



Direct Current Fast Charging Program Guidelines



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A yellow-tinted photograph showing a row of electric vehicles parked at charging stations. The text 'PROGRAM OVERVIEW' is overlaid in white, bold, sans-serif font on the left side of the image.

PROGRAM OVERVIEW

Introduction

The Direct Current Fast Charging (DCFC) Program supports both California's greenhouse gas (GHG)-reduction goal and local air-quality requirements by providing financial assistance and subject matter expertise to help expand the fast-charging infrastructure available for electric vehicles (EVs). The program provides customers with technical assistance and reduces the installation costs of the fast-charging infrastructure and equipment.

Level of Funding and Program Duration

In November 2023, the California Public Utilities Commission (CPUC) approved Southern California Edison's (SCE's) \$14 million Charge Ready DCFC Program, which provides approximately \$8.5 million for charging infrastructure and \$5.5 million for charging station rebates.

Program Goals

The DCFC Program supports California's goal of attaining a 40 percent reduction of GHG emissions from 1990 levels by 2030 and an 80 percent reduction by 2050 by providing funding for at least 205 new EV DCFC ports in SCE's service territory.

Program Eligibility

To be eligible for participation in the DCFC Program, qualifying non-residential entities must own, lease, manage, or be the customer of record for the site where the EV charging equipment (also referred to as Electric Vehicle Supply Equipment or EVSE) is to be installed. Applicants who do not own the property must obtain the property owner's consent to install the equipment and grant any required easements and conveyances. All project sites must be located within SCE's service area.

To apply to the program, applicants are required to complete an online enrollment form. Applicants who have previously participated in another Charge Ready transportation electrification program offered by SCE are also eligible to participate in this program.

SCE will review the applications received and determine eligibility based on a number of factors, such as:

- The applicant's eligibility qualifications.
- The project site's geographic location and categorization (potential utilization).
- The number of charging ports requested.
- The overall complexity and cost of the project.
- The level of remaining program funds.
- Alignment with certain goals established by the CPUC.

If the project is accepted for initial qualification, SCE will work with the applicant to ensure the remaining steps in the participation process are executed.

How the Program Works

The DCFC Program provides the necessary utility-side infrastructure to support the installation of DCFC EV charging infrastructure. The program also provides rebates for the customer-side infrastructure work, known as the Customer-Side Make-Ready Rebate, and purchase and installation of the charging equipment, known as the Charging Station Rebate.

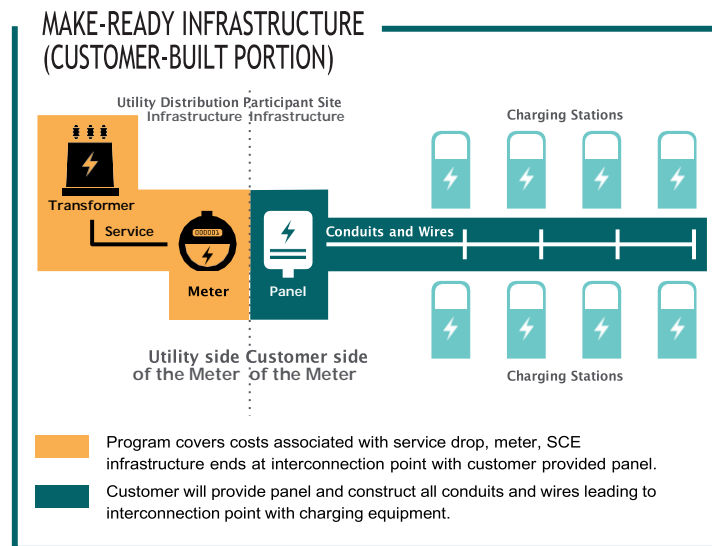
SCE is generally responsible for designing and installing the supporting utility-side infrastructure, and the participant is generally responsible for the following:

- 1) Design, purchase, and installation of the customer-side of the meter infrastructure work.
- 2) Selection, purchase, and installation of the charging equipment.

The Customer-Side Make-Ready rebate is designed to offset a portion of the customer's costs to install this infrastructure. SCE will determine the rebate amount after it completes an assessment of the site. SCE will present the applicant with the maximum rebate amount in the Program Participation Agreement, at which time the customer will determine if it wants to commit to participating in the program.

Figure 1 illustrates the infrastructure work that SCE (shown in GOLD) and the participant (shown in GREEN) will complete.

Figure 1 – Charge Ready Program Infrastructure Delineation



DCFC Program Offering

The table below describes the DCFC Program along with potential rebates and key requirements. For more information about other Charge Ready programs to help you become part of California's EV future, visit us at sce.com/chargeready.

		DCFC
Offering Overview	Qualification	Non-Residential, Publicly Available Sites
	Min/Max Port Count*	Minimum of 2 Ports (DCFC Only)
	Utility-side Infrastructure	SCE-built
	Customer-side Infrastructure	Customer-built
Charging Equipment Owner Obligations	Charging Equipment Ownership, Maintenance & Operation	Customer
	Meter Customer of Record	Customer
	Set Charging Station Fees	Customer
Rebates*	Charging Equipment/Station Rebates	See Rebate Summary Table
	Infrastructure Rebate for Customer Built Infrastructure	Available
	Maintenance & Networking Rebate – L2 Only	None
Key Requirements	Charging Equipment Operational Duration	Minimum of 10 Years
	TOU Rate and Demand Response Program Enrollment	Required
	Separate Metering	Required
	Charging Equipment Network Communications	Required

*Rebate amounts are limited and dependent on remaining funding available in the program. Rebate values are not guaranteed. Rebates are subject to change at any time based on funding availability.

Charging Station Rebate Values

The charging station rebates offered under the DCFC Program are shown below. SCE will review the charging station rebate values annually and based on that review, SCE may change the rebate amounts from year to year. As it relates to ALL rebates offered through the DCFC Program, incentives will not exceed 100% of the applicant's costs and charging equipment rebates are offered on a per port basis.

Charging Equipment Rebate Per Port	DAC (excluding Fortune 1000)	Others (including Fortune 1000)
DCFC	\$40,200	\$10,050

Program Participation Requirements

The following outlines important program participation. Participation requirements include:

- All DCFC EV charging equipment must be selected from SCE's **Approved Product List** (APL) or otherwise approved by SCE for installation under this program, in a quantity approved by SCE.
- Program participants must purchase, install, own, and operate the charging equipment.
- Program participants must design, procure, install, and maintain the customer-side infrastructure.
- Charging equipment must be publicly accessible.
- Program participants must install two or more ports.
 - DCFC installation will require at least one CCS¹ and one CHAdeMO² or NACS³ connector per site to ensure accessibility and optimize usage.
 - DCFC charging equipment must be accessible to the general public.
 - DCFC make-ready infrastructure should be designed and constructed to support at least 150 kilowatts (kW) of equipment, regardless of any decision by the participant to install lower-power DCFC units.
 - DCFC charging equipment must be between 50kW – 350kW per charging station, with a maximum of 1,200kW per site (subject to available capacity).
- Program participants are required to operate and maintain the charging equipment in good working order for a minimum of ten years.
- Program participants are required to contract with a qualified network services provider from SCE's Approved Network Provider's list to ensure devices have active network communications.
- Program participants are required to make port-level usage and other data available to SCE.
- Program participants are required to authorize SCE to share port level, charging episode, meter usage, and other charging equipment-related data to third parties (such as program evaluators and the CPUC).
- All charging equipment must be metered separately using an Edison SmartConnect® meter or other SCE-approved meter dedicated to registering the usage to participate in this program.
- Program participants must enroll the meter serving the charging equipment on a Time-of-Use (TOU) rate plan.
- Program participants must enroll in at least one qualifying SCE Demand Response (DR) program.
- Program participants are responsible for paying all electricity charges associated with the charging equipment.
- Program participants will set the pricing associated with the driver's use of the charging equipment.
- Program participants are responsible for charging equipment and related installation costs exceeding available rebates.
- Program participants are encouraged to maximize accessibility to the charging stations.
- Program participants are required to ensure compliance with all other program requirements.

