Southern California Edison
Charge Ready Transport

February 25, 2019

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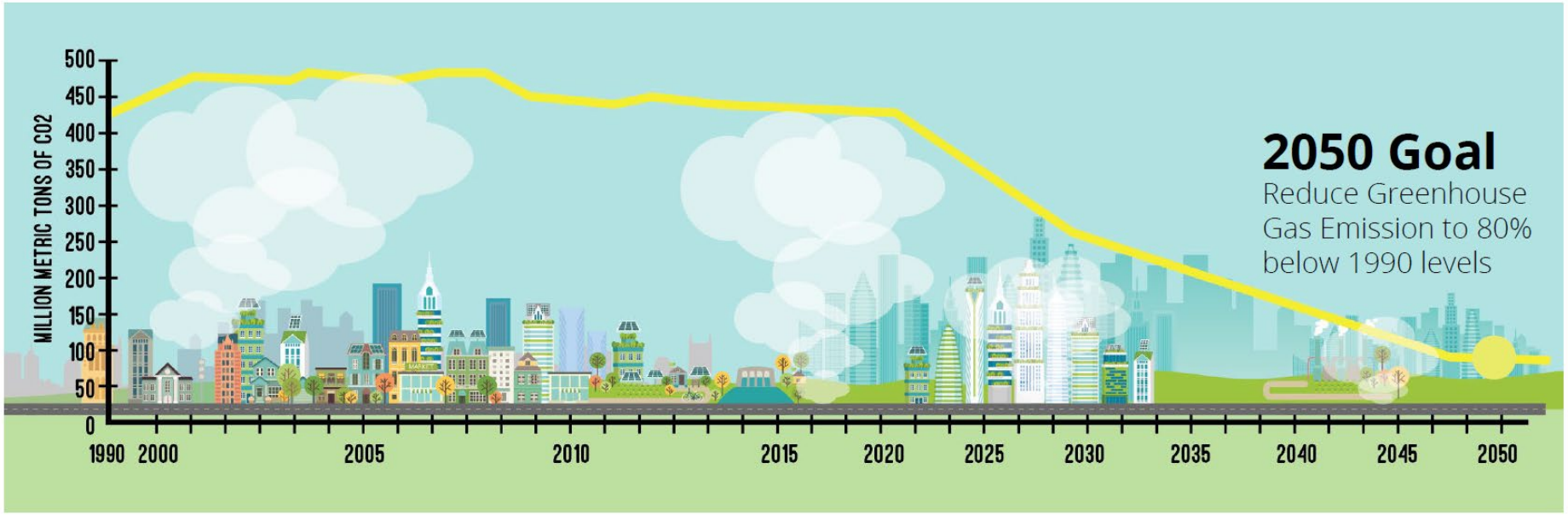
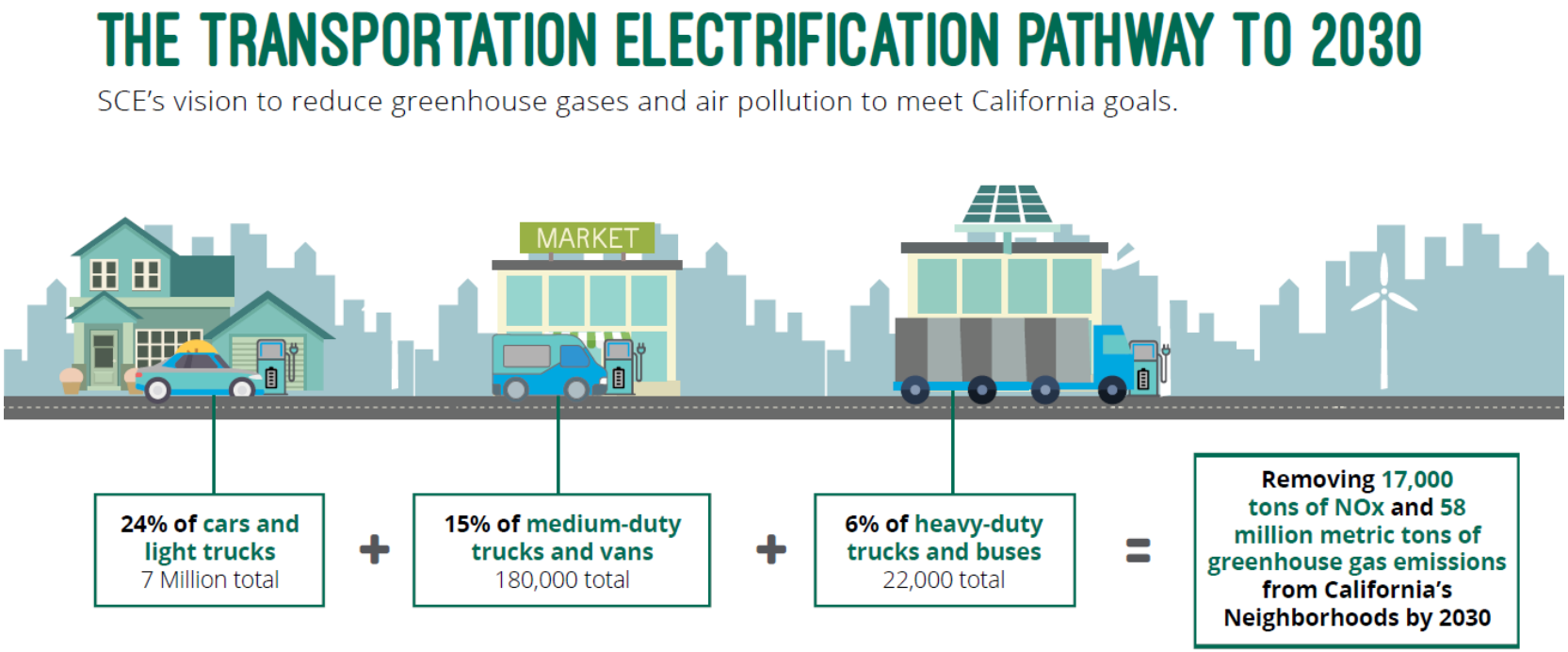
SCE is Leading the Way in Transforming the Energy Sector

