



Southern California Edison Company's

Charge Ready Pilot

Quarterly Report

1st Quarter, 2022

March 31st, 2022

CHARGE READY PILOT QUARTERLY REPORT

TABLE OF CONTENTS

- CHARGE READY PILOT QUARTERLY REPORT 4**
 - Background..... 4
- 1. Executive Summary 5**
 - 1.1. Pilot Description 5
 - 1.2. Pilot Summary for Quarter 6
- 2. Pilot Operations 9**
 - 2.1. Process Overview 9
 - 2.2. Status Overview 10
 - 2.3. Supplier Diversity 22
 - 2.4. Training and Safety 22
- 3. Charging Stations 24**
 - 3.1. Overview 24
 - 3.2. Customer Charging Stations 25
 - 3.3. Rebates 28
- 4. Charging Station Operation 29**
 - 4.1. Charging Station Energy Usage 29
- 5. Customer Outreach and Enrollment..... 36**
 - 5.1. Charge Ready Education & Outreach 36
 - 5.2. Market Education 37
 - 5.3. Transportation Electrification Advisory Services 40
 - 5.4. Outreach Events..... 44
- 6. Conclusion 44**
- 7. Appendix 45**

LIST OF TABLES

Table 1.1 Pilot Summary for Quarter 1, 2022 8
Table 1.2 Bridge Summary for Quarter 1, 2022 8
Table 2.1 Pilot Operational Metrics for Quarter 15
Table 2.2 Customer Participant Request..... 18
Table 2.3 Pilot Costs..... 19
Table 3.1 Number of Approved Charging Station Models..... 24
Table 3.2 Base Cost of Charging Systems 25
Table 3.3 Charging Station Requests and Rebates 28
Table 5.1 Charge Ready Pilot Landing Page Metrics 36
Table 5.2 Charge Ready EV Awareness Website Metrics 37
Table 7.1 Summary by Market Segment in Disadvantaged Communities 45
Table 7.2 Summary by Market Segment in Non-Disadvantaged Communities 45
Table 7.3 Pilot Operational Metrics for Quarter 45
Table 7.4 Charging Station Request & Rebate 47

LIST OF FIGURES

Figure 1.1 Construction Status Quarterly Inception-to-Date 7

Figure 2.1 Charge Port Distribution by Market Segment for Pilot..... 10

Figure 2.2 Charge Port Distribution by Market Segment for Bridge 11

Figure 2.3 Charge Port Distribution by Customer Type for Pilot 11

Figure 2.4 Charge Port Distribution by Customer Type for Bridge..... 12

Figure 2.5 Charge Port Distribution DAC and Non-DAC (Pilot) 12

Figure 2.6 Charge Port Distribution DAC and Non-DAC (Bridge) 13

Figure 2.7 Average Procurement Period (Pilot and Bridge) 14

Figure 2.8 Applications Received for Pilot and Bridge 15

Figure 2.9 Pilot and Bridge Cycle Times 21

Figure 2.10 Average Application Cycle Time 22

Figure 3.1 Charge Ports per Type 26

Figure 3.2 Customer Preferred Charging Station Connector 27

Figure 4.1 Workplace Average Usage per Hour in Q1 2022: 64 sites/1474 ports 29

Figure 4.2 Destination Center Usage per Hour in Q1 2022: 33 sites/651 ports 30

Figure 4.3 Fleet Usage per Hour in Q1 2022: 16 sites/237 ports 31

Figure 4.4 Multi-Unit Dwelling Usage per Hour in Q1 2022: 33 sites/383 ports 32

Figure 4.5 Workplace Site and Port Count by Quarter 33

Figure 4.6 Destination Site and Port Count by Quarter 34

Figure 4.7 Fleet Site and Port Count by Quarter 34

Figure 4.8 Multi-Unit Dwelling Site and Port Count by Quarter 35

CHARGE READY PILOT QUARTERLY REPORT

Background

The Charge Ready and Market Education programs were developed to support California's policies to reduce greenhouse gas (GHG) and air pollutant emissions, in an effort to meet the state's Zero-Emission Vehicle (ZEV) goals. The Charge Ready Pilot deploys electric infrastructure to serve qualified electric vehicle (EV) charging stations throughout Southern California Edison's (SCE) service territory, while the Market Education program targets car buyers, to help them gain awareness of EVs and the benefits of fueling from the grid.

The Market Education program also includes a launch of SCE's advisory services, to include specific education and support related to electrifying fleets, EV charging, reducing GHG footprints, and other related transportation electrification (TE) areas for business customers. Each program was designed in two phases, with a smaller-scope Phase 1 Pilot to prepare for a broader Phase 2.

The Pilot's objectives are to inform and refine the program's design and cost estimates and develop success measures for a subsequent Phase 2. The Pilot's quarterly reports include key metrics and updates about progress, achievements, and lessons learned.

On December 13, 2018, the California Public Utilities Commission approved SCE's request for an additional \$22M (2014\$) to continue implementing the Pilot. The Pilot's quarterly reports will include key metrics on the additional approved funding and is referred to as "Bridge" to separately track progress.

1. EXECUTIVE SUMMARY

1.1. Pilot Description

The Charge Ready Pilot was developed to reduce barriers to EV adoption by deploying electric infrastructure to serve EV charging stations (EV supply equipment, or EVSE)¹ at long dwell-time locations where EVs are usually parked for at least four hours. These locations generally provide adequate time for most EV drivers to fully recharge their vehicles.

The Pilot was open to eligible non-residential customers in the following long dwell-time location market segments:

- Workplaces
- Multi-Unit Dwellings (MUDs), such as apartment buildings
- Fleets
- Destination centers, such as sports arenas or malls

Through the Charge Ready Pilot, SCE installed, owned, maintained, and paid all related costs for make-ready stubs serving EVSE, including:

- Electric distribution infrastructure, such as transformers, service lines, and meters dedicated to EV charging equipment deployed under the Pilot.
- Customer-side infrastructure, such as panels, step-down transformers, wiring and conduits, and stub outs, to allow for EVSE installations.

Participating customers were responsible for procuring, installing, and maintaining qualified EVSE, including electrical energy and networking costs, but received rebates applicable against some or all of the EVSE and installation costs.

SCE established an Advisory Board comprised of customers, industry stakeholders, and representatives of disadvantaged communities (DACs). The board provided useful input and guidance to SCE during the pilot implementation and execution.

¹ As EVSE may typically include one, two, or four charge ports, with varying costs and demand (kW), SCE uses charge port (rather than EVSE) as the preferred unit to provide detailed reporting about Charge Ready.