¹ Combined Charging System (CCS) connector is based on an open international standard and is common on vehicles manufactured in North America & Europe

² CHAdeMO connector is most common for Japanese manufactured vehicles

³ NACS connector is developed by Tesla and works for AC and DC chargers utilizing the same pins for power

Eligible Charging Equipment

DCFC equipment is eligible for installation under this Program. DCFC equipment is typically delivered at 480 volts.

All charging equipment installed under this program must be listed on SCE's APL and capable of port-level networked common communication capabilities through Wi-Fi or cellular communications. Installed charging equipment must also be capable of responding to price signals and recording interval usage energy consumption data. The participant is required to contract with a network services provider to establish and maintain network communications with each charging port. The participant is required to pay any related costs or fees resulting from such services, for the full duration of the contracted services.

The participant, or their network services provider, at the participant's direction, is also required to provide SCE with usage and other related data associated with the charging equipment and its use. The required information must be electronically transmitted to SCE monthly in the form and format prescribed by SCE. Aggregated data (not attributable to any specific participant's site) will be made publicly available as part of SCE's reporting to the CPUC and various industry stakeholders and may also be used to identify load management opportunities and enhance potential vehicle-to-grid integration opportunities for future utility initiatives.

DCFC equipment under this program permits a maximum of 350 kW per charger. Furthermore, the Charge Ready DCFC Program allows for a maximum of 1,200 kW and 1,500 amp switchgear per site, subject to available site capacity. Please refer to **Figure 2** below for additional information.

Figure 2 - Charge Ready DCFC Charging Station Configuration Options

Charging Ports: The number of DC Fast Charger connectors that can simultaneously charge an EV.

Charger Capacity: Max kW output on a charger, no matter how many ports are being used.

Charger Station Rebate: Distributed on a per port basis; dual port stations allow for port count & rebate maximization.

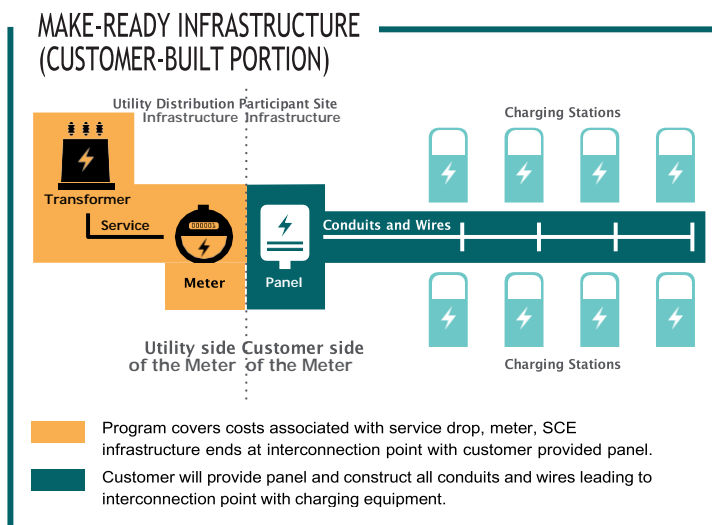
Both Model A and B below are eligible for Charge Ready DCFC. Model A will count as 2 ports towards the charging station rebate while Model B will only count as 1 port. The program allows for a max capacity of 350 kW per charging station and a max of 1,200 kW and 1,500 amp switchgear per site.

Eligible Charging Stations	Model A (Dual Port)	Model B (Single Port)
Simultaneous Charging Available	Yes	No
Charging Station Capacity	300 kW	150 kW
Total Connectors	2	1 or 2
Charging Ports	2	1
Station to Port Ratio	1:2	1:1
Charging Capacity Per Port	150 kW – 300 kW	150 kW
Example		

Make-Ready Infrastructure and Charging Station Installation

As described above, the DCFC Program provides the necessary utility-side infrastructure to support the installation of DCFC EV charging equipment and the customer is responsible for the customer-side infrastructure installation. This collective infrastructure work is also referred to as the “make-ready”. There are primarily two segments of work associated with make-ready. These include:

1. Utility-side of the meter infrastructure
2. Customer-side of the meter Infrastructure



As illustrated in **Figure 1** above, the utility-side of the meter infrastructure work includes all infrastructure from SCE’s distribution system up to a new circuit panel that will be installed to support DCFC EV charging equipment. Included with this work, SCE will install an interval data recording (IDR) meter to capture DCFC EV charging equipment consumption data. The meter will track usage in 15-minute increments and will also be used for recording charging equipment energy usage and billing purposes. **SCE will always be responsible** for designing, procuring, installing, and maintaining the necessary infrastructure located on the utility side of the meter.

The next segment of work involves the infrastructure on the customer side of the meter. This work includes all infrastructure from the new panel that will be set as part of the utility-side infrastructure work, up to the first point of interconnection with the participant’s EV charging equipment. **Participants must design, purchase, install, and maintain the customer-side infrastructure work themselves.** Participants will be eligible for the Customer-Side Make-Ready Rebate to offset a portion of the cost of this work.

The third segment of work includes the actual installation of EV charging equipment. **Participants will always be responsible** for selecting, procuring, and installing the EV charging equipment. All charging equipment purchased for installation under this program must be listed on SCE’s APL. When the participant installs APL-listed equipment and meets other eligibility requirements, the participant will qualify to receive a charging station rebate for the purchase and installation of the charging equipment.

SCE will work closely with participant to provide information that may help to inform their decision-making throughout the complex infrastructure selection and deployment process while attempting to meet their operational needs and balancing any potential grid impacts.

