SCE's Charge Ready 2

Charge Ready Program Overview

- $432M program to support EV charging infrastructure for light duty electric vehicles
- Expansion of the original Charge Ready Program
- Provides significant financial and technical assistance to install charging stations
- Targeting to install ~38,000 charging ports
- Three program offerings with multiple incentive options
- Launched on July 12, 2021

Program Offering 1: Charging Infrastructure and Rebate

Purpose
Expand on the original Charge Ready Program and build infrastructure to accelerate adoption of electric vehicles

Program Targets
- ~19,500 Level 1 or 2 ports and ~200 DCFC ports (not offered until CPUC approval)
- 50% in disadvantaged communities
- 40% at multifamily

Who
Existing commercial, public, and multifamily buildings

What
- Covers **make-ready infrastructure** up to charging station stub-outs (SCE or customer built)
- **EVSE rebate** to help offset equipment and installation costs
- For multifamily DAC customers, customers can choose to own EVSE and receive a **rebate for maintenance and networking** on top of the EVSE rebate

Program Offering 2: Turnkey Installation

Purpose
Provide a full turnkey solution to multifamily properties in disadvantaged communities to install EV charging infrastructure

Program Target
Up to 2,500 ports

Who
Existing multifamily properties in disadvantaged communities

What
- Covers **make-ready infrastructure** and **EVSE** – owned and maintained by SCE

Program Offering 3: New Construction Rebate

Purpose
Incentivize multifamily property developers to exceed CALGreen code and install charging stations at tenant parking spaces

Program Targets
- Up to ~15,000 ports
- 50% in disadvantaged communities

Who
New construction multifamily buildings (Certificate of Occupancy after 1/1/17)

What
$3,500 per port to help offset **charging station** and **infrastructure costs**

Key Program Requirements

APPLICANT ROLE

- **Non-residential** SCE customer
- **Own**, **lease**, **manage**, or be the customer of record of charging site
- Obtain **consent from property owner** (if applicable)
- Grant **easement rights** to SCE (if applicable)
- Project site must be **located in SCE service area**

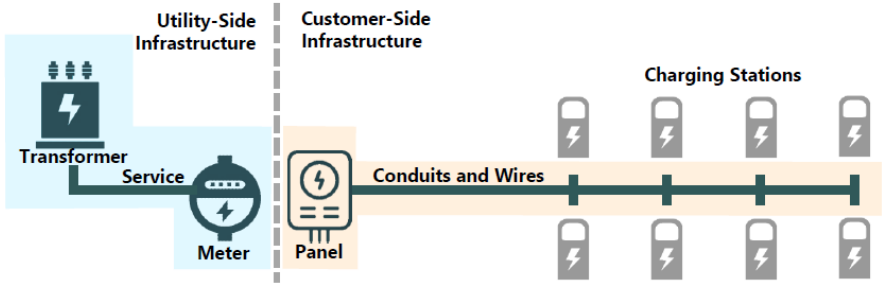
DEPLOYMENT

- **No minimum port requirements** for New Construction Rebate
- **Minimum of four** L1 or L2 ports for all other options
- **Minimum of two DCFC** charging ports, if installing DCFC
  - DCFC must be **publicly accessible**
- All charging equipment must be **separately metered** (highly recommended for New Construction Rebate)
- Enroll in a **TOU rate plan**
- Enroll in a **demand response program**

EQUIPMENT

- Select from **SCE's Approved Product List (APL)** to qualify for the rebate
- Keep equipment **operational for 10 years**
- Provide **monthly charging data**
- Report **prices charged** to EV drivers