1.2. Pilot Summary Through Q1 2022

Pilot

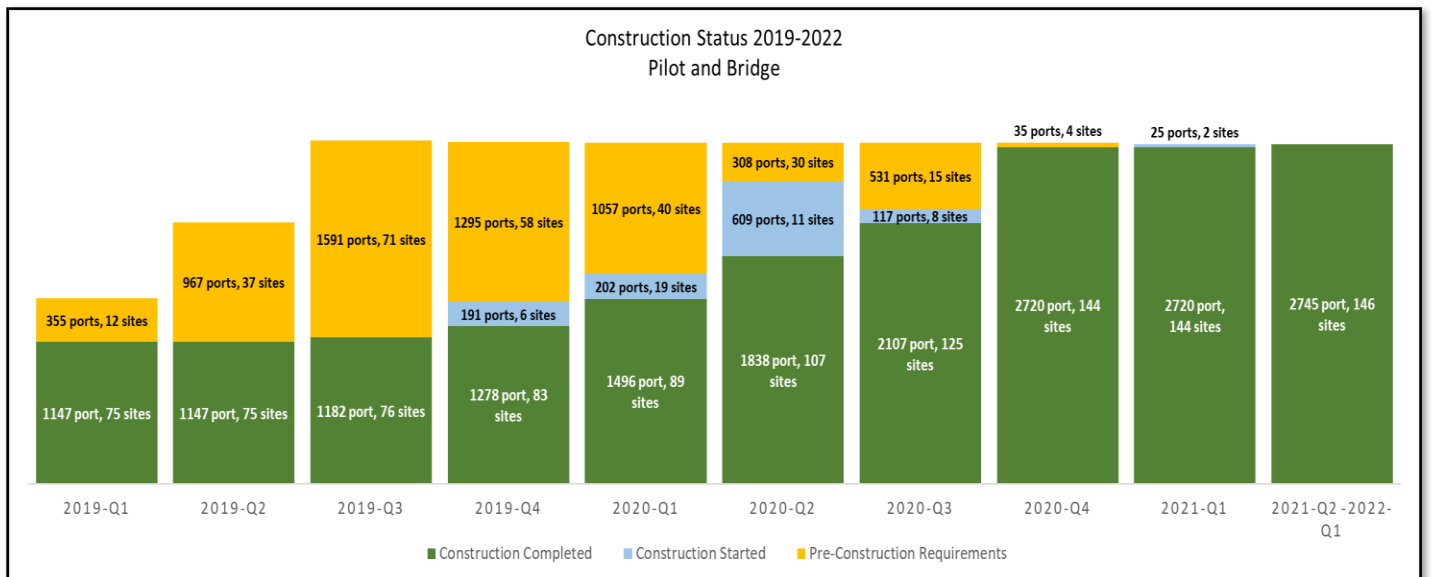
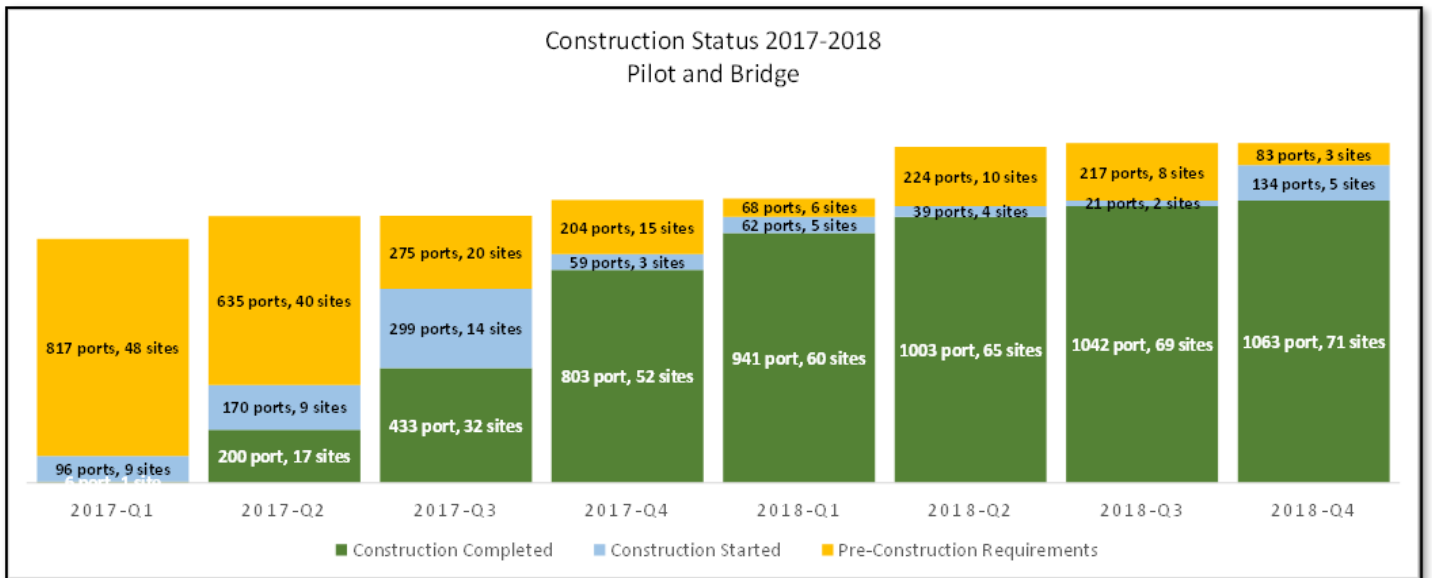
By the end of the first quarter in 2022, SCE reserved funding for a total of 1,301 charge port commitments at 81 sites. Of the 1,301 committed charge ports, 628 charge ports (48%) are located in DACs, which is considerably higher than the Pilot's requirement to deploy 10% of charge ports in DACs.

All projects have completed the construction process. SCE efforts included infrastructure construction and post-installation verification to confirm equipment installation, granting easements in the property where the charging infrastructure will be deployed, and completing the charging station installations.

Bridge

As of the end of the first quarter in 2022, 65 sites with 1,444 ports have reserved funding. All applications have completed construction and are currently in post-installation verification stages. Figure 1.1 below shows the construction status for Pilot and Bridge.

Figure 1.1 Construction Status Quarterly Inception-to-Date



The following tables summarize the Pilot's costs recorded as of the end of Q1 2022.

Table 1.1 Pilot Summary for Quarter 1, 2022²

	Planning Assumptions	Inception to Q1 2022 (Nominal)	Variance to Planning Assumptions	% Variance
Capital				
Utility-side Infrastructure	\$3,469,474	\$3,083,250	\$386,224	11%
Customer-side Infrastructure	\$7,586,387	\$14,064,690	(\$6,478,303)	-85%
Other Infrastructure Costs (see note 1)	\$593,503	\$0	\$593,503	100%
Total Capital	\$11,649,364	\$17,147,940	(\$5,498,576)	-47%
Operations and Maintenance				
Rebates	\$5,850,000	\$1,337,909	\$4,512,091	77%
Labor	\$284,090	\$464,421	(\$180,331)	-63%
TE Advisory Services	\$316,800	\$350,051	(\$33,251)	-10%
ME&O	\$665,000	\$795,713	(\$130,713)	-20%
EV Awareness	\$2,830,600	\$2,418,250	\$412,350	15%
Cancelled Projects	\$0	\$973,464	(\$973,464)	0%
Uncollectible	\$0	\$101,153	(\$101,153)	0%
IT and Maintenance Cost	\$0	\$86	(\$86)	0%
Total Operations and Maintenance	\$9,946,490	\$6,441,046	\$3,505,444	35%
Total Program	\$21,595,854	\$23,588,986	(\$1,993,132)	-9%

Table 1.2 Bridge Summary for Quarter 1, 2022

	Planning Assumptions	Inception to Q1 2022
	(Constant 2014\$)	(Nominal)
Capital		
Utility-side Infrastructure		\$3,605,229.91
Customer-side Infrastructure		\$15,913,659.34
Other Infrastructure Costs[1]		\$0.00
Total Capital		\$19,521,635.59
Operations and Maintenance		
Rebates	\$22,000,000	\$1,859,548.60
Labor		\$593,743.32
TE Advisory Services		\$129,468.02
ME&O		\$252,099.85
EV Awareness		\$993,234.53
Cancelled Projects		\$362,129.15
IT and Maintenance cost		\$4,205.63
Total Operations and Maintenance		\$4,194,428.60
Total	\$22,000,000	\$23,716,064.19

² SCE recorded \$23,588,986 for the Charge Ready Pilot and \$23,716,064.19 for the Charge Ready Bridge program through the end of the first quarter (March) 2022.