Rate Plan Options

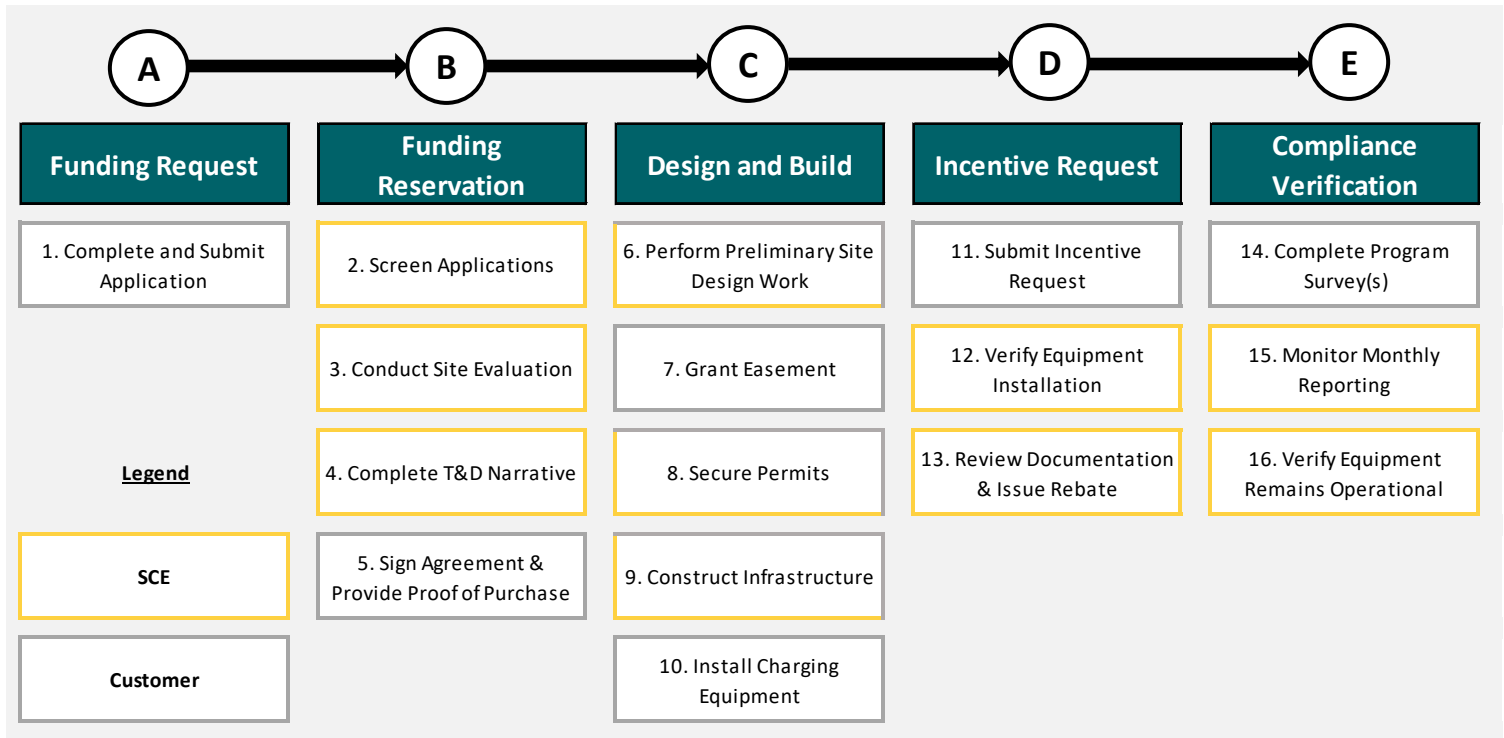
The participant will be required to enroll in a TOU rate plan associated with the meter serving the EV charging equipment. All EV charging must be served on a TOU rate plan for the full 10-year service term. The TOU rate plans available vary, and appropriate selection will depend on several factors, all of which an SCE representative can help to evaluate.

For more information on how DCFC EV charging will impact your electric bill, please reference the **Interactive Program Guidebook** in the “Energy Management Best Practices” section.

DETAILED PROGRAM ACTIVITIES AND PROCESS FLOWS

DCFC Customer-Side Make Ready

Process Diagram:



A Funding Request

1. Complete and Submit Application	
Description	This step is the project submission phase, also referred to as the project funding request, is where the applicant submits the online application to SCE. The online application can be accessed through the online program enrollment portal.
Customer Activities	<ul style="list-style-type: none"> Complete the online application which is accessible through the program enrollment portal. Create a detailed site plan annotated with the preferred location(s) of the charging equipment and submit it with your application. Upload a copy of the charging equipment product specification sheet(s) (requested, but not required) if the applicant has already decided which charging equipment they plan to purchase. At minimum, customers should provide information on planned charger configuration, including kW per station.
Documents Required	<ul style="list-style-type: none"> Upload a copy of the site plan in the required file format (see Customer Side Make Ready Detailed Site Design Guide for more information on what site plans are required later in the application process) through the program enrollment portal. Upload a copy of the product specifications sheet for the charging equipment (requested, but not required).
SCE Activities	<ul style="list-style-type: none"> Review the application for completeness. Reach out to the applicant to obtain any additional information that may be needed.

Complete and Submit Application – Site Plan Instructions

A site plan will need to be submitted with the applicant's completed application. This plan is intended to provide an aerial view of the property and should include annotations to indicate the preferred location for the charging equipment (preferred site location is not guaranteed). The site plan should reveal building footprints, roads, parking areas, and other above-ground structures notated. The plan should be an engineered drawing, rather than a satellite image with notes. The program team will be prioritizing DCFC applications based on viability and the completeness of the engineered site plans. Please reference the **Customer Side Make Ready Detailed Site Design Guide** for an example of the site plans that will be needed to complete construction. A full site plan is not required upfront, but the more detail that is given, the more likely the site will be prioritized.

The participant must upload the site plan through the program enrollment portal during the completion of the online application.

Helpful Tips: Ideal location for charging equipment:

- Select a location that is near the SCE distribution facilities currently serving the site (this can help to lower infrastructure installation costs).
- Select a location that is as close as possible to the existing transformer (if enough capacity) or to a new transformer (if needed to serve the DCFC EV charging load).
- Charging equipment should be grouped in a single location (e.g., the same floor of a parking structure).
- Allow adequate space for the installation and operation, in compliance with all applicable laws, rules, codes, and regulations.
- Determine a convenient location for vehicle parking while they are charging.
- Consider how vehicles move through the site, and how to prevent the charging location from impeding through-traffic.
- Consider locations where adequate parking exists to serve the number of vehicles that may be routinely charged.
- Consider vehicle charging needs beyond the initial deployment to consider any future construction or expansion.
- Consider the configuration of charging stations themselves. Will they be overhead systems, conventional pedestal mounted; wall mounted; in-ground; etc.?
- Consider the proximity of charging ports to the power conversion units (PCU).

If the applicant has already decided which charging equipment they plan to purchase, the applicant should upload a copy of the charging equipment product specification sheet(s). At minimum, customers should provide information on planned charger configuration and number of ports per charging station, including kW per charging station.

Important note: Applicants must apply and receive project approval prior to performing any construction at the site.

B Funding Reservation

2. SCE Screen Applications	
Description	SCE receives and screens the application.
Customer Activities	Respond to any application related inquiries received from SCE.
Documents Required	None.
SCE Activities	<ul style="list-style-type: none"> • Determine initial eligibility for program participation, including completing a desktop review of the site. • Initiate the Account Management Support process. • Determine if application moves to next step. • Notify applicant of SCE's determination (email communication).

SCE Screens Applications – More Information

SCE will evaluate each application received. Some of the criteria SCE will use to determine qualification for program participation include, but are not limited to:

- The applicant's viability is based on the desktop review and site plan submitted by the participant (including the participant's ability to complete construction by 2027).
- A site's geographic location and categorization (proximity to multi-family dwellings, potential utilization, etc.).
- The number of charging ports requested.
- The number of applications submitted by the same entity for multiple sites.
- Alignment with certain goals established by the CPUC (including disadvantaged community status and proximity to multi-family properties).
- The level of remaining program funds.
- Potential number of visitors that might frequent the site location.
- Proximity to existing DCFC charging stations.

If SCE determines the project can move forward to the next step in the evaluation process (based on the information provided in the application), SCE will schedule a physical site visit to further evaluate the existing and planned electrical infrastructure, discuss the project with the applicant, and develop a conceptual infrastructure design for the utility-side infrastructure (Transmission & Distribution (T&D) Narrative). The applicant (and property owner, if not the applicant) will need to attend the physical site visit with SCE.

3. Conduct Site Evaluation	
Description	After reviewing and evaluating the application, SCE continues the evaluation process by scheduling and performing a physical site assessment. This step is necessary for SCE to collect the information needed to further evaluate the project and develop a conceptual infrastructure design (known as the T&D Narrative). The applicant cannot make any changes to the port count or site location after the site visit has been completed, unless instructed to do so by SCE.
Customer Activities	<ul style="list-style-type: none"> • Participate with SCE in the site visit. • Ensure the appropriate individual(s) representing the applicant, typically the individual familiar with the site and the planned installation of the charging equipment, can participate in the site job walk. • Notify SCE of any other infrastructure projects that may be planned or underway at the site.
Documents Required	None.
SCE Activities	Perform site assessment and collect the necessary information to develop a T&D Narrative, including completion of an Engineering Study (~45 days) to determine site capacity.