Program Offerings and Options



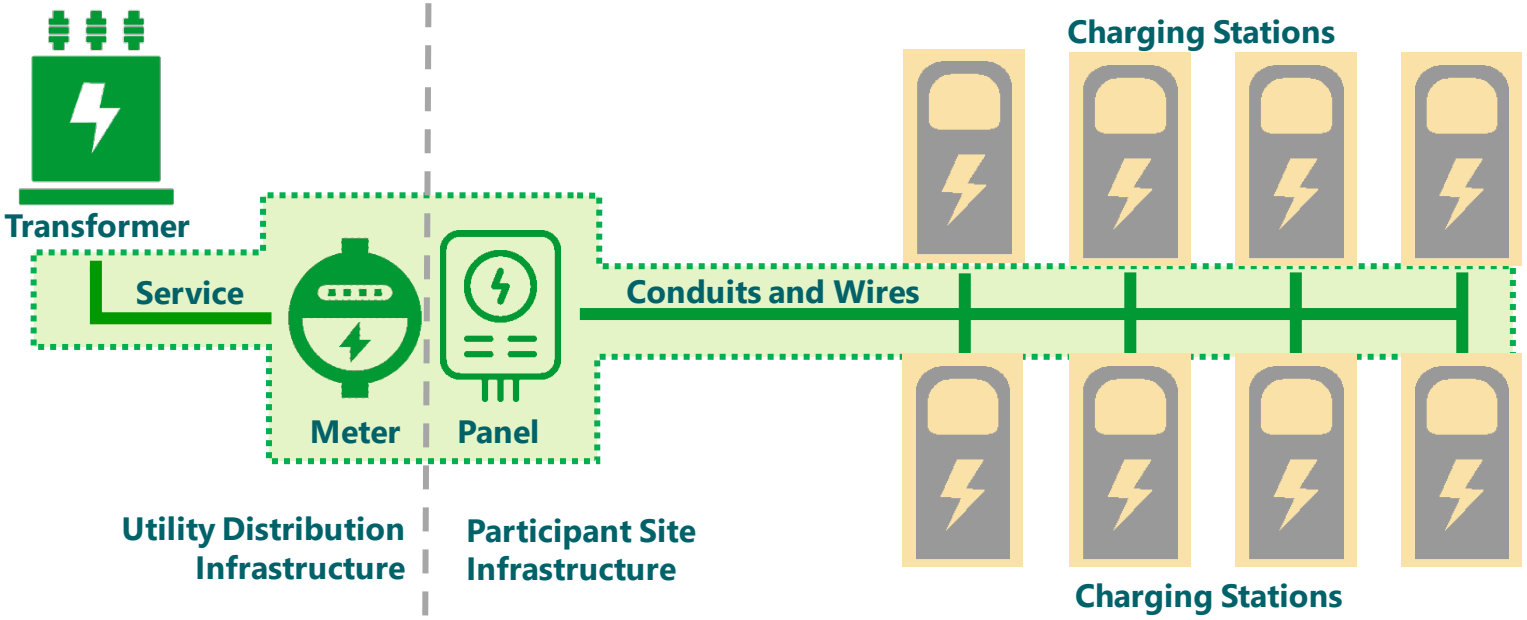
Charge Ready Program Options

OFFERINGS		OPTIONS	AVAILABLE TO	UTILITY-SIDE INFRASTRUCTURE	CUSTOMER-SIDE INFRASTRUCTURE	EVSE REBATE	INFRASTRUCTURE REBATE	MAINT/NETWORK REBATE
CHARGING INFRA-STRUCTURE & REBATE	1	**Charging Infrastructure & Rebate (SCE-Built)**	Non-residential and multifamily	SCE-installed	SCE-installed	✓	NA	NA
	2	**Charging Infrastructure & Rebate (Cust-Built)**	Non-residential and multifamily choosing to own infrastructure	SCE-installed	Customer-installed	✓	Up to 80% of SCE's cost	NA
	3	**Maintenance/ Networking Rebate**	Multifamily located in DAC choosing to own charging stations	SCE-installed	SCE-installed	✓	NA	✓
TURNKEY	4	**Turnkey Installation**	Multifamily located in DAC	SCE-installed	SCE-installed	NA	NA	NA
NCR	5	**New Construction Rebate**	New multifamily construction	SCE-installed (outside of program)	Customer-installed	Single rebate covering EVSE and infrastructure		NA