2. PILOT OPERATIONS

2.1. Process Overview

The Pilot's end-to-end process can be described in six stages: Engagement, Evaluation, Confirmation, Planning and Design, Construction, and Verification.

- **Engagement** begins with customers submitting an application indicating their interest in participating in the Pilot. The application the customer submits is called the **Step 1 – Notice of Intent**.
- **Evaluation** follows the application submission. SCE conducts on-site assessments to evaluate the feasibility of deploying charging stations through the Pilot.
- **Confirmation** of the customer's participation includes approval by the customer of the number of charging stations and deployment location at each site (as proposed by SCE). SCE reserves funding (if available) upon receipt of **Step 2 – Agreement** signed by the customer and property owner.
- SCE then conducts **Planning and Design** for the approved site while the Customer Participant procures qualified charging stations. At the end of the procurement period, Customer Participants must provide the required proof of purchase using **Step 3 – Certification**.
- SCE then conducts **Construction** for the approved site. A pre-construction meeting is held with the Customer Participant before construction begins. Once the infrastructure is completed and passes inspection, the Customer Participant's selected charging station vendor installs the charging stations.
- Finally, **Verification** takes place to ensure that electric infrastructure and charging systems were deployed in accordance with approved plans (using **Step 4 – Walk-Through Report** and **Step 5 – Rebate Confirmation**); SCE then issues the rebate.

Waitlist Process

SCE established a waitlist for customers that did not meet Pilot timelines or whose applications exceeded funding availability. Waitlisted projects can move forward in the process if other projects with reserved funding drop out or if previously reserved funding becomes available (for example, if a project with reserved funding has cost underruns).

2.2. Status Overview

By the end of the first quarter in 2022, SCE reserved funding for a total of 2,745 charge port commitments. Of the 2,745 committed charge ports, 1,292 charge ports (47%) are in Disadvantaged Communities, which is considerably higher than the Pilot's requirement to deploy 10% of charge ports in Disadvantaged Communities. The following six charts (three for Pilot and three for Bridge) provide the charge port distribution per the category noted for the charge ports that have reserved funding.