- Governor Brown's Executive Order B-48-18 increases the state target for Zero-Emission Vehicles to 5 Million by 2030
- In line with the state's efforts, SCE filed a wide-ranging plan with the California Public Utilities Commission (CPUC) for expanding electric transportation within its service area.

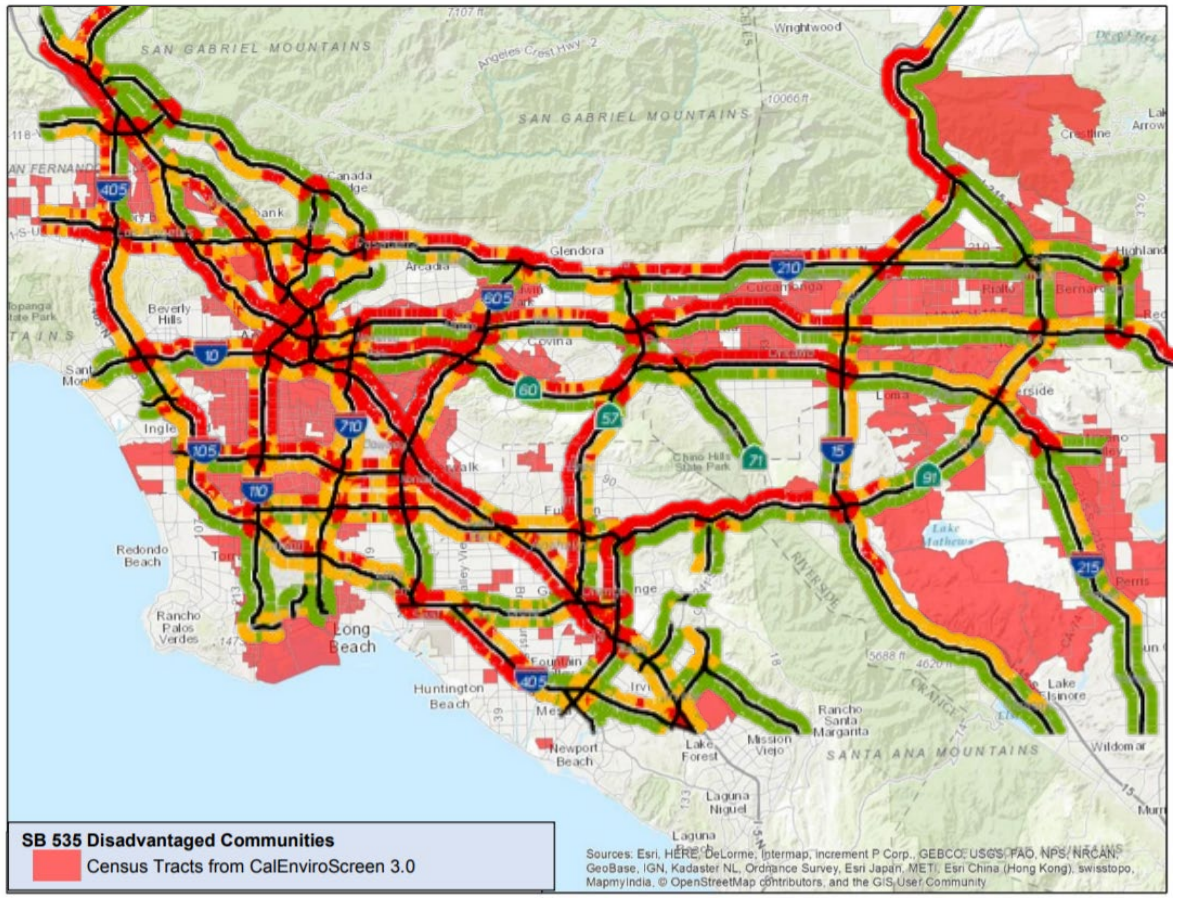


The Transportation Electrification Pathway to 2030

- SCE's vision to reduce greenhouse gases and air pollution to meet California goals
- Our approach is to leverage our role as an electric infrastructure provider to enable a clean future in CA



Sustainability Impacts in Disadvantaged Communities - Greater Los Angeles Area & Orange County



Communities are considered DACs if they are in the worst quartile of environmental & economic burden, as evaluated by the California EPA using CES 3.0. Freight corridors are consistent with those identified by the Southern California Association of Governments in its 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy. A map of freight corridors, warehouses, and rail lines is available in the RTP/SCS Goods Movement appendix, *available at* http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_GoodsMovement.pdf.

SCE Charge Ready Transport

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Business TE Programs

Decision Summary

- Approved total program budget of **$356.4M**
- Achieve minimum **870 sites** with **8,490 electric vehicles** procured or converted
- Charging station rebates available for **transit/school buses** and **sites in DACs**
- Launching **first half of 2019**

Budget Allocation

- Minimum **15%** infrastructure budget should serve **transit agencies**
- Maximum **10%** infrastructure budget should serve **forklifts**
- Minimum **25%** of infrastructure budget should serve **ports and warehouses**
- Minimum **40%** infrastructure budget should serve **sites in DACs**

Charge Ready Transport Program Overview

SCE will deploy make-ready infrastructure up to the interconnection point with charging equipment.