Make-Ready Deployment Overview

SCE covers the cost of make-ready infrastructure

Customer is responsible for procuring charging stations



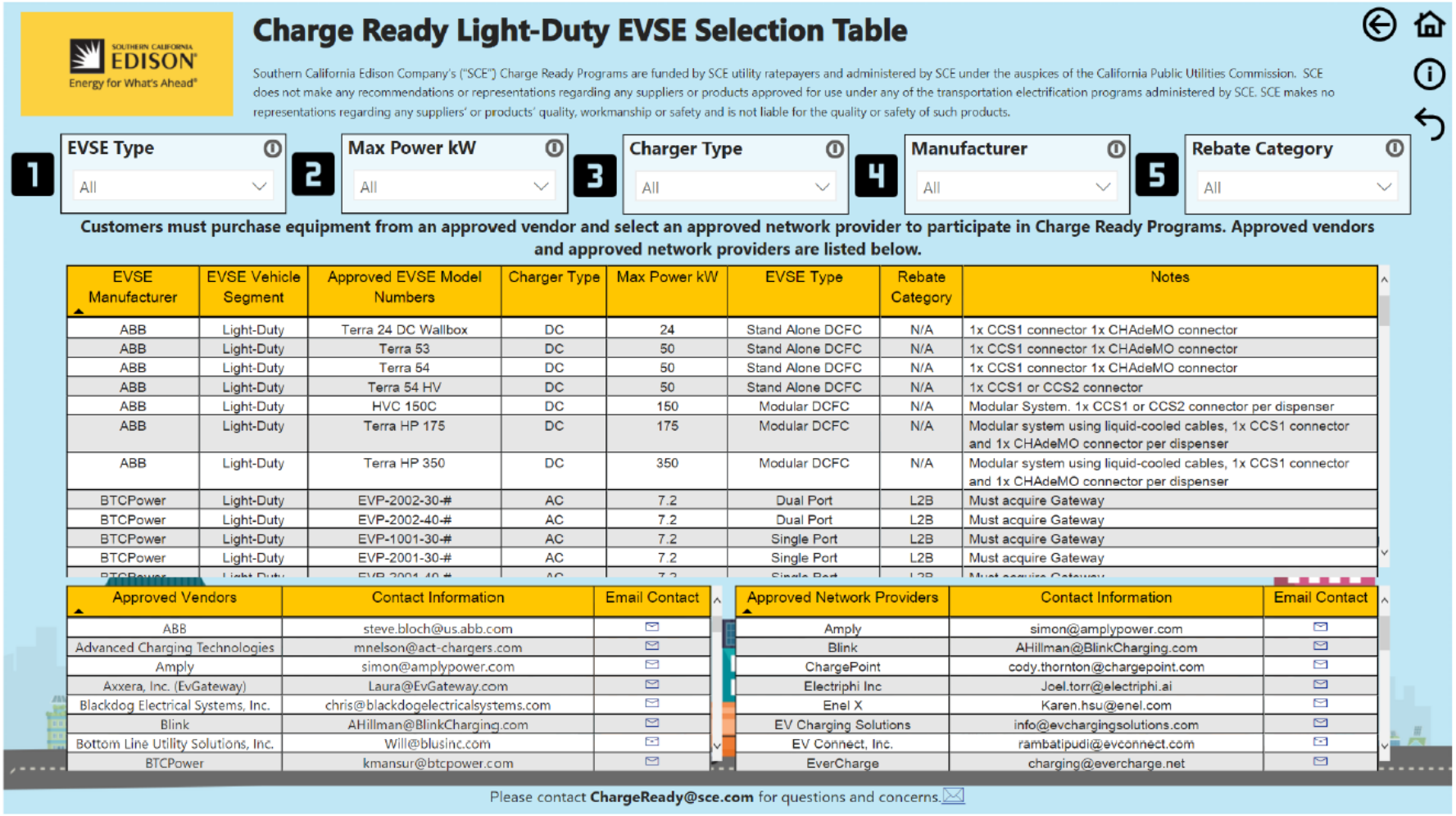
Program covers costs associated with service drop, meter, panel, and circuit dedicated to EV charging.

- Make-Ready Infrastructure deployed by SCE
  (all costs covered by the Program)
- Owned and operated by participating customers
  (SCE provides rebate towards hardware and installation costs)

Charge Ready Program Offering Comparison

		CHARGING INFRASTRUCTURE AND REBATE	TURN-KEY INSTALLATION	NEW CONSTRUCTION REBATE
Offering Overview	Qualification	Non-Residential and Multi-family Property Sites	Only Multi-family Property Sites Located in a Designated DAC	Certificate of Occupancy after 1/1/17 Multi-family Property Sites (targeting 50% in DAC)
	Min/Max Port Count	Minimum of 4 Ports (L1/L2) and/or Minimum of 2 Ports for DCFC	Minimum of 4 Ports (L2 Only)	No Port Minimum (L1/L2)
	Utility-Side Infrastructure	SCE-Built	SCE-Built	SCE-Built
	Customer-Side Infrastructure	SCE-Built or Option for Customer-Built	SCE-Built	Customer-Built
Charging Equipment Owner Obligations	Charging Equipment Ownership, Maintenance & Operation	Customer	SCE	Customer
	Meter Customer of Record	Customer	Customer	Customer
	Set Charging Station Fees	Customer	Customer	Customer
Rebates	Charging Equipment/Station Rebates	See Rebate Amount slide	None	Up to $3,500 per Port (to offset the costs of purchase and installation)
	Infrastructure Rebate for Customer-Built Infrastructure	80% of SCE's Estimated Costs *Optional; available to all participants choosing to self build*	None	None
	Maintenance & Networking Rebate – L2 Only	$8,100 per Single-Port Station $11,400 per Dual-Port Station *Optional; only available to Multi-Family in DAC*	None	None
Key Requirements	Charging Equipment Operational Duration	Minimum of 10 years	Minimum of 10 years	Minimum of 10 years
	TOU Rate and Demand Response Program Enrollment	Required	Required	Required
	Separate Metering	Required	Required	Highly Recommneded
	Charging Equipment Network Communications	Required	Required	Required