Figure 2.1 Charge Port Distribution by Market Segment for Pilot

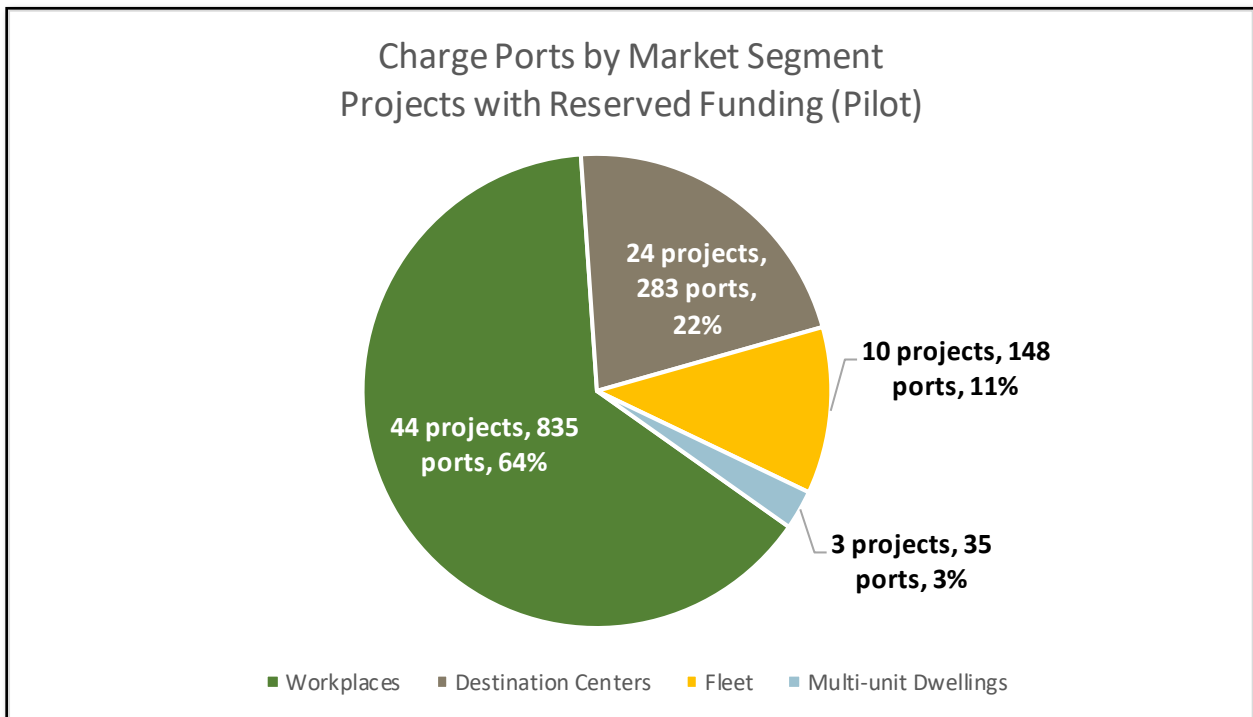


Figure 2.2 Charge Port Distribution by Market Segment for Bridge

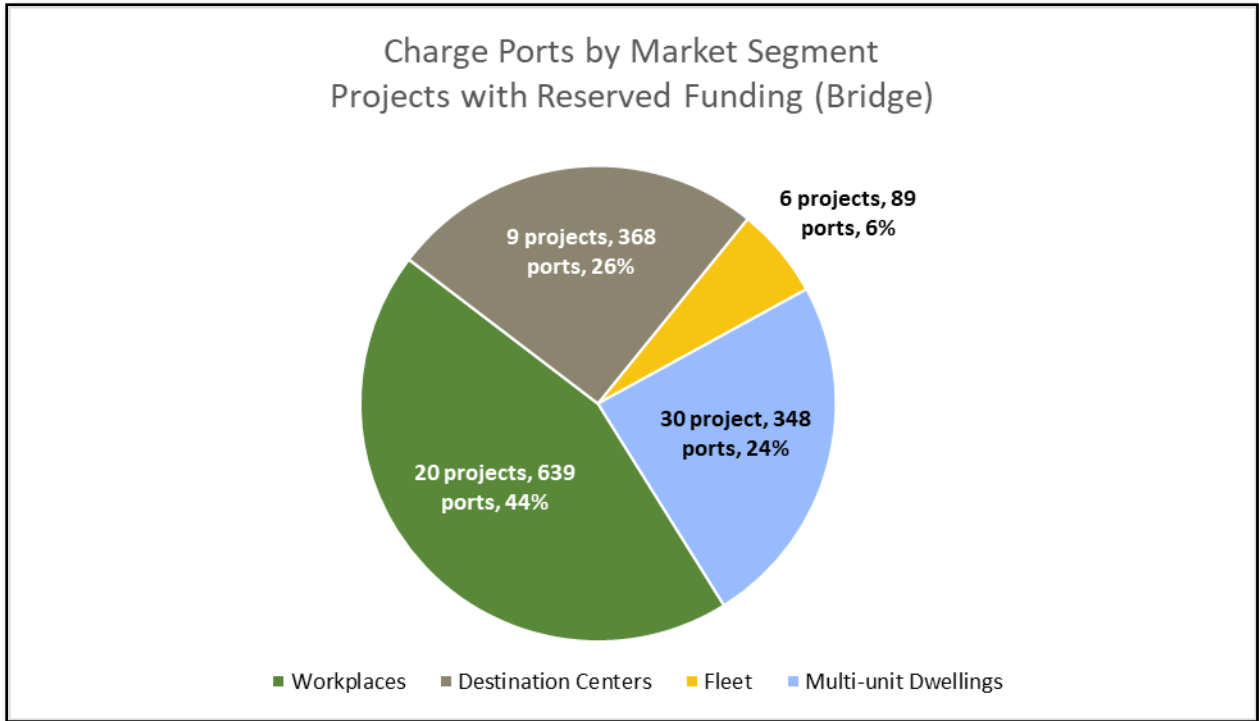


Figure 2.3 Charge Port Distribution by Customer Type for Pilot

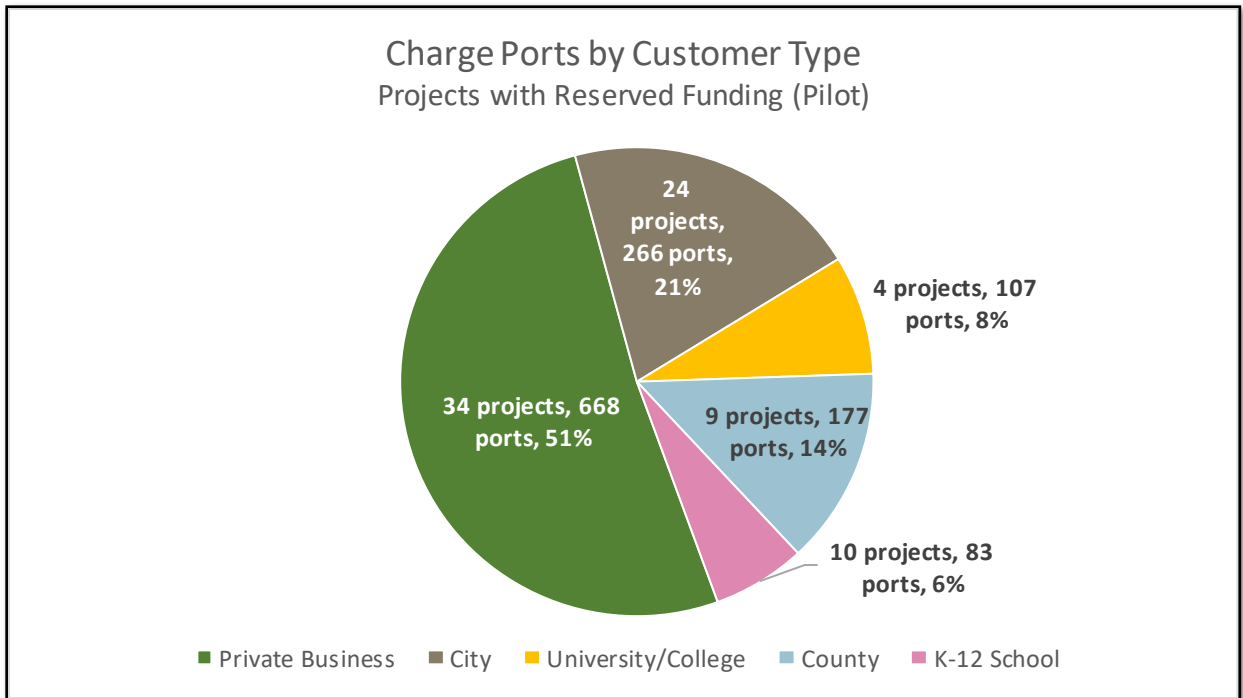


Figure 2.4 Charge Port Distribution by Customer Type for Bridge

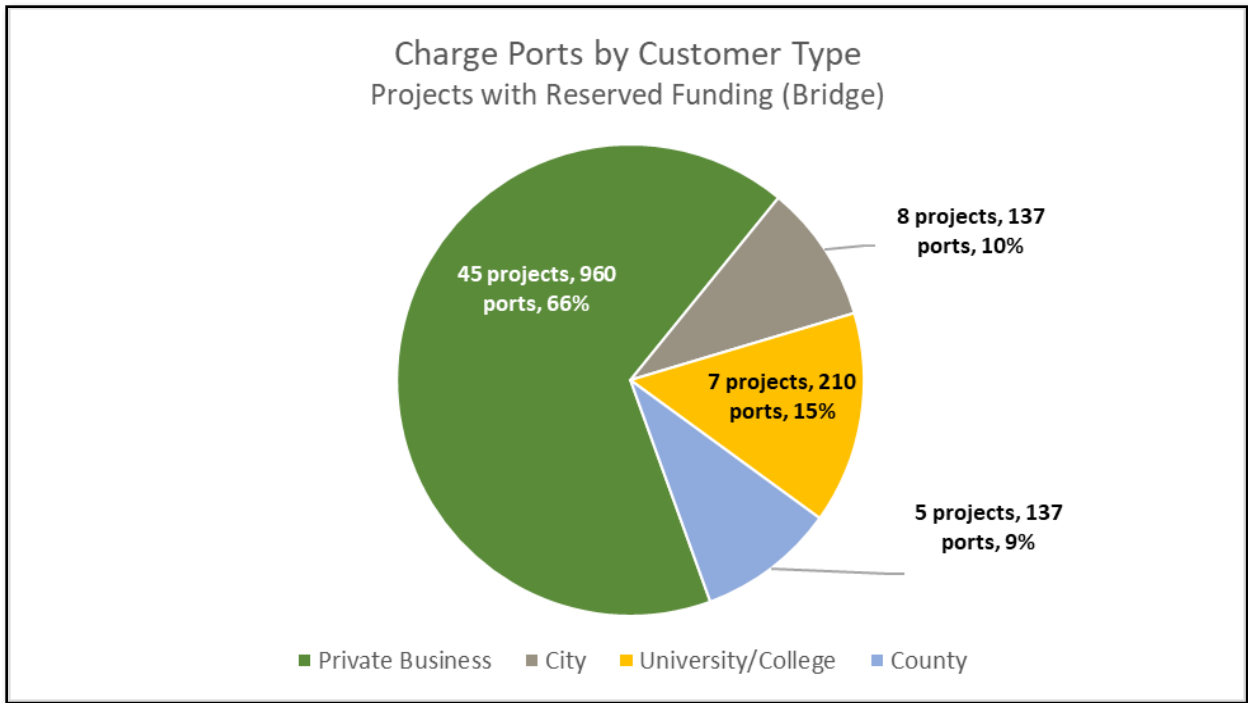


Figure 2.5 Charge Port Distribution DAC and Non-DAC (Pilot)