SCE Conducts Site Evaluation – More Information

Applicants may be requested to participate in the site evaluation activity. SCE may request that someone familiar with the site and the proposed project, typically the site or facility manager, participate in the on-site job walk to discuss the project and desired location for the charging equipment. If the participant is not the property owner, the property owner is encouraged to participate in the site evaluation. If the applicant has already decided which charging equipment it plans to purchase, SCE recommends that the applicant's charging equipment supplier attend the site assessment if possible. The applicant is requested to coordinate directly with their charging equipment supplier.

SCE's team will leverage the site plans, sketches, and drawings provided by the applicant to assist with the planning and design activities. The SCE team is typically comprised of an SCE Transmission and Distribution infrastructure Project Manager and an SCE field inspector who can assess and evaluate the existing distribution facilities that are located at or near the site. Each site will undergo a formal engineering study to determine the capacity available at each site.

During the visit, the SCE team will lay the groundwork for developing a conceptual utility-side infrastructure design (T&D Narrative). This includes identifying where SCE will bring in power; SCE will evaluate the existing distribution infrastructure and the site's existing service connection. Regardless of whether SCE can use the existing service connection, or the site requires a new service connection, SCE will plan to install a separate meter for the new EV load at each participating site.

Applicants are responsible for notifying SCE of any other infrastructure projects that are planned or underway at the site because this work could potentially impact the designs provided by SCE.

During the site visit, SCE representatives may determine that the applicant's proposed location for the installation of infrastructure would be more costly than other alternatives identified by SCE. The applicant and SCE will discuss in good faith appropriate alternate locations for a more cost-effective installation.

4. Complete T&D Narrative	
Description	This step occurs if during the site assessment, SCE determines the proposed project meets program criteria and qualifies to move forward. During this step, SCE drafts a conceptual infrastructure design (T&D Narrative) that outlines the utility-side infrastructure layout.
Customer Activities	<ul style="list-style-type: none"> • Review and approve T&D Narrative provided by SCE. If applicable, ensure the T&D Narrative is also reviewed and approved by the property owner if the applicant is not the property owner. • Work with SCE to reach an agreement on alternate potential layouts if the applicant or property owner does not approve the T&D Narrative. • Review SCE's standard easement language, AND if not the property owner, ensure the property owner has also reviewed.
Documents Required	None. The T&D Narrative should be reviewed through the enrollment portal.
SCE Activities	<ul style="list-style-type: none"> • Confirm with the applicant any other site infrastructure projects that may be planned or underway. • Develop T&D Narrative for the site. • Determine if the proposed project meets program criteria. • If the proposed project meets program criteria, cost thresholds, and other considerations, provide the T&D Narrative to the applicant for review. • Receive the applicant's approval of the T&D Narrative via the Program Participant Agreement signature. • If the project costs exceed established parameters, notify the applicant.

SCE Completes the T&D Narrative – More Information

The T&D Narrative will be completed after SCE performs the initial site assessment and determines that the project may move forward for final consideration.

SCE will utilize the information collected during the site visit (photographs, sketches, measurements, notes, and any additional information that may have been provided by the applicant or its representative), combined with additional off-site due diligence activities (i.e., engaging the local Authority Having Jurisdiction (AHJ), City, County, Fire, Division of State Architect, etc.) regarding permitting requirements, ensuring there are no environmental issues associated with the construction area, etc.) to draft the initial design for the project.

SCE will determine if the proposed project meets program criteria. If the project does not meet those criteria, SCE will notify the applicant.

If the proposed project meets program criteria and cost thresholds, SCE will provide the T&D Narrative to the applicant for approval via the Program Participation Agreement notification email. The applicant will approve the design by accepting and signing the Program Participation Agreement that is available for download in the application portal. If the applicant is not the property owner, the applicant should share the T&D Narrative with the property owner to secure approval. If the applicant or property owner does not approve the narrative, the applicant must work with SCE to reach an agreement on an alternate potential layout or withdraw its application.

At this stage, the applicant must affirmatively commit to and communicate the power level and port count associated with the charging equipment that will be purchased and installed. SCE will include the approved final port count for the agreed-upon power level, as well as the maximum Customer-Side Make-Ready infrastructure rebate amount in the Program Participation Agreement (Participation Agreement or Agreement).

Applicants should also review the **Sample Grant Easement** document to better understand how the project easement document(s) will be structured. If the applicant is not the property owner, the applicant should share the sample Grant Easement with the owner. SCE does not allow any redlines or changes to the easement language.

5. Sign Agreement & Provide Proof of Procurement	
Description	<p>Following the creation of the T&D Narrative, SCE creates and presents applicants with a Participation Agreement. The Agreement will outline the Customer-Side Make-Ready infrastructure and Charging Station rebate amounts the applicant is eligible to receive. Once the Agreement is executed, project funds will be reserved.</p> <p>During this step, participants must provide proof of procurement for ALL vehicle charging equipment designated for the project when they execute the agreement.</p> <p>Both the agreement and proof-of- procurement documentation shall be executed and uploaded within 60 calendar days of receipt.</p>
Customer Activities	<p>Receive, review, and sign (electronic signature) the Participation Agreement (including a review of the T&D Narrative) that will be made available through the enrollment portal. If the applicant is not the property owner, the applicant must also have the property owner approve and sign the agreement. The Participation Agreement must be signed by a decision-maker/ person of authority that represents the Participant.</p> <p>Submit a copy of the purchase order, paid invoice, or sales receipt for charging equipment (separately listed purchase price from any installation costs).</p> <p>If an extension is requested, submit it through the enrollment portal.</p> <p>Respond to any questions SCE may pose.</p>
Documents Required	<p>Signed Participation Agreement (via electronic signature).</p> <p>Proof of purchase including purchase date, the make, model, and serial number of the charging equipment, expected delivery date, and individual unit pricing. Any related installation costs should be broken out separately.</p>
SCE Activities	<ul style="list-style-type: none"> • Prepare and issue the Participation Agreement. • Upon receipt of the signed agreement, execute and reserve project funds. • Receive proof-of- procurement documents and review them for completeness. • If documents are not complete, follow up with the participant as may be necessary.

Applicant Signs Agreement – More Information

Following the creation of the T&D narrative by SCE, the applicants' confirmation of the port count and power level(s) associated with the charging equipment, and SCE's decision to approve the project, the applicant will be presented with a Participation Agreement (T&D Narrative will be provided in an email notification to applicant). The Agreement will outline the Customer-Side Make-Ready infrastructure rebate and Charging Station rebate amounts the applicant is eligible to receive. The applicant will have 60 calendar days to execute the Participation Agreement. Participants may be granted an extension beyond the 60-day window at SCE's sole discretion.

The applicant may choose to withdraw their application or cancel any further participation in this program upon providing notice to SCE at any time prior to submission of a signed (electronically) agreement. Once the agreement is signed by the applicant, and executed by SCE, program funds will be reserved, and the program applicant's status moves to participant.

Participants will be bound by the contractual obligations specified in the agreement once executed. Deviation from these obligations may lead to cancellation of participation and trigger activities leading up to, and including, SCE's pursuit of direct reimbursement of certain Program-related expenditures. If the participant fails to comply with the terms and conditions set forth in the agreement, SCE may terminate participation in the program by

sending the participant a notice of default. If the issues specified in the notice remain uncured for five business days from the participant's receipt (except for safety or security violations, in which case, SCE may terminate the agreement immediately and take all actions, including, but not limited to, disconnecting the vehicle charging equipment), SCE may terminate the agreement and the participant's continued participation in the program. Such cancellation may result in the participant owing SCE reimbursement for program-related expenditures, as set forth in the agreement. SCE may seek reimbursement of certain costs if the agreement terminates, due to the participant's actions or inactions, prior to the end of the 10-year Term of Service. For example, the participant is liable for SCE's costs if the participant, after executing the agreement (1) elects to terminate its participation in this program, or (2) SCE terminates the agreement because of the participant's noncompliance with the program requirements (as described above) or other material breach of the agreement. Under these conditions, the participant will be responsible for reimbursing costs incurred by SCE in connection with deploying the infrastructure at the participating charging site on a prorated basis (over the ten-year Term of Service), including any rebate payment(s) (if already paid), within 60 days from the termination date.