Approved Product List (www.sce.com/apl)



Charge Ready Light-Duty EVSE Selection Table

Southern California Edison Company's ("SCE") Charge Ready Programs are funded by SCE utility ratepayers and administered by SCE under the auspices of the California Public Utilities Commission. SCE does not make any recommendations or representations regarding any suppliers or products approved for use under any of the transportation electrification programs administered by SCE. SCE makes no representations regarding any suppliers' or products' quality, workmanship or safety and is not liable for the quality or safety of such products.

1 EVSE Type: All | 2 Max Power kW: All | 3 Charger Type: All | 4 Manufacturer: All | 5 Rebate Category: All

Customers must purchase equipment from an approved vendor and select an approved network provider to participate in Charge Ready Programs. Approved vendors and approved network providers are listed below.

EVSE Manufacturer	EVSE Vehicle Segment	Approved EVSE Model Numbers	Charger Type	Max Power kW	EVSE Type	Rebate Category	Notes
ABB	Light-Duty	Terra 24 DC Wallbox	DC	24	Stand Alone DCFC	N/A	1x CCS1 connector 1x CHAdeMO connector
ABB	Light-Duty	Terra 53	DC	50	Stand Alone DCFC	N/A	1x CCS1 connector 1x CHAdeMO connector
ABB	Light-Duty	Terra 54	DC	50	Stand Alone DCFC	N/A	1x CCS1 connector 1x CHAdeMO connector
ABB	Light-Duty	Terra 54 HV	DC	50	Stand Alone DCFC	N/A	1x CCS1 or CCS2 connector
ABB	Light-Duty	HVC 150C	DC	150	Modular DCFC	N/A	Modular System. 1x CCS1 or CCS2 connector per dispenser
ABB	Light-Duty	Terra HP 175	DC	175	Modular DCFC	N/A	Modular system using liquid-cooled cables, 1x CCS1 connector and 1x CHAdeMO connector per dispenser
ABB	Light-Duty	Terra HP 350	DC	350	Modular DCFC	N/A	Modular system using liquid-cooled cables, 1x CCS1 connector and 1x CHAdeMO connector per dispenser
BTCPower	Light-Duty	EVP-2002-30-#	AC	7.2	Dual Port	L2B	Must acquire Gateway
BTCPower	Light-Duty	EVP-2002-40-#	AC	7.2	Dual Port	L2B	Must acquire Gateway
BTCPower	Light-Duty	EVP-1001-30-#	AC	7.2	Single Port	L2B	Must acquire Gateway
BTCPower	Light-Duty	EVP-2001-30-#	AC	7.2	Single Port	L2B	Must acquire Gateway

Approved Vendors	Contact Information	Email Contact
ABB	steve.bloch@us.abb.com	
Advanced Charging Technologies	mnelson@act-chargers.com	
Amply	simon@amplypower.com	
Axxera, Inc. (EvGateway)	Laura@EvGateway.com	
Blackdog Electrical Systems, Inc.	chris@blackdogelectricalsystems.com	
Blink	AHillman@BlinkCharging.com	
Bottom Line Utility Solutions, Inc.	Will@blusinc.com	
BTCPower	kmansur@btcpower.com	