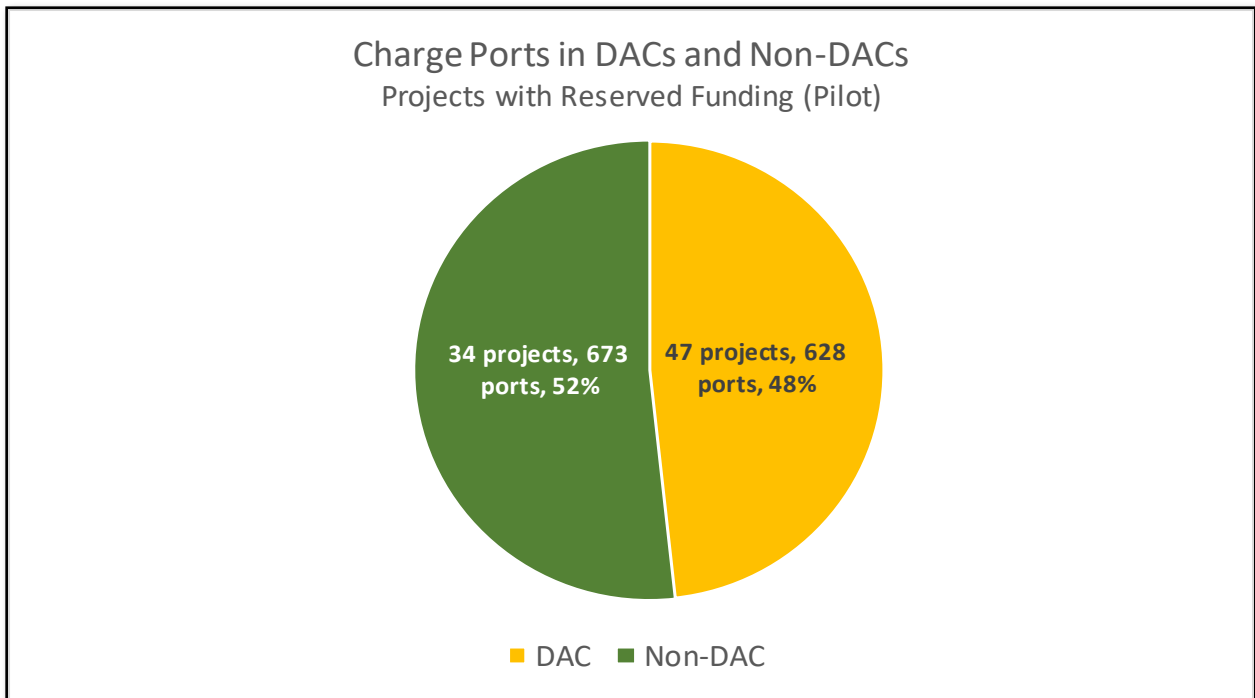
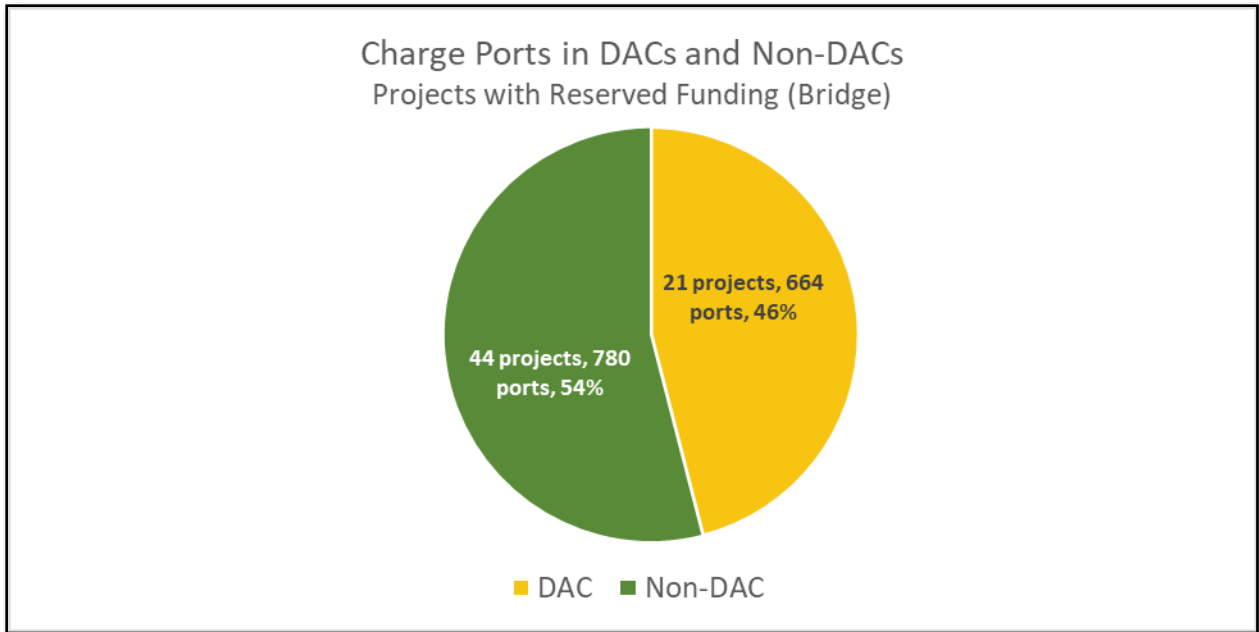
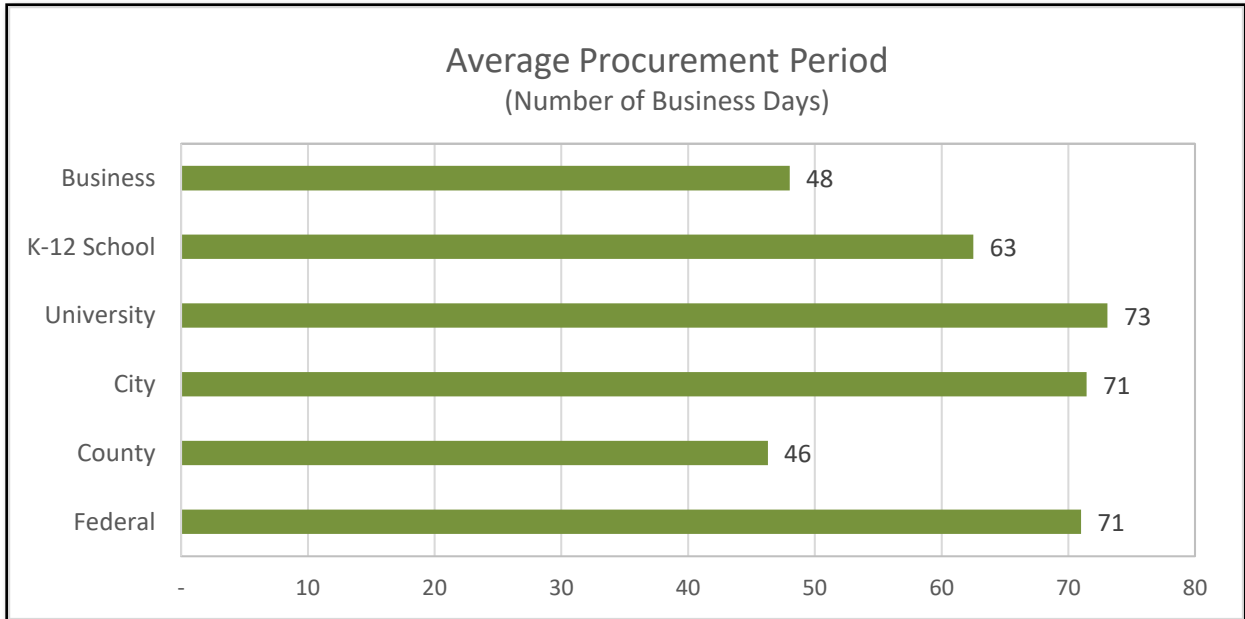


Figure 2.6 Charge Port Distribution DAC and Non-DAC (Bridge)



