are allowed to participate in the experimental PEV rate study. However, usage related to PEV charging will be separately metered and billed and excluded from benefits under Schedules DE, E-CARE, FERA, and DA. In addition, service under this schedule also cannot be provided in conjunction with the Level Pay Plan.

2. Metering. The point of service must contain facilities to separately meter PEV charging facilities. The customer shall supply, at no expense to the Utility, a suitable location for meters and associated equipment used for billing and load research. The Utility shall supply, own, and maintain all necessary meters and associated equipment utilized for billings. In addition, and for purposes of monitoring customer load, the Utility may install, at its expense, load research metering.

3. Term of Service: This experimental rate shall remain in effect until November 30, 2012 (or until the completion of the study). A customer receiving service under this schedule may elect to change to another applicable rate schedule but only after receiving service on this schedule for at least 24 consecutive months.
SCHEDULE EPEV-Z
DOMESTIC EXPERIMENTAL PLUG-IN ELECTRIC VEHICLE SERVICE - Z GROUP

APPLICABILITY

This is an experimental bundled service schedule available to selected (as described in Special Condition 1) residential customers exclusively for charging a plug-in electric vehicle (PEV). The PEV must be a currently registered Motor Vehicle, as defined by the California Motor Vehicle Code. 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).

This experimental schedule shall remain in effect until November 30, 2012 (or until the completion of the study) after which the customer will be given the choice of otherwise applicable rate schedules. If a customer does not make an election, they will be defaulted to Schedule EV-TOU. The purpose of this experimental schedule is to better understand residential customer time-of-use charging preferences and to estimate the price elasticity of demand for PEV charging. Customers that are selected to participate will be randomly assigned to an experimental PEV rate schedule.

TERRITORY

Within the entire territory served by the utility.

RATES

<table>
<thead>
<tr>
<th>Description – UDC Total</th>
<th>Transm</th>
<th>Distr</th>
<th>PPP</th>
<th>ND</th>
<th>CTC</th>
<th>RS</th>
<th>TRAC</th>
<th>UDC Total</th>
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<tbody>
<tr>
<td>Minimum Bill ($/day)</td>
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<tr>
<td>Energy Charges ($/kWh)</td>
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<tr>
<td>On-Peak – Summer</td>
<td>0.23198</td>
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<td>0.00505 R</td>
<td>0.38390 R</td>
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<td>Off-Peak – Summer</td>
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<td>0.05751</td>
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<td>0.15356 R</td>
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<td>Super Off-Peak – Summer</td>
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<td>0.06723 R</td>
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<td>On-Peak – Winter</td>
<td>0.26943</td>
<td>0.06571</td>
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<td>0.34019 I</td>
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<td>Off-Peak – Winter</td>
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<tr>
<td>Super Off-Peak - Winter</td>
<td>0.02806</td>
<td>0.03732</td>
<td>R</td>
<td>0.00505 R</td>
<td>0.07043 I</td>
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</table>

Notes: Transmission Energy charges include the Transmission Revenue Balancing Account Adjustment (TRBAA) of $(0.00013) per kWh and the Transmission Access Charge Balancing Account Adjustment (TACBAA) of $0.00011 per kWh. PPP rate is composed of: Low Income PPP rate (LI-PPP) $0.00341 /kWh, Non-low Income PPP rate (Non-LI-PPP) $0.00132 /kWh (pursuant to PU Code Section 399.8, the Non-LI-PPP rate may not exceed January 1, 2000 levels), and Procurement Energy Efficiency Surcharge Rate of $0.00149 /kWh.

(Continued)
SCHEDULE EPEV-Z
DOMESTIC EXPERIMENTAL PLUG-IN ELECTRIC VEHICLE SERVICE - Z GROUP

RATES (Continued)

Minimum Bill

The minimum bill is calculated as the minimum bill charge per day times the number of days in the billing cycle. Rate components under the minimum bill, including charges associated with Schedule EECC (Electric Energy Commodity Cost), will be calculated based on average minimum bill usage.

Rate Components

The Utility Distribution Company Total Rates (UDC Total) shown above are comprised of the following components (if applicable): (1) Transmission (Trans) Charges, (2) Distribution (Distr) Charges, (3) Public Purpose Program (PPP) Charges, (4) Nuclear Decommissioning (ND) Charge, (5) Ongoing Competition Transition Charges (CTC), (6) Reliability Services (RS), and (7) the Total Rate Adjustment Component (TRAC).

The TRAC under this schedule is adjusted by time-of-use period so that total rates are set at levels to test and measure consumer responses to the price of electricity at different times.