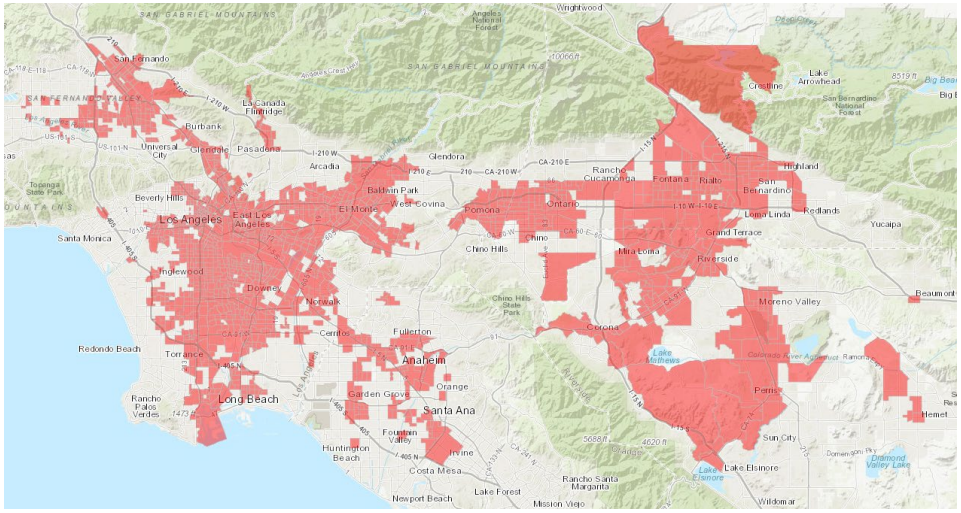
Approved Network Providers	Contact Information	Email Contact
Amply	simon@amplypower.com	
Blink	AHillman@BlinkCharging.com	
ChargePoint	cody.thornton@chargepoint.com	
Electriphi Inc	Joel.torr@electriphi.ai	
Enel X	Karen.hsu@enel.com	
EV Charging Solutions	info@evchargingsolutions.com	
EV Connect, Inc.	rambatipudi@evconnect.com	
EverCharge	charging@evercharge.net	

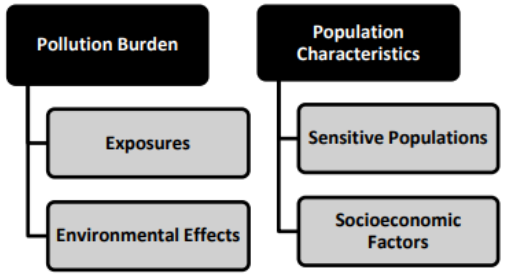
Please contact **ChargeReady@sce.com** for questions and concerns.

Disadvantaged Communities

- Areas disproportionately burdened by and vulnerable to multiple sources of pollution, as designated by CalEPA

  - 100% rebate against charging station base cost





Charge Ready Financial Incentives

- SCE installs and maintains the complete electric infrastructure serving charging stations at no cost to participating customers (before and after the meter)
- SCE provides a rebate to offset charging station costs (hardware and installation). Each charging station category will have a discrete base cost
- Customers negotiate the actual price for the charging stations and their installation directly with the vendor

Segment	Rebate (% Base Cost)
All segments in Disadvantaged Communities	100%
Multi-unit Dwellings	50%
All other segments (workplace, fleet, destination centers)	25%

Charge Ready rebates combined with other rebates or programs cannot cover more than 100% of the charging station costs

Charging Equipment Rebate Amounts

Charge Ready Charging Station Rebate Amounts (per port)

	DAC (100%) EXCLUDING FORTUNE 1000	MULTI-FAMILY (50%) NON-DAC	OTHERS (25%) INCLUDING FORTUNE 1000
L1	$2,200	$1,100	$550
L2	$2,900	$1,450	$725
DCFC 50kW or above	$40,200	$20,100	$10,050

Rebate amounts are calculated based on median price point from pricing submitted qualifying charging station models.
The 100% values are rounded up to the nearest 100.
Visit www.sce.com/APL for complete listing of approved charging stations.
DCFC must be at least 50kW to participate in the program.
Installed infrastructure for DCFC will support up to 150kW.

Maintenance and Networking Rebate

Only available to multi-family properties located in a qualifying DAC

	Single Port	Dual Port
L1 or L2	$8,100	$11,400

New Construction Rebate

Only available to new multi-family properties

	Single Port	Dual Port
L1 or L2	$3,500	$7,000

Qualified Charging Stations

- Two charging levels available for Charge Ready:
  - Level 1 (120 V)
  - Level 2 (208 V – 240 V): Communication/DR and metering capabilities
- Only SCE-approved vendors may participate in the program. They provide:
  - Qualified charging stations that meet the program's technical requirements
  - Installation
  - EV network services for data management and future DR programs (Level 2 only)

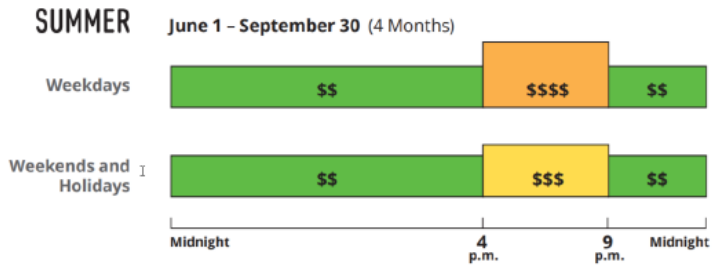
The up-to-date list of approved vendors and approved charging stations is available on the Charge Ready website (on.sce.com/ChargeReady)