Participant Purchases Charging Equipment – More Information:

In concurrence with the execution of the Participation Agreement, the participant will be required to provide proof of procurement for ALL vehicle charging equipment designated for the project. The participant may request a limited extension beyond the 60-calendar day timeline as mentioned above. SCE may, at its discretion, extend beyond the 60 days, if, in SCE's sole judgment, the participant is actively seeking to complete the purchase of the charging equipment (and/or Participation Agreement).

Participant's required activities to complete this step include the submission of all required documents scanned and uploaded through the enrollment portal. Required documentation includes:

1. Submission of a copy of the purchase order, paid invoice, or sales receipt for charging equipment (separately listed purchase price for the charging equipment from any installation costs). The receipt should include the purchase date, the make, model, and serial number of the charging equipment, the expected delivery date, and individual unit pricing.
2. Any extension requests related to proof-of- procurement should be submitted through the program's enrollment portal.

C Design and Build

Although the Charge Ready program provides the utility-side infrastructure work at low or no cost to the participant, participant must design, purchase, build, and maintain the customer-side infrastructure work themselves. Participant will be responsible for managing and coordinating all related design and construction work. Participant will qualify to receive the Customer-Side Make-Ready rebate which is intended to cover a portion of the installation cost of the infrastructure. The actual rebate amount will be determined by SCE and will not exceed the participant's actual costs.

SCE will still design and install the utility-side infrastructure (from the utility pole to the new meter panel). SCE will also work with the participant to coordinate the customer-side infrastructure work to complete the make-ready interconnection. All participant-related construction activities must also comply with the CPUC's Transportation Electrification Safety Requirements Checklist.¹

6. Perform Preliminary Site Design Work	
Description	Participant is responsible for developing and submitting the customer-side infrastructure design and for purchasing, constructing, and maintaining the customer-side infrastructure
Customer Activities	<ul style="list-style-type: none"> Complete the make-ready infrastructure design. Create a base map and civil plan map, for the location of the make-ready and charging equipment. A sample can be found here. Submit a copy of estimated construction costs to SCE. Provide approval for SCE utility-side infrastructure design.
Documents Required	<p>All documents required for this step should be uploaded to the program's enrollment portal.</p> <ul style="list-style-type: none"> A copy of the base map detailing the make-ready infrastructure design following the CAD File Requirements (please also reference the Electrical Service Requirements). A copy of the civil plan in PDF file format. A copy of the E-sheet and load calculations. A copy of the estimated construction costs using the Participant Installed Make-Ready Cost Breakdown Worksheet. Accept the preliminary conceptual design provided by SCE for the utility-side infrastructure (approved via the Participation Agreement).
SCE Activities	<ul style="list-style-type: none"> After receiving the participant's plans, review them to ensure completeness. Design utility-side infrastructure. Provide participants with utility-side infrastructure design. Confirm participant's approval was received.

¹ The CPUC's Safety Requirements Checklist for CPUC-Approved Transportation Electrification Programs can be accessed at www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442458882.

Participant Performs Preliminary Site Design Work – More Information

Participants will be required to design, purchase, construct, and maintain the customer-side infrastructure and are required to follow applicable ADA requirements and guidelines set forth by the AHJ.

Participants will need to create a base map and civil plan (map) following the **CAD file requirements**, for both the location of the customer-side make-ready and the location of the charging equipment. They should also provide a copy of the E-Sheet and load calculations and a copy of the estimated construction costs using the **Participant Installed Make-Ready Cost Breakdown Worksheet**. All documents should be uploaded to the program’s enrollment portal.

SCE will then draft and share its preliminary utility-side infrastructure design with the participant. The participant will be required to submit approval within ten calendar days before SCE can move forward with construction.

7. Grant Easement	
Description	SCE drafts the legal description to be used for the utility-side infrastructure easement.
Customer Activities	<ul style="list-style-type: none"> • Receive, sign, and notarize easement documents. • Return the original signed and notarized easement to SCE within 30 calendar days from the date of receipt. • If the participant is not the property owner, have the property owner sign and notarize easement documents and follow the steps above.
Documents Required	<ul style="list-style-type: none"> • An original signed and notarized easement.
SCE Activities	<ul style="list-style-type: none"> • Provide participants with final utility-side easement language. • Follow up with participants to ensure easements are received and granted. • Once a copy of the final easement is obtained, initiate recording of the easement.

Participant Grants Easement, or facilitates Granting of Easement – More Information

The SCE team will leverage the participant’s design work to draft the legal description to be used for the utility-side infrastructure easement. This easement is required for any utility-side infrastructure that occurs on private property.

The participant is required to execute and notarize the easement, or, if participant is not the property owner, ensure that the property owner executes and notarizes the easement. Participant shall return the original signed easement to SCE within 30 calendar days from the date of receipt.

Participant is required to return the originally signed and notarized agreement to SCE. The original signed and notarized agreement is needed so that it may be recorded with the appropriate county. Counties will not record copies or PDF documents. The documents are typically returned to SCE via U.S. Mail or courier (FedEx, UPS, etc.) to SCE’s Real Properties department or one of their contract firms (i.e., Spectrum Land Services). Specific mailing instructions will be included with the easement documents when provided to the participant.

Once received, SCE will have the executed easement recorded and filed. SCE cannot move forward with any further construction-related activities until the necessary easements have been granted. Once final easements have been granted, SCE will initiate the plan check and permitting process for the utility-side infrastructure work.

8. Secure Permits	
Description	Participants are required to submit their construction plans to the relevant AHJ to secure all reviews, approvals, and permits.
Customer Activities	<ul style="list-style-type: none"> • Initiate the permitting process. • Obtain necessary permits. • Receive and record the information received from SCE that will be needed to establish a new Service Account.
Documents Required	Any documents that may be required by the AHJ.
SCE Activities	<ul style="list-style-type: none"> • Provide participants with support as may be necessary. • Secure any permits relevant to the construction of the utility-side infrastructure. • Provide participants with the necessary information to establish a new Service Account (address and other relevant information related to the new service).

Participant Secures Permits – More Information

Participants are required to submit their construction plans to the relevant AHJ (e.g., City, County, Fire, Division of State Architect, etc.) to secure all necessary reviews, approvals, and permits. SCE will not be responsible for obtaining any permits for the customer-side infrastructure work.

SCE will however secure any permits necessary for the utility-side infrastructure work.

During this phase, SCE can also provide the participant with the information necessary to establish a new SCE Service Account.

9. Construct Infrastructure	
Description	Participant is responsible for managing and coordinating all customer-side infrastructure-related installation work and complying with labor and safety requirements.
Customer Activities	<ul style="list-style-type: none"> • Schedule a pre-construction meeting with SCE and provide a detailed construction schedule. • Purchase equipment and manage all infrastructure work. • Ensure installation contractor is C-10 state-licensed, EVITP certified, and using IBEW signatory labor. • Review and ensure compliance with the CPUC’s Transportation Electrification Safety Requirements Checklist. • Post-installation - ensure the final inspection process is complete. • Post-installation - create a final “as-built” map. • Post-installation - complete the “Testament of Compliance with the Safety Requirements Checklist”. <p>Work with the SCE Account Manager to select the TOU rate plan and request service turn-on (new account activation).</p>
Documents Required	<ul style="list-style-type: none"> • Evidence of final inspection. • A copy of the final as-built map. • A signed copy of the Testament of Compliance with the Safety Requirements Checklist
SCE Activities	<ul style="list-style-type: none"> • Notify participants when utility-side infrastructure work is complete. • Attend the participant’s scheduled pre-construction meeting. • Energize the site once the participant has completed construction and received all necessary AHJ approvals. • Activate new Service Account upon participant’s request.