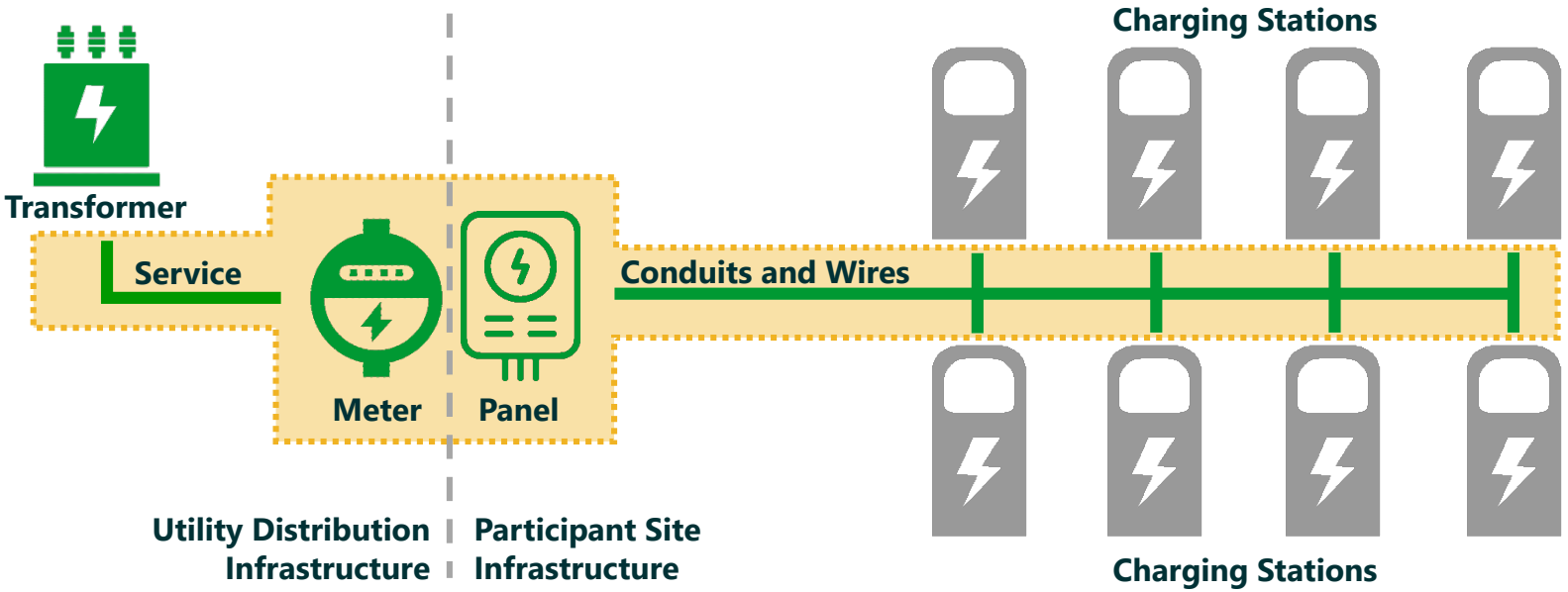
Participants can select from a list of approved charging equipment.

Customer ownership option on customer side infrastructure is available.

Charging equipment rebate available to transit agencies, school bus operators, and sites located in disadvantaged communities.