Franchise Fee Differential

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On-Peak 12 Noon - 8 p.m. Daily
Super Off-Peak 12 Midnight - 5 a.m. Daily
Off-Peak 8 p.m. – 12 Midnight Daily and
5 a.m. – 12 Noon Daily

Seasons: Summer May 1 - October 31
Winter November 1 - April 30

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SCHEDULE EPEV-Z

DOMESTIC EXPERIMENTAL PLUG-IN ELECTRIC VEHICLE SERVICE - Z GROUP

SPECIAL CONDITIONS (Continued)

Limitation on Availability (Continued)

This schedule can not be taken in combination with a Net Energy Metering (NEM) tariff. NEM customers are allowed to participate in the experimental rate study, but usage related to PEV charging will be separately metered and billed and excluded from benefits under NEM. NEM customers will continue to net meter their remaining household load.

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3. Term of Service: This experimental rate shall remain in effect until November 30, 2012 (or until the completion of the study). A customer receiving service under this schedule may elect to change to another applicable rate schedule but only after receiving service on this schedule for at least 24 consecutive months.
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The following sheets contain all the effective rates and rules affecting rates, service and information relating thereto, in effect on the date indicated herein.

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PRELIMINARY STATEMENT:

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II. Balancing Accounts

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<td>El Paso Turned-Back Capacity Balancing Account (EPTCBA)</td>
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<td>Energy Resource Recovery Account (ERRA)</td>
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<td>Low-Income Energy Efficiency Balancing Account (LIEEBA)</td>
<td>19431, 19432-E</td>
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<td>Non-Fuel Generation Balancing Account (NGBA)</td>
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<td>Electric Procurement Energy Efficiency Balancing Account (EPEEBA)</td>
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<td>Common Area Balancing Account (CABA)</td>
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<tr>
<td>Nuclear Decommissioning Adjustment Mechanism (NDAM)</td>
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<td>Pension Balancing Account (PBA)</td>
<td>19441, 19442-E</td>
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<td>Post-Retirement Benefits Other Than Pensions Balancing Account (PBOPBA)</td>
<td>19443, 19444-E</td>
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<td>Community Choice Aggregation Implementation Balancing Account (CCAIBA)</td>
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SCHEDULE OF RATES

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<td>Domestic Service</td>
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<td>DR-TOU</td>
<td>Domestic Time-of-Use Service</td>
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<td>DR-SES</td>
<td>Domestic Households with a Solar Energy System</td>
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<td>E-CARE</td>
<td>California Alternate Rates for Energy</td>
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<td>DM</td>
<td>Multi-Family Service</td>
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<td>DS</td>
<td>Submetered Multi-Family Service</td>
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<td>DT</td>
<td>Submetered Multi-Family Service</td>
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<td>DT-RV</td>
<td>Submetered Service – Recreational Vehicle Parks and Residential Marinas</td>
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<tr>
<td>DR-TOU-DER</td>
<td>Domestic Time-of-Use Service – Distributed Energy Resources</td>
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<tr>
<td>EV-TOU</td>
<td>Domestic Time-of-Use for Electric Vehicle Charging</td>
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<tr>
<td>EV-TOU-2</td>
<td>Domestic Time-of-Use for Households With Electric Vehicles</td>
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<td>EV-TOU-3</td>
<td>Domestic Time-of-Use for Electric Vehicle Charging with a Dual Meter Adapter</td>
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<td>Domestic Service to Utility Employee</td>
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<td>EPEV-X</td>
<td>Experimental Electric Plug-In Vehicle Rate – X Group</td>
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<td>EPEV-Y</td>
<td>Experimental Electric Plug-In Vehicle Rate – Y Group</td>
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<tr>
<td>EPEV-Z</td>
<td>Experimental Electric Plug-In Vehicle Rate – Z Group</td>
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| **Commercial/Industrial Rates** | |
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| A-TC | Traffic Control Service | 21989, 20498, 21430-E |
| AD | General Service - Demand Metered | 21990, 20500, 21431-E |
| A-TOU | General Service - Small - Time Metered | 21992, 20502, 20503, 21433-E |
| AL-TOU | General Service - Time Metered | 20825, 21993, 21799, 20507, 20508-E, 21434, 20509-E |
| AL-TOU-DER | General Service – Time Metered Distributed Energy Resources | 21800, 21994, 21736, 20513, 20514-E |
| AY-TOU | General Service – Time Metered – Optional | 21995, 21803, 20518, 21436-E |
| A6-TOU | General Service - Time Metered | 22063, 21805, 19936, 20521, 21437-E |
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(Continued)