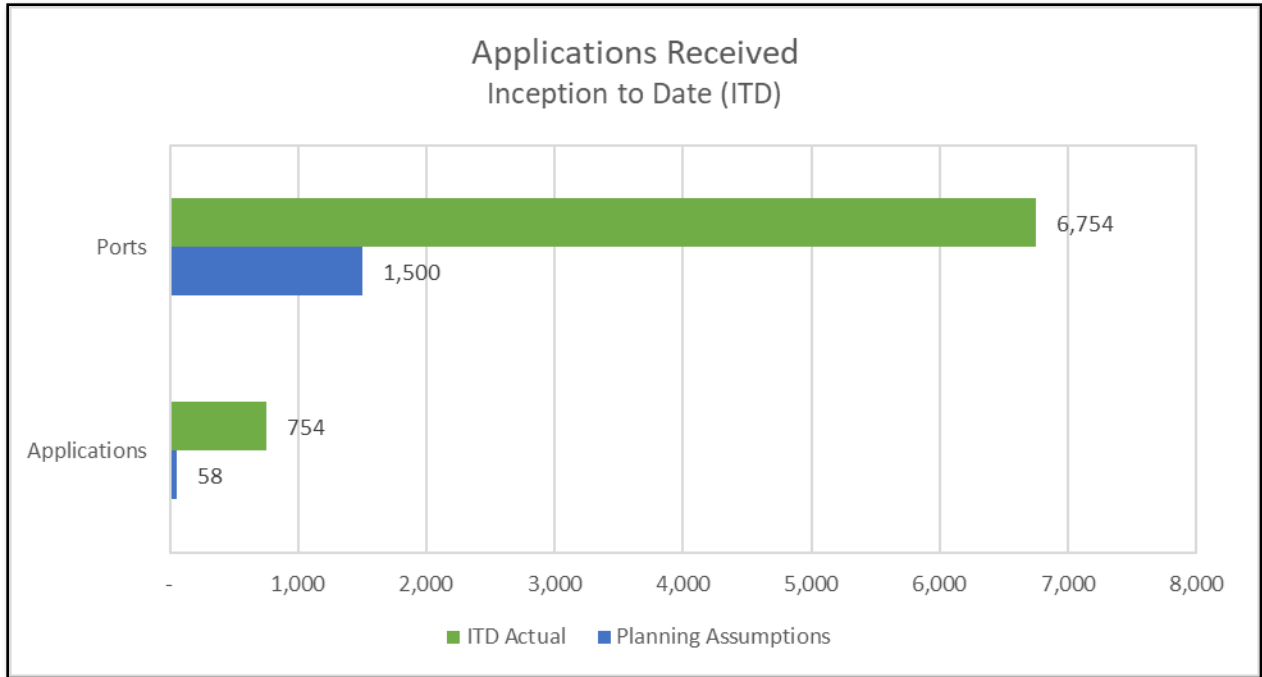
By the end of Q1 2022, 146 customers with 2,745 charge ports had submitted their procurement documents for the charging stations. The average procurement period was 56 business days with most customers submitting the allowed two extension requests. The average procurement period by organization type is shown in Figure 2.7.

Figure 2.7 Average Procurement Period (Pilot and Bridge)



The following chart provides a snapshot of the Pilot’s operational metrics relating to customer applications in Charge Ready Pilot and Bridge. The data reflected in the following charts capture project activity from the launch of the Pilot in May of 2016, through the end of Q1, 2022. The distribution across market segments is provided.

Figure 2.8 Applications Received for Pilot and Bridge



The following tables summarize the Pilot operational metrics for Q1 2022.

Table 2.1 Pilot Operational Metrics for Quarter

Total Number of Applications Received

	Filing Assumptions	Quarter 1, 2022	Inception-to-Date Actual	Percentage to Filing Assumptions
	58 projects 1500 charge ports	0 projects 0 charge ports	754 projects 6754 charge ports	1300% 450%
Disadvantaged Communities	n/a	0%	37%	n/a
Destination Centers	n/a	0%	20%	n/a
Workplaces	n/a	0%	55%	n/a
Fleet	n/a	0%	5%	n/a
Multi-Unit Dwellings	n/a	0%	19%	n/a

Number of Charging Stations Requested

	Filing Assumptions	Quarter 1, 2022	Inception-to-Date Actual	Percentage to Filing Assumptions
	58 projects 1500 charge ports	0 projects 0 charge ports	754 projects 6754 charge ports	1300% 450%
Disadvantaged Communities	10%	0%	32%	317%
Destination Centers	n/a	0%	22%	n/a
Workplaces	n/a	0%	49%	n/a
Fleet	n/a	0%	6%	n/a
Multi-Unit Dwellings	n/a	0%	23%	n/a

Number of Applicants Rejected

	Filing Assumptions	Quarter 1, 2021	Inception-to-Date Actual	Percentage to Filing Assumptions
	n/a	0 projects 0 charge ports	325 projects 2604 charge ports	n/a
Disadvantaged Communities	n/a	0%	36%	n/a
Destination Centers	n/a	0%	21%	n/a
Workplaces	n/a	100%	57%	n/a
Fleet	n/a	0%	2%	n/a
Multi-Unit Dwellings	n/a	0%	20%	n/a

Number of Applicants Withdrawn

	Filing Assumptions	Quarter 1, 2022	Inception-to-Date Actual	Percentage to Filing Assumptions
	n/a	0 projects 0 charge ports	283 projects 2347 charge ports	n/a
Disadvantaged Communities	n/a	0	35%	n/a
Destination Centers	n/a	0	19%	n/a
Workplaces	n/a	0	58%	n/a
Fleet	n/a	0	6%	n/a
Multi-Unit Dwellings	n/a	0	17%	n/a

Number of Applicants Withdrawn After Signing Step 2 Agreement

	Filing Assumptions	Quarter 1, 2022	Inception-to-Date Actual	Percentage to Filing Assumptions
	n/a	0	19	n/a
Disadvantaged Communities	n/a	0	9	n/a
Destination Centers	n/a	0	4	n/a
Workplaces	n/a	0	11	n/a
Fleet	n/a	0	1	n/a
Multi-Unit Dwellings	n/a	0	3	n/a

Average Number of Charge Ports per Site with Completed Infrastructure

	Filing Assumptions	Quarter 1, 2022	Inception-to-Date Actual	Percentage to Filing Assumptions
Average number of charge ports per site	n/a	-	19	n/a
Disadvantaged Communities	n/a	-	19	n/a
Destination Centers	n/a	-	20	n/a
Workplaces	n/a	-	23	n/a
Fleet	n/a	-	15	n/a
Multi-Unit Dwellings	n/a	-	12	n/a

Total Number of Projects with Completed Infrastructure

	Filing Assumptions	Quarter 1, 2022	Inception-to-Date Actual	Percentage to Filing Assumptions
	58 projects 1500 charge ports	0 projects 0 charge ports	146 projects 2745 charge ports	131% 79%
Disadvantaged Communities	n/a	0%	47%	n/a
Destination Centers	n/a	0%	23%	n/a
Workplaces	n/a	0%	44%	n/a
Fleet	n/a	0%	11%	n/a
Multi-Unit Dwellings	n/a	0%	23%	n/a

Average Number of Charge Ports per Site with Customer Installation Completed

	Filing Assumptions	Quarter 1, 2022	Inception-to-Date Actual	Percentage to Filing Assumptions
Average number of charge ports per site	n/a	-	19	n/a
Disadvantaged Communities	n/a	-	19	n/a
Destination Centers	n/a	-	20	n/a
Workplaces	n/a	-	23	n/a
Fleet	n/a	-	15	n/a
Multi-Unit Dwellings	n/a	-	12	n/a

Total Number of Projects with Customer Installation Completed

	Filing Assumptions	Quarter 1, 2022	Inception-to-Date Actual	Percentage to Filing Assumptions
	58 projects 1500 charge ports	0 projects 0 charge ports	145 projects 2725 charge ports	129% 76%
Disadvantaged Communities	n/a	0%	47%	n/a
Destination Centers	n/a	0%	23%	n/a
Workplaces	n/a	0%	43%	n/a
Fleet	n/a	0%	11%	n/a
Multi-Unit Dwellings	n/a	0%	23%	n/a