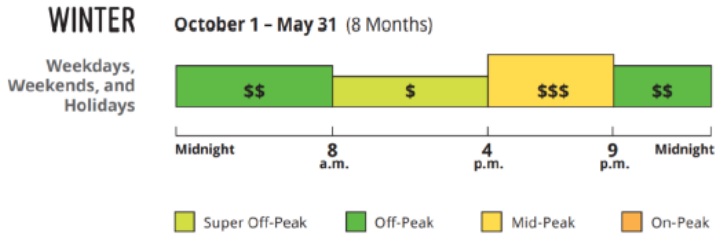
SCE TOU EV Rates

- The new TOU-EV-7, TOU-EV-8, and TOU-EV-9 first became **available on March 1, 2019**
- **No demand charge until Feb 2024**

2019-23	2024	2025	2026	2027	2028	2029
0%	16.7%	33.3%	50%	66.7%	83.3%	100%

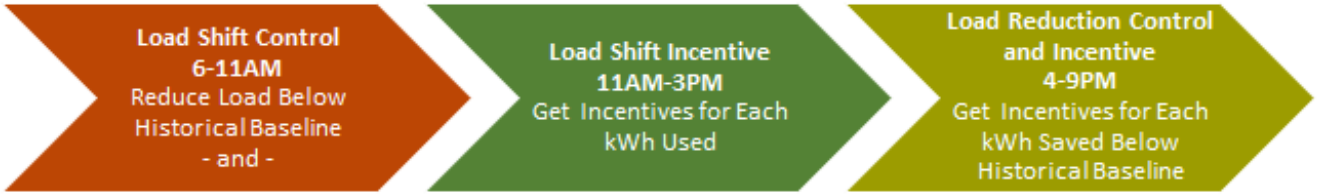
- Demand charges will start phasing in starting 2024
- Rates available for **separately-metered charging installation**
- TOU EV rates are available to the following customers
  - TOU-EV-7: Charging demand of 20kW of less
  - TOU-EV-8: Charging demand above 20kW up to 500kW
  - TOU-EV-9: Charging demand exceeding 500kW
- Time of use periods are as follow:





Charge Ready DR Pilot Event Types

Load Shift and Reduction Timeline



Load Shift and Reduction Details

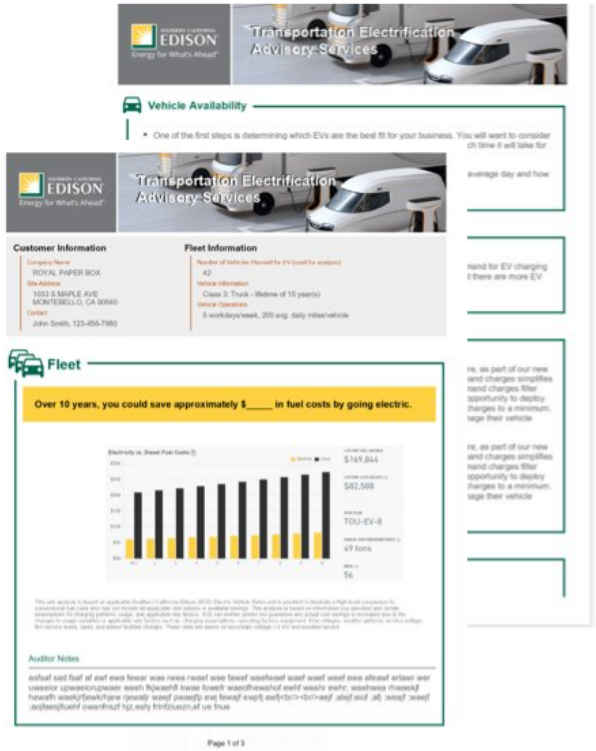
	Load Reduction	Load Shift
Incentive Period	4 PM to 9 PM M-F, except holidays	11 AM to 3 PM M-F, except holidays
Control and Baseline Period	4 PM to 9 PM	6 AM to 11 AM
Months	June through September	March through May and October through December
Number of events per day	Single one-to-five hour control event	Single one-to-five hour control event
Number of events	Up to 10 each year	Up to 10 each year
Shift or Reduction	Up to 50%	Up to 50%
Credits	$0.10 per kWh reduced during Control/Incentive Periods	$0.05 per kWh used during the Incentive Period
Notification	Day ahead	Day ahead

These parameters could change at any time during the pilot - for the latest information please see the Charge Ready DR Pilot tariff at: https://www.sce.com/NR/sc3/tm2/pdf/ce397.pdf

Transportation Electrification Advisory Services

TE Advisory Services is available to support customers early in the electrification planning phase.