Defining Make-Ready Infrastructure

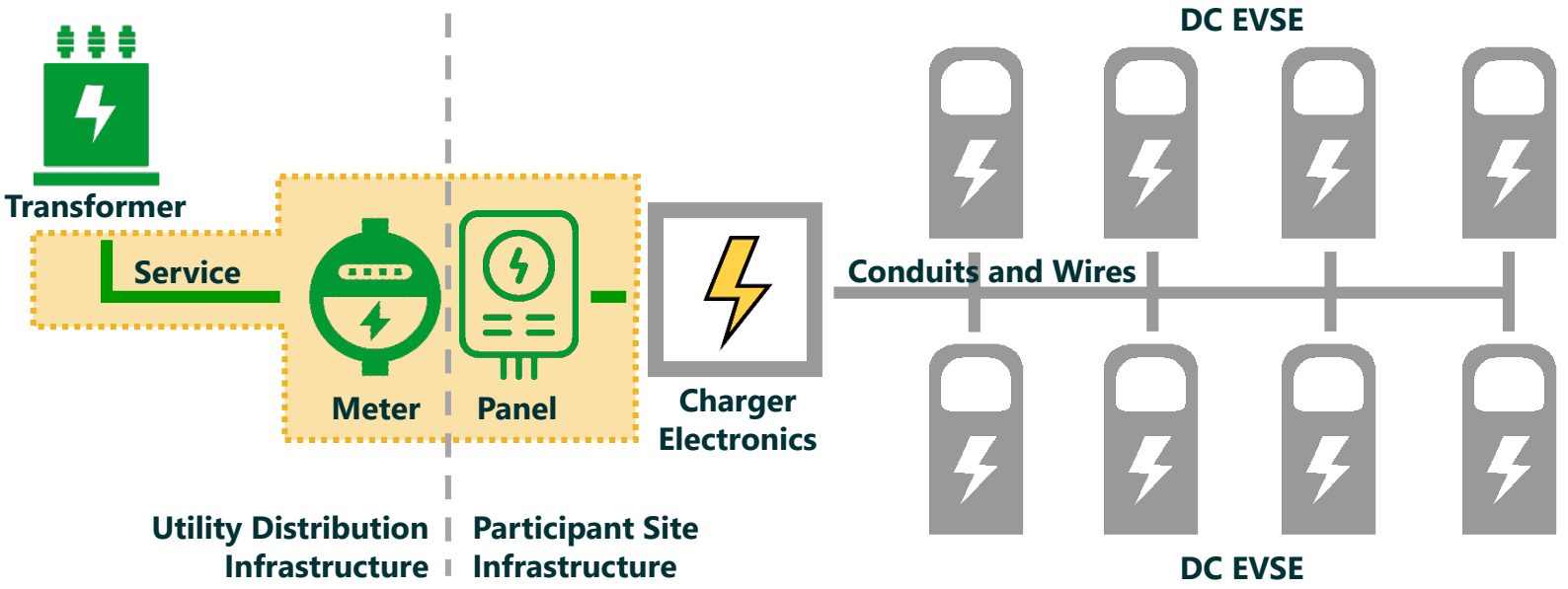
- Standalone charging station model



Program covers costs associated with service drop, meter, panel, and circuit dedicated to EV charging. Make-ready ends at interconnection point with customer charging equipment providing AC service.

Defining Make-Ready Infrastructure

- Centralized charger electronics with modular DC power distribution



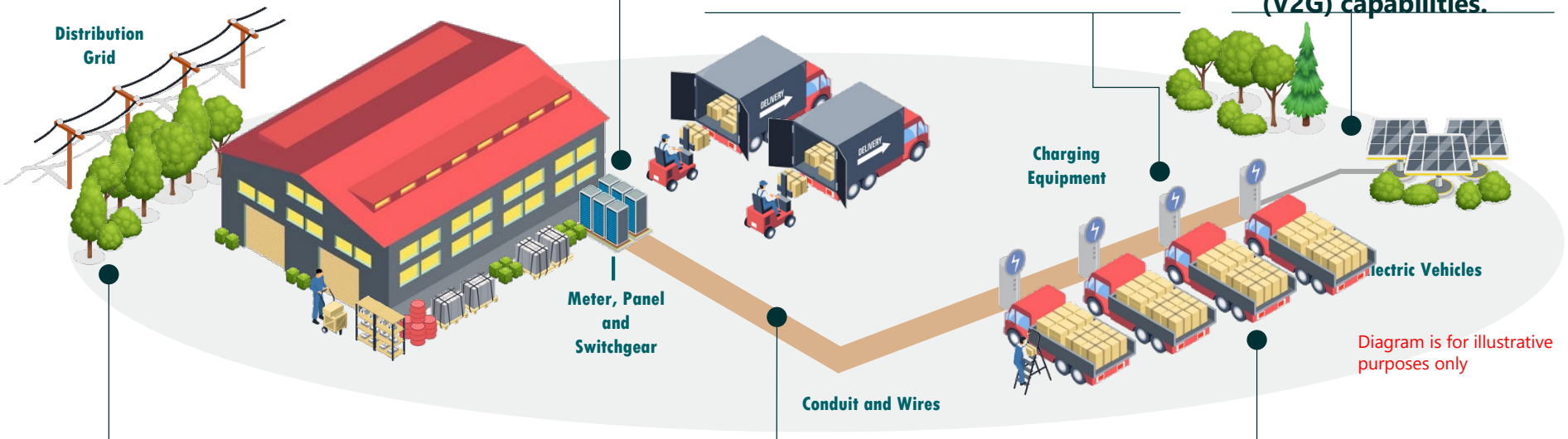
Program covers costs associated with service drop, meter, panel, and circuit dedicated to EV charging. Make-ready ends at interconnection point with customer charging equipment providing AC service.