Table 2.2 Customer Participant Request

Customer Participant Request		
	Filing Assumptions	Year-to-Date Actual
Average number of total parking spaces per site	N/A	569 parking spaces/site
Percentage of total number of parking spaces located in parking structures	N/A	16%
Average fleet size ³	N/A	6 (Fleet Segment Only) 4 (All Segments)
Percentage of applications received with charging systems already installed at the site	N/A	22%
Average number of charging systems already installed at the site	N/A	9
Average number of charge ports requested per site	26	13
<ul style="list-style-type: none"> Disadvantaged Communities 	N/A	12
<ul style="list-style-type: none"> Destination Centers 	N/A	14
<ul style="list-style-type: none"> Workplaces 	N/A	13
<ul style="list-style-type: none"> Fleet 	N/A	14
<ul style="list-style-type: none"> Multi-unit Dwellings 	N/A	14

³ Applicants from all segment categories may indicate the number of fleet vehicles at their site (All Segments). Applicants in the fleet category intend to use the new charging station for their EV fleet (Fleet Segment Only).

Table 2.3 Pilot Costs

Pilot Costs			
	Filing Assumptions ⁴ (Constant 2014\$)	Inception-to-Date (Nominal)	Percentage to Filing Assumptions
Total Pilot costs (Infrastructure plus rebates paid)	\$16,792,136	\$18,485,848	110%
Average cost per site (Utility + Customer infrastructure + rebate) ⁵	\$291,070 (\$11,195 * 26 charge ports)	Average Cost per Site: \$228,220 Average No. Charge Ports per Site: 16	78% 62%
Average cost per port (Utility + Customer infrastructure + rebate) ⁶	\$11,195	\$14,209 (\$12,847 2014\$)	115%
Total rebates paid ⁷	\$5,850,000	\$1,337,909	23%
Average rebates paid per site ⁸	\$101,400 (\$3,900 * 26 charge ports)	\$16,517	16%
Total infrastructure costs	\$10,942,136	\$17,147,940	157%
Average infrastructure per site	N/A	\$211,703	N/A
• Average actual infrastructure costs for projects with all Level 1 charging systems	N/A	\$170,897	N/A
• Average actual infrastructure costs for projects with all Level 2 charging systems	N/A	\$228,937	N/A
• Average actual infrastructure costs for projects with hybrid charging systems (both Level 1 and Level 2)	N/A	N/A	N/A
Total SCE site assessment costs for rejected and withdrawn applicants (prior to signing Step 2)	N/A	\$337,994	N/A
Average SCE site assessments cost for rejected and withdrawn applicants (prior to signing Step 2)	N/A	\$1,336	N/A
Total SCE site assessment, design, permit, and easement cost for rejected and withdrawn applicants (after signing Step 2)	N/A	\$117,410	N/A
Average SCE site assessment, design, permit, and easement cost for rejected and withdrawn applicants (after signing Step 2)	N/A	\$11,741	N/A
Total construction costs for withdrawn applicants	N/A	\$23,606	N/A
Average construction costs for rejected and withdrawn applicants	N/A	\$4,721	N/A

⁴ Some items did not have filing assumptions, but actual costs are being tracked and reported.

⁵ Based on projects completed with recorded infrastructure costs and rebates.

⁶ Based on completed projects with recorded infrastructure and rebate costs.

⁷ Recorded and rebates.

⁸ Based on 81 sites.

Table 2.4 Bridge Costs

Bridge Costs			
	Filing Assumptions ⁹ (Constant 2014\$)	Inception-to-Date (Nominal)	Percentage to Filing Assumptions
Total Pilot costs (Infrastructure plus rebates paid)	\$16,792,136	\$21,381,184	127%
Average cost per site (Utility + Customer infrastructure + rebate) ¹⁰	\$291,070 (\$11,195 * 26 charge ports)	Average Cost per Site: \$327,306 Average No. Charge Ports per Site: 22	112% 86%
Average cost per port (Utility + Customer infrastructure + rebate) ¹¹	\$11,195	\$14,710 (\$12,183 2014\$)	109%
Total rebates paid ¹²	\$5,850,000	\$1,859,548	32%
Average rebates paid per site ¹³	\$101,400	\$0	0%
Total infrastructure costs	\$10,942,136	\$19,521,636	178%
Average infrastructure per site	N/A	\$298,250	N/A
• Average actual infrastructure costs for projects with all Level 1 charging systems	N/A	\$0	N/A
• Average actual infrastructure costs for projects with all Level 2 charging systems	N/A	\$327,306	N/A
• Average actual infrastructure costs for projects with hybrid charging systems (both Level 1 and Level 2)	N/A	\$0	N/A
Total SCE site assessment costs for rejected and withdrawn applicants (prior to signing Step 2)	N/A	\$343,929	N/A
Average SCE site assessments cost for rejected and withdrawn applicants (prior to signing Step 2)	N/A	\$1,021	N/A
Total SCE site assessment, design, permit, and easement cost for rejected and withdrawn applicants (after signing Step 2)	N/A	\$208,823	N/A
Average SCE site assessment, design, permit, and easement cost for rejected and withdrawn applicants (after signing Step 2)	N/A	\$26,103	N/A
Total construction costs for withdrawn applicants	N/A	\$346,637	N/A
Average construction costs for rejected and withdrawn applicants	N/A	\$8,666	N/A

⁹ Some items did not have filing assumptions, but actual costs are being tracked and reported.

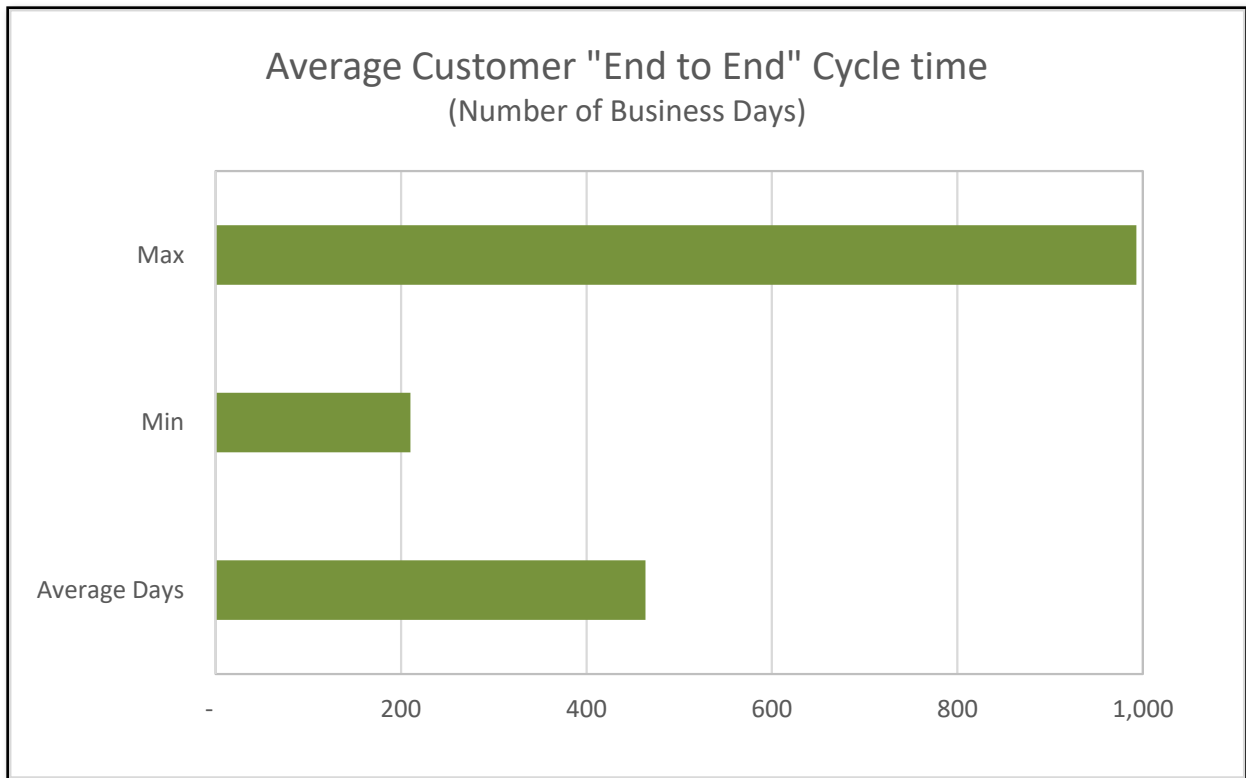
¹⁰ Based on projects completed with recorded infrastructure costs and rebates.