Participant Constructs Infrastructure – More Information

Participant will be responsible for managing and coordinating all related customer-side make-ready infrastructure design and installation work. Once the construction plans have been finalized, the participant is required to email a copy of the detailed construction schedule to SCE at tepmchargeready@sce.com.

All construction of the customer side of the meter infrastructure must be performed by state-licensed and insured contractors holding a valid C-10 contractor’s license. Participant is required to ensure all contractors performing this work are using International Brotherhood of Electrical Workers (IBEW)-signatory labor, and Electric Vehicle Infrastructure Training Program (EVITP) certified. Participant will be responsible for ensuring compliance with these requirements.

The participant activities in this step of the process include:

- Scheduling a preconstruction meeting with SCE and providing a detailed construction schedule.
- Procuring equipment.
- Managing and coordinating all customer-side of the meter infrastructure work.
- Ensuring contractor's compliance with electrician training (EVITP) certification.
- Ensuring compliance with the CPUC’s Transportation Electrification Safety Requirements Checklist.

- Post installation, ensuring the final inspection process is complete.
- Uploading required documents through the enrollment portal.
- Working with the SCE Account Manager to select the TOU rate plan and request a service turn-on (new service account activation).

If the AHJ does not provide a formal inspection process, the participant must hire a licensed third-party inspection firm to inspect and approve the installation. The third-party inspection must perform all inspections that would typically be handled by a building and safety inspector.

Following or concurrent with the installation of the make-ready infrastructure, but no later than 20 days beyond the completion of the make-ready work, the participant is required to complete the installation of the charging equipment.

10. Install Charging Equipment	
Description	Participants are required to install the charging equipment following the completion of the utility-side and customer-side infrastructure work. Following the installation of the DCFC EV charging equipment, participants are required to submit documentation to SCE.
Customer Activities	<ul style="list-style-type: none"> • Obtain final invoices for charging equipment installation. • Work with the contractor to secure any permits for the installation of the charging equipment. • Ensure installation of equipment within 20 calendar days from completion of the make-ready work. • Complete any applicable final inspections. • Complete the Charging Equipment Registration Form. • Report publicly accessible charging equipment to the U.S. Department of Energy tracking databases.
Documents Required	<ul style="list-style-type: none"> • The documents specified above will be uploaded to the enrollment portal during the incentive request process.
SCE Activities	<ul style="list-style-type: none"> • Follow up with the customer to address any open questions or obtain any missing information.

Participant Installs the Charging Equipment – More Information

Participant will be required to install the vehicle charging equipment within 20 calendar days from the completion of the utility side and customer side of the meter infrastructure work.

Following the completed installation of the charging equipment, any applicable inspection process should take place.

Additionally, the participant is required to report charging equipment that is publicly accessible to the U.S. Department of Energy’s EV Charging Station Locations mapping tool at: https://www.afdc.energy.gov/fuels/electricity_locations.html#/find/nearest?fuel=ELEC and registered with the U.S. Department of Energy’s Alternative Fuel Data Center at: <https://afdc.energy.gov/stations#/analyze>. Only one set of information should be reported between the participant and the charging equipment supplier. The participant is responsible for communicating with the charging equipment supplier to determine whether the information has been previously reported.

D Incentive Request

At this step in the process, the participant will initiate the activities required for SCE to issue the applicable rebates.

Following the completed installation of the charging equipment and submission of the required documentation, SCE will verify and initiate the rebate payment process.

11. Submit Incentive Request	
Description	The incentive request is initiated by the participant following the completed installation of the charging equipment. The incentive request is initiated through the enrollment portal and the required documentation is uploaded.
Customer Activities	<ul style="list-style-type: none"> • If a participant is eligible for the <u>Charging Station Rebate</u> or the self-installed <u>Customer-Side Make-Ready Rebate</u>, following the installation of the charging equipment, initiate the incentive request through the enrollment portal. • Upload the required documents.
Documents Required	<p>For the Charging Equipment Rebate:</p> <ul style="list-style-type: none"> • A copy of the installation permit and evidence of final inspection. • A copy of the final charging equipment <u>purchase</u> invoice. • A copy of the charging equipment <u>installation</u> invoice if not included on the equipment purchase invoice (in all cases the equipment purchase price should be broken out from the installation costs). • A copy of the completed Charging Equipment Registration form. • A copy of the completed Third-Party Funding Attestation form. <p>For participant-installed Installed Customer-Side Make-Ready Rebate (covering the infrastructure from the new meter panel to the interconnection point for the charging equipment):</p> <ul style="list-style-type: none"> • Submit a <u>copy of the final infrastructure costs</u>. • Submit evidence of permit sign-off/final inspection.
SCE Activities	<ul style="list-style-type: none"> • Receive incentive requests and review documentation for completeness. • If incomplete, follow up with the participant as may be necessary.

Participant Submits the Incentive Request – More Information

At this stage, the participant submits their incentive request through the enrollment portal. The rebate payment will be processed by SCE after receiving any required documentation and verifying the operational status of the charging equipment. There are two different rebate options. These include:

1. Charging Station Rebate

SCE's **Approved Product List** (APL) will list the only charging equipment that is eligible for a rebate. SCE may reduce the rebate amount paid to the rebate-eligible participant to ensure that when combined

with any other third-party rebates or incentives, the total rebate does not exceed the total equipment purchase costs. Following the completion of the charging equipment installation, the participant is required to provide copies of the documents specified above.

2. Customer-Side Make-Ready Rebate

Participant self-installs the customer-side infrastructure and receives a rebate determined by SCE based on the site evaluation and program budget. This rebate amount will be displayed in the Participation Agreement. The amount will vary based on numerous variables including but not limited to port count, utility upgrade needs, and proximity to available power.

Participant is required to provide the final construction costs, using the **Participant Installed Make-Ready Cost Breakdown Worksheet**. This worksheet is intended to capture the final costs broken down by design and engineering, permitting, and construction.

Rebate Assignment: Participant is required to complete the rebate assignment section for the incentive request to designate whom the incentives will be paid.

Participants will also be required to include information from their IRS form W9, and/or CA 590, as may be applicable. The Rebate Assignment section and tax-related information collected are used by SCE to process and remit the rebate payments.

12. Verify Charging Equipment Installation	
Description	After SCE is notified the work is complete (triggered by the participant's submission of the incentive request), and the required documentation has been uploaded, SCE verifies the new service account was activated and moves forward with performing a final verification of the installation.
Customer Activities	<ul style="list-style-type: none"> If requested, assist SCE with scheduling the requested date to conduct a physical site visit.
Documents Required	None.
SCE Activities	<ul style="list-style-type: none"> After incentive request documentation is received, work with the participant as may be necessary to schedule and perform site installation verification. Complete verification of equipment installation.

SCE Verifies Charging Equipment Installation – More Information

After the participant notifies SCE of the completed installation by completing the online incentive request and submitting the required documentation through the enrollment portal, SCE may perform a final site inspection. SCE will perform site inspections for all sites where SCE performed the make-ready installation work. The inspection will primarily involve verifying the charging equipment has been successfully installed and is operational. This will also include ensuring the installed equipment matches the make, models, and counts specified on the invoice, and that the units are energized.

SCE may also verify the information included in the as-built map prior to issuing the Customer-Side Make-Ready Rebate.