- EV Readiness Studies
  - **Site** (for multi-family properties with 100 or fewer units and commercial customers)
  - **Fleet & Site** (for customers operating medium or heavy-duty fleets)
- Webinars & Workshops
- Tool & Resources
- Grant Writing Assistance (coming soon)



www.sce.com/teas

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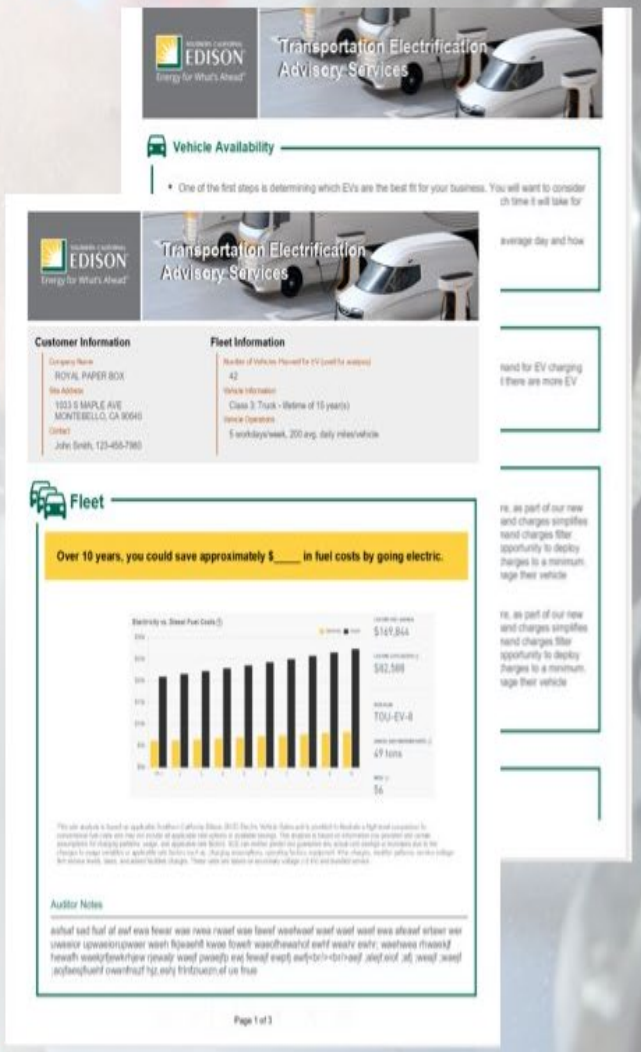

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Case Study: Apartment Developer Applying for X Ports

New Construction Rebate Scenarios

- Customer has 100 parking spaces. 2019 CALGreen code mandates 10% of parking spaces be EV capable; therefore 10 parking spaces must be EV capable.
- Customer may be eligible to receive a rebate for the purchase price and installation cost of the charging equipment **up to $3,500 per port** installed.

	Scenario 1	Scenario 2	Scenario 3
Required EV capable spots per CalGreen	10	10	10
Developer installed EV charging stations	10	10	15
Developer created additional EV capable spots	0	5	5
Total eligible rebate	10 x $3500= $35,000	10 x $3500= $35,000	15 x $3500= $52,500

Q and A


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Assessment of Applications

Main factors of application acceptance:

- Cost metrics
- CPUC mandated goals related to target segments such as multifamily and disadvantaged communities

For Charging Infrastructure and Rebate (SCE-built), we evaluate sites based on three primary criteria:

1. Customer desired port count, type and location
2. Code compliance (AHJ, NEC, ADA, fire, drainage etc.)
3. Available connection to the SCE distribution system