Customer Eligibility and Obligation

9. Agree to enroll on an eligible TOU rate such as TOU-GS or TOU-EV rates.

6. Provide proof of purchase (EVSE and vehicles)
7. Must maintain and operate charging stations for at least 10 years from installation.
8. Must provide charging data for at least five years after EVSE is installed.

10. Participants can combine on-site load management technologies to EV charging including solar, energy storage, and/or vehicle-to-grid (V2G) capabilities.



1. Must own or lease site or be the customer of record associated with meter.
2. Site must include an appropriate location to deploy charging equipment in a cost-effective manner.

3. Provide signed grant of easement by site owner

4. Must procure at least two electric vehicles (EV) or convert at least two diesel vehicles to electric.
5. Submit vehicle acquisition plan

SCE Electric Vehicle Rates

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New Rates to Accelerate EV Adoption

New Features

- Targeting availability March 2019
- No demand charges years 1-5
- Demand charges phased in years 6-10
- Existing EV accounts will have Demand Neutralization grandfathered in perpetuity

Metering:

- EV rates available for separately-metered charging installation

Encouraging off-peak charging:

- Higher energy rates on-peak (4-9 PM)

Business TE Programs

Charge Ready | Transit Bus

- **No-cost infrastructure** to serve electric bus charging
- Available to all government **transit agency** customers
- **One-time rebate** to offset the costs of charging equipment
- Launched on **June 4, 2018**

Port of Long Beach Projects

- Convert **nine out of 24** rubber tire gantry cranes from diesel to electric power
- Deploy infrastructure to serve up to **20 yard tractor charging stations**
- Complete by **end of 2019**

Business TE Programs

Charge Ready Program

- **No-cost infrastructure** to serve level 1 or level 2 EV charging
- Available to all **business customers** and **multi-unit dwelling** site owners
- **One-time rebate** to offset the costs of charging stations
- **CPUC authorized $22 Million in "Bridge Funding"** accepting new applications in Q2/19

Charge Ready DC Fast Charge

- **No-cost infrastructure** to serve DCFC or level 3 EV charging
- Available to **all business customers**
- **One-time rebate** to offset the costs of DCFC stations
- Launched on **June 29, 2018**

Additional Programs and Services

Transportation Electrification Advisory Services

- Perform rate analyses to find optimum rate tier
- Perform fleet assessment service to calculate GHG reductions and potential LCFS credits
- Support customer-led projects outside of programs

Self Generation Services

- Review plans for solar and battery storage projects
- Conduct analysis of feasibility and customer savings
- Provide a third-party check on vendor claims

Online Energy Management Tool

- Displays usage data day-behind
- Online graphs and data summaries provide high-level insights
- Detailed data available for download and offline analysis