13. Review Documentation and Issue Rebates	
Description	Following the site visit and final review of ALL required documentation, SCE initiates processing the rebate for remittance to the assigned designee.
Customer Activities	None.
Documents Required	None.
SCE Activities	<ul style="list-style-type: none"> • Final review of documentation to ensure completeness. • Issue rebate check.

SCE Reviews Documentation and Issues Rebate – More Information

The rebate payment will be processed by SCE after final review of the required documentation and verification of the operational status of the charging equipment.

Once rebates are processed, a single rebate check will be issued for the sum of all rebates the participant qualifies to receive, payable to the participant without the ability for the participant to designate an alternate recipient. If the participant is to only receive the Charging Station Rebate, the participant will have the option to assign an alternate (eligible) payee.

E Compliance Verification

Participant is required to adhere to all program requirements. SCE will verify three specific commitments in an ongoing manner, to ensure compliance with these commitments. These include compliance with responding to SCE surveys (related to your participation in this program), compliance with the commitment to provide SCE with port-level data and other information, and compliance with the ten-year commitment to maintain and operate charging equipment.

14. Complete Program Survey(s)	
Description	Participant MAY be provided with program-related information request(s) and/or surveys at various times throughout the duration of the program.
Customer Activities	Participate in any survey requests and respond in a timely manner.
Documents Required	Provides responses as requested. These may be received in electronic or paper format.
SCE Activities	Develop surveys, distribute, process responses, and follow up as may be necessary.

As a provision of participation in the Charge Ready program, SCE requires that participants provide timely responses to surveys and other data requests which will assist with program evaluation and improvement initiatives.

15. Monitor Monthly Reporting	
Description	Participant must provide or have their network services provider provide, charging equipment usage and other related data to SCE.
Customer Activities	Provide SCE with port-level usage and other related data in the form, format, and frequency specified by SCE.
Documents Required	Usage and other data conforming to SCE's requirements.
SCE Activities	<ul style="list-style-type: none"> • Conduct ongoing monitoring for each site. • Follow up with the participant as may be necessary.

All participants must contract with a third party that provides EV charging network services to provide network communications and data management services. Participant will be responsible for any costs associated with such services.

Participant and/or their network services provider must provide SCE with usage and other port-level data as specified by SCE. The documents outlining these data requirements include:

- **Charging Equipment Usage Data Monthly Report Instructions**
- **Data Portal Interval Template**
- **Data Portal Session Data Template**

Participant or their network services providers must electronically transmit the required information monthly to SCE for charging equipment deployed under this program. Aggregated data (not attributable to any specific participant's site) will be made publicly available as part of SCE's reporting to the CPUC and various industry stakeholders and will be used to identify load management opportunities and enhance vehicle-grid integration for future utility initiatives.

16. Verify Charging Equipment Remains Operational	
Description	Participants are required, at their own expense, to operate and maintain the equipment in good working order at the originally installed location for ten years.
Customer Activities	<ul style="list-style-type: none"> • Maintain the charging equipment in good working order for a minimum of ten years. • Repair or replace malfunctioning charging equipment as may be necessary.
Documents Required	None.
SCE Activities	<ul style="list-style-type: none"> • Conduct ongoing monitoring of each site. • Follow up with the participant as may be necessary.

The participant is required, at their own expense, to operate and maintain charging equipment in good working order at the originally installed location for at least ten years. During the ten-year period, participants may upgrade or replace their equipment at any time with a qualified replacement provided that the participant is responsible for all associated costs, and the new equipment is operated and maintained for the remainder of the commitment period.

End of Detailed Program Activities for the Charging Infrastructure and Rebate Program

GLOSSARY OF TERMS

Account Manager: An SCE employee in the CED organization serving as the SCE liaison for business customers. Each Account Manager is typically assigned as an account representative for a particular industry segment (i.e., government, hospitals, schools, etc.)

AHJ (Authority Having Jurisdiction): the responsible government entity having geographically based jurisdiction that typically approves, inspects, and permits construction projects (e.g., City, County, Fire, Division of State Architect, etc.)

APL: see Approved Product List

Approved Product List: Also referred to as the APL, the list of charging equipment approved by SCE and meeting SCE's technical requirements. Eligible Participant must select charging equipment from the APL to participate in this program. SCE does not provide any expressed, implied, or prospective warranty, including any warranty of merchantability or fitness for any particular use or application, of any EV charging equipment. The APL can be found at www.sce.com/APL. SCE reserves the right to modify the list at any time.

As-Built Map: Construction drawings created by the contractor and submitted by the Participant at the completion of construction detailing any field-approved revisions to the self-installed customer-side make-ready infrastructure. The final as-built map (in PDF file format) is required for submission if the customer chooses to perform the customer side of the meter make-ready work.

Base Map: The Base Map is to be prepared in CAD format from a detailed site survey. It is an overhead view of the project site that includes property lines, streets, curb and sidewalk, above-ground structures and building footprints, existing underground utilities and obstructions, and the desired location of planned EV charging equipment. Submission of a Base Map is required if the Participant chooses to perform the customer side of the meter make-ready work.

CED (Customer Engagement Division): The Customer Engagement Division (CED) of Customer Service is the primary contact for SCE's business customers and serves as their Trusted Energy Advisor by meeting the energy-related needs of the various business, government, and agricultural customers.

CAD File Requirements: The Base Map is to be created in AutoCAD 2009 or earlier format without cross-reference drawings (XREFs). SCE's CAD file requirements can be found [here](#).

Charging Equipment – EV Charging Station: EV Charging Equipment interconnects with the electricity grid at a charging site to an electric vehicle, whether using alternating current (AC) or direct current (DC). An individual charging station unit may contain one or more charging ports to connect the electric vehicle to a grid-connected power source capable of recharging the vehicle's battery pack. The individual connectors of the Charging Station are referred to as ports. Each charging station may charge one or more vehicles depending on the number of ports with which each unit is equipped. For dual-port stations, power cannot be throttled during non-DR events and each port must be able to deliver full power to both vehicles that are charging simultaneously. For example, a dual-port L2 station rated at 7.2kW must be able to deliver 7.2kW of power to both vehicles when two vehicles are charging simultaneously.

Charging Equipment Approved Product List: See Approved Product List.

Charging Equipment Rebate: Financial reimbursement paid to eligible Participant, or its designee, intended to offset costs associated with the purchase and installation of SCE-approved Charging Equipment.

Charging Equipment Registration Form: A form the Charging Equipment Installer can provide showing the subject Charging Equipment serial numbers and other pertinent station data.

Charging Station: See Charging Equipment

Civil Plan: Engineered site drawings detailing existing site structures, roads, curb face, utilities, etc. Typically, the civil plan is produced using the base map as the existing site/site infrastructure, with the new improvements drawn in and labeled as either 'future' or 'proposed'. The civil plan should be saved in a PDF file format and is required for submission if the participant chooses to perform the customer-side of the meter make-ready work. A sample civil plan can be found [here](#).

Conceptual Design: Map and related documents, as applicable, that show the proposed layout of the infrastructure and charging equipment, including, but not limited to, conduit routing and equipment placement. The conceptual design is high-level and will be completed before execution of the Agreement and will be further refined after funds are reserved.

CPUC (California Public Utilities Commission): The California state regulatory agency responsible for regulating privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies.

CPUC's Transportation Electrification Safety Requirements Checklist: The Safety Requirements Checklist applies to CPUC-Approved Transportation Electrification Programs and can be downloaded from: www.cpuc.ca.gov/WorkArea/DownloadAsset..

Customer-Side Make-Ready Infrastructure: The infrastructure that includes all infrastructure on the customer side of the meter, from the new panel included in the completed utility-side infrastructure work, up to the first point of interconnection with the customer's EV charging equipment.