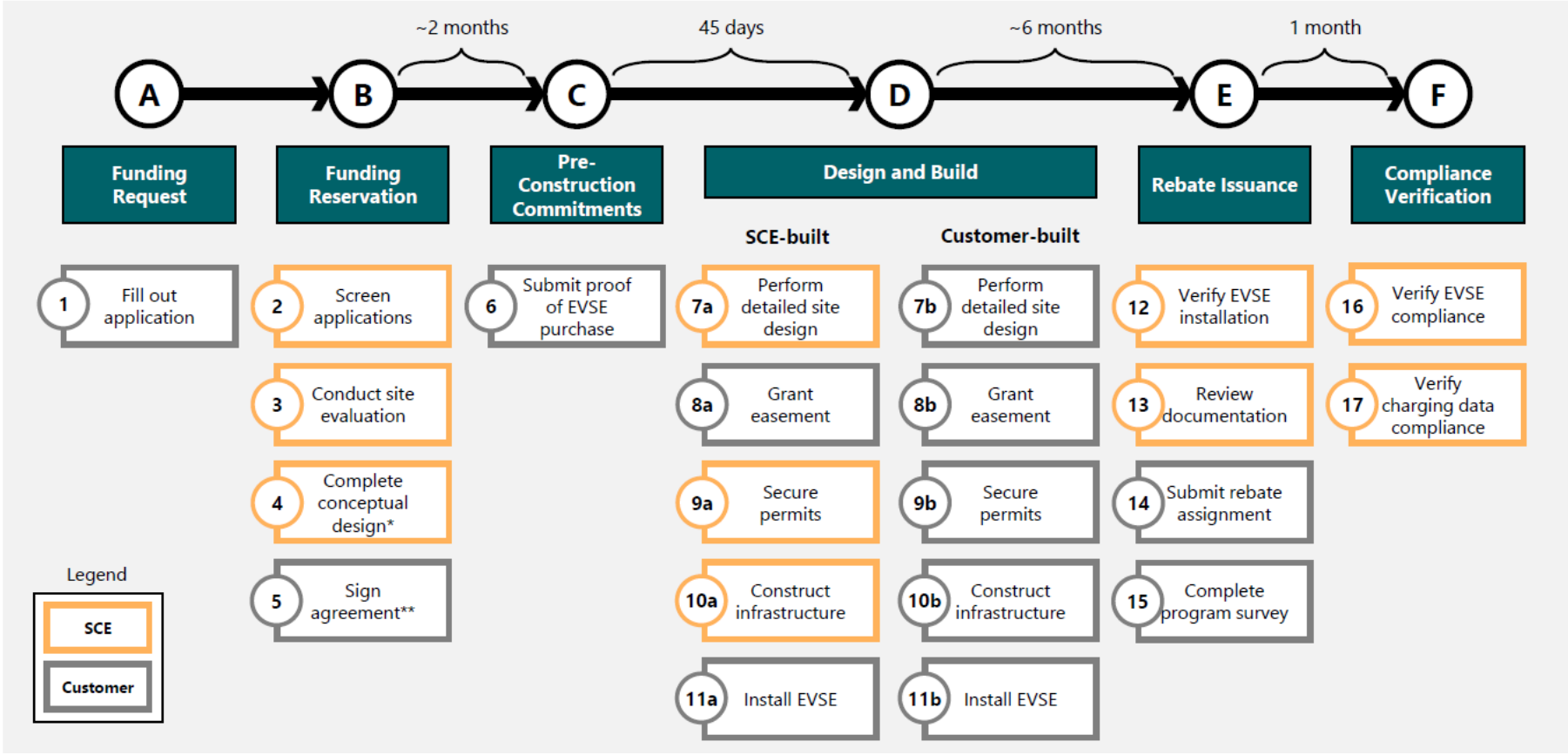
- A viable location would **meet all three criteria** listed above.
- Once a viable location is identified, a design study (step 3) will be performed to **establish the cost per port** for the installation.
- The study typically includes preparation of a **conceptual design** (step 4) from which an accurate materials take-off analysis can be performed to determine the expected costs for both the utility-side improvements and the customer-side improvements.
- The overall cost per port is then evaluated against **CPUC mandated metrics** in order to meet program compliance.

For Charging Infrastructure and Rebate (Customer-built), a similar process is followed to establish the cost per port. The potential rebate available is determined based on this analysis.

Increasing port count can help lower cost per port:

- For all projects, additional equipment such as step-up or step-down transformers and sub-panels that may be necessary to allow for different voltage EVSEs, significant civil construction to generate an ADA compliant deployment, significant utility-side improvements to bring power to a parking area that is not currently served by an SCE distribution line, and other factors may influence the qualification of a site.
- This can often be mitigated by **increased port counts to spread the additional costs** more efficiently, thus generating a lower cost per port.

Process Diagram: Infrastructure and Rebate Option



* Not applicable for customer-built option
** SCE will provide the actual eligible rebate amount for the customer-built option prior to agreement signing (80% of SCE's estimated cost)