DAC: See Disadvantaged Community.

DCFC (Direct Current Fast Charging): Charging equipment that provides a high-power DC current, and for this program at least 50 kW, to the electric vehicle's battery without passing through any onboard AC/DC converter, which means the current is connected directly to the battery.

Demand Response (DR): DR programs encourage a reduction of electricity use during certain time periods, typically during on-peak hours or when demand for electricity is high, and/or can provide incentives to use electricity during periods of excess generation or when demand for electricity is lower.

Disadvantaged Community - (DAC): Census tracts in SCE's service territory with a top quartile score according to California Environmental Protection Agency's California Communities Environmental Health Screening Tool. SCE will leverage the current applicable version of the CalEnviroScreen tool to verify site status. The CalEnviroScreen was released by the Office of Environmental Health Hazard Assessment (OEHHA), on behalf of the California Environmental Protection Agency (CalEPA). CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. These communities are also referred to as Disadvantaged. For more information, please visit <https://oehha.ca.gov/calenviroscreen/sb535>.

DR: See Demand Response.

Equipment Commissioning Test: SCE's Field testing of energized EV charging equipment at completion of installation.

EV (Electric Vehicle): A plug-in electric vehicle that is propelled by one or more electric motors and powered by an onboard battery pack.

E-sheet and load calculations: Chart or graphical representation of all connected load to an existing or proposed switchgear or panel, shown in kW, kVA, kVAR etc. Should be accompanied by a single-line exhibit of the switchgear.

Final Design: Map and related documents, as applicable, that show the proposed infrastructure layout and charging equipment, including conduit routing and equipment placement. The Final Design construction drawing submitted for permitting will be completed before construction starts.

Final Invoice: Statement of the total amount paid by the participant to charging equipment supplier(s) for the purchase of the charging equipment.

Fortune 1000 list: Fortune 1000 companies include companies listed on the Fortune 1000 list, subsidiaries of Fortune 1000 companies, corporate stores of Fortune 1000 companies, and international companies with annual revenue at or above the lowest cutoff point in the Fortune 1000.

IDR (interval data recording [meter]): SCE will install a new meter for all EV charging equipment installed under this program. Each meter will be capable of recording, storing and transmitting usage data. Usage data for non-residential customers is captured in 15-minute intervals.

Infrastructure: All work and facilities, as determined by SCE, in SCE's sole discretion and subject to change in SCE's sole discretion, to be located, designed, and installed by SCE, necessary to allow the participant to install and operate the charging equipment. Infrastructure may include new transformers, services, and meters, new panels, stepdown transformers, conduits, wires, connectors, and any other hardware installed by SCE at or near the participant's site. If the participant chooses to have SCE build the customer-side make-ready infrastructure, it will become a part of the Infrastructure.

Level 1 (L1) Charging: Low power charging up to 1.9kW, typically at or below 120 volts. An EV with a 60-kilowatt hour (kWh) battery pack will take approximately 20 hours to charge from empty to full.

Level 2 (L2) Charging: Medium power charging up to 7.2kW, typically delivered between 220 and 240 volts. An EV with a 60-kWh battery pack will take approximately 8 hours to charge from empty to full.

Make-Ready Infrastructure: includes all infrastructure work on both the utility-side of the meter and the customer-side of the meter, from SCE's distribution system up to the first point of interconnection with the Participant's EV charging equipment. The segment of infrastructure work on the utility side of the meter is also referred to as utility-side infrastructure. SCE will always be responsible for designing, procuring, installing, and maintaining the necessary infrastructure located on the utility side of the meter. The segment of infrastructure work on the customer- side of the meter includes all infrastructure from the new panel that will be set as part of the utility-side infrastructure work, up to the first point of interconnection with the Participant's EV charging equipment. All Participants must perform the customer-side infrastructure work themselves.

Make Ready Rebate (Customer-Side): Following the completed installation and submission of required documentation, SCE will process a rebate payment intended to offset a portion of the participant's associated costs. The rebate payment may be reduced to ensure payment will not exceed the participant's actual costs.

Network Service Agreement: A contractual agreement between a network service provider and a participant to provide networking services for the installed charging equipment.

Network Services Provider: The 3rd party entity that will provide network services for the EV charging equipment installed at the participant's site. The network service provider will be required to transmit port level data and other information to SCE complying with program requirements.

Participant: see Program Participant.

Ports: see Charging Equipment.

Preliminary Design – (Preliminary infrastructure design): Engineered infrastructure drawings at a minimum of 50% completion. Must include conduit and structure sizes and locations, load calculations, and single-line exhibit with switchgear specifications.

Program: Also referred to as the Direct Current Fast Charging (DCFC) program. This program is designed to help program participants by providing rebates and installing the charging infrastructure needed to fuel light-duty electric vehicles.

Program Participant: The SCE non-residential customer who applies for the program and executes an agreement. Also referred to as the "participant".

Participation Agreement: An agreement between SCE and the participant that includes the terms and conditions for participating in the program and is provided to an applicant following SCE determination that a project has been approved for participation. The participation agreement will disclose the customer-side infrastructure rebate and the charging equipment rebate for which the participant is eligible.

Rebate: Financial reimbursement paid to eligible participant, or its designated assignee, pursuant to this program.

Rebate Payment: The payment made by SCE to the participant, or its designated assignee, for all applicable rebates, if any, pursuant to the program.

Site: The premises, owned, leased, or operated by the participant, where the charging equipment will be installed.

Site-Host: The program participant who entered into the Program's Participation Agreement and is responsible for the ongoing operation of the charging equipment.

Site Plan – Site Plan Job Aid: The site plan is a bird's-eye exhibit of a site with building footprints, roads, parking areas and other above ground structures notated. May be an engineered drawing or may just be a satellite image with notes. The program participant must submit a site plan (in PDF file format) with a program application. A site plan job aid can be found [here](#).

TEPFS (Transportation Electrification Project Feasibility Sheet): Field checklist prepared by a SCE Business Customer Division (BCD) representative. This checklist gathers high-level information such as the customer's electrification plans, site topography and existing utility equipment at the site.

TOU (Time-of-Use) Rate Plans: All TOU plans feature energy charges that vary based on the time of day, the day of the week, and the season. Some plans also include demand charges that are based on the maximum amount of electricity (kW) your business uses within any 15-minute period within your routine billing cycle. For more information about TOU rate plan options, please visit <https://www.sce.com/business/rates/time-of-use>, or <https://www.sce.com/business/rates/electric-car-business-rates> on TOU-EV rates.

Transportation Electrification Safety Requirements Checklist: see CPUC's Transportation Electrification Safety Requirements Checklist.

Utility-Side Make-Ready Infrastructure (Utility-Side Infrastructure Work): All infrastructure from SCE's distribution system to a new circuit panel that will be designed and installed by SCE to support the Participant's installation and operation of EV charging equipment.



APPENDIX

- **Rebate Summary Table**
- **Customer-Side Make Ready – Detailed Site Design Guide**
- **Charging Equipment Usage Data Monthly Report Instructions**
- **Data Portal Interval Template**
- **Data Portal Session Data Template**
- **Charging Equipment Registration instructions**
- **Charging Equipment Registration Form**
- **Third-Party Funding Attestation Form**
- **Infrastructure Approval and Acceptance Certificate**
- **Civil Plan Sample**
- **Participant Installed Make-Ready Cost Breakdown Worksheet**
- **CAD File Requirements**
- **Testament of Compliance with the CPUC’s Safety Requirements Checklist for CPUC-Approved Transportation Electrification Programs**
- **Sample Grant Easement**
- **Customer Project Sheet** (for rule 15/16 project initiation)