¹¹ Based on completed projects with recorded infrastructure and rebate costs.

¹² Recorded rebates.

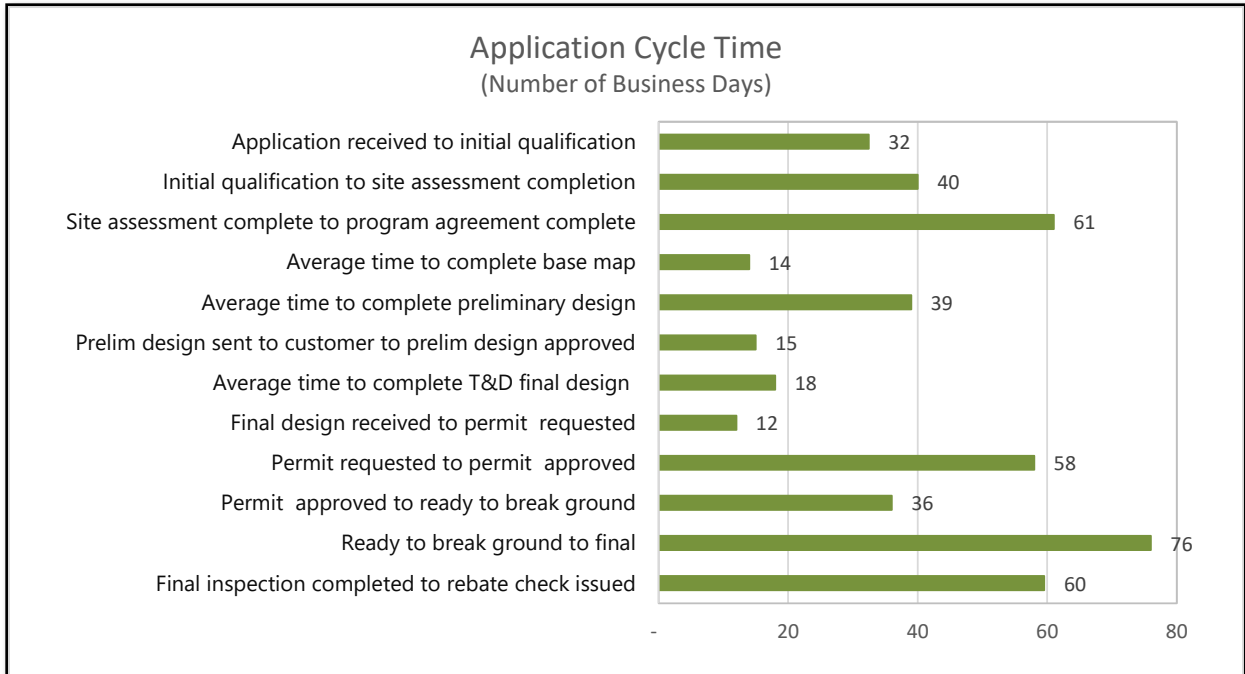
¹³ Based on 64 sites.

Figure 2.9 Pilot and Bridge Cycle Times¹⁴



¹⁴ Based on 145 projects with rebate checks issued.

Figure 2.10 Average Application Cycle Time



2.3. Supplier Diversity

In the Charge Ready Pilot, to date 35% of spend has been contracted with Diverse Business Enterprises (DBE).

The Charge Ready Pilot was previously at 100% DBE spend prior to conducting a second-round RFP to source additional general contractors to support the construction of EV infrastructure.

2.4. Training and Safety

SCE values safety and ensured the utility- and the customer-side infrastructures were installed and maintained in safe working order. The Pilot requires SCE employees and subcontractors installing the make-readies to follow these safety requirements:

- All general contractors must prepare and adhere to a job specific Job Hazard Analysis (JHA).
- All general contractors must have a dedicated safety officer or manager who regularly visits the job site.
- Safety tailboards must be held daily, to discuss the work to be performed and any potential risks.
- All general contractors must submit a monthly safety report to SCE.
- SCE personnel must follow all site safety regulations including wearing

appropriate personal protective equipment (PPE).

- Subcontractor electricians must hold valid California C-10 licenses.
- Electricians preparing the make-readies must be EV Infrastructure Training Program (EVITP) certified.

For infrastructure safety, all site plans were submitted to their authorities having jurisdiction (AHJs) for approval and permitting. Some AHJs required multi-agency (for example, Building & Safety, Electrical, and Fire Department Planning) approval. For charging station safety, all installations were completed per AHJ-approved plans, and inspected by AHJ inspectors.

3. CHARGING STATIONS

3.1. Overview

The Charge Ready Pilot qualifies three different types of charging system profiles:

1. Level 1 charging system, without network capability,
2. Level 2 "A" charging system, with network capability integrated into the EVSE, and
3. Level 2 "B" charging system, with network capability provided by an external device (such as a kiosk or gateway) shared among multiple stations.

Through a Request for Information (RFI) process, SCE conducts technical tests on proposed charging systems. In accordance with the terms and conditions of the RFI, qualified vendors (manufacturers, distributors) for the Pilot are required to offer Customer Participants:

- Qualified charging systems that meet SCE's technical requirements
- Networking services, including transactional data reporting and demand response (DR) services

The Pilot's Approved Package List¹⁵ summarizes the vendors and EVSE models available to Customer Participants as of Q1 2022. The Pilot offers 79 options for charging stations from 21 EVSE vendors and 26 network providers, maintaining customer choice and market-neutral customer engagement.

Table 3.1 Number of Approved Charging Station Models

Charging System Type	Total Number of Approved Models
Level 1	5
Level 2 "A"	23
Level 2 "B"	48
Total	76

The base cost of qualified EVSE for the Charge Ready Pilot is defined as "the best value offered for a charging station and its installation within each defined profile [of EVSE]."¹⁶ SCE determines a price per port for each of the qualified models and configurations. SCE then selects the lowest price per port within each charging

¹⁵ The Pilot's Approved Package List can be found on the landing page at <https://on.sce.com/chargeready>.

¹⁶ In the Step 2 Agreement, the applicant indicates the requested number of Level 1 EVSE to be approved and installed under the Pilot. The number of installed Level 1 EVSE must match the number of Level 1 EVSE requested in Step 2 Agreement.

system type (using only those EVSE models that passed SCE’s technical evaluation) to determine the base costs. The base cost values as of Q1 2022 are shown in Table 3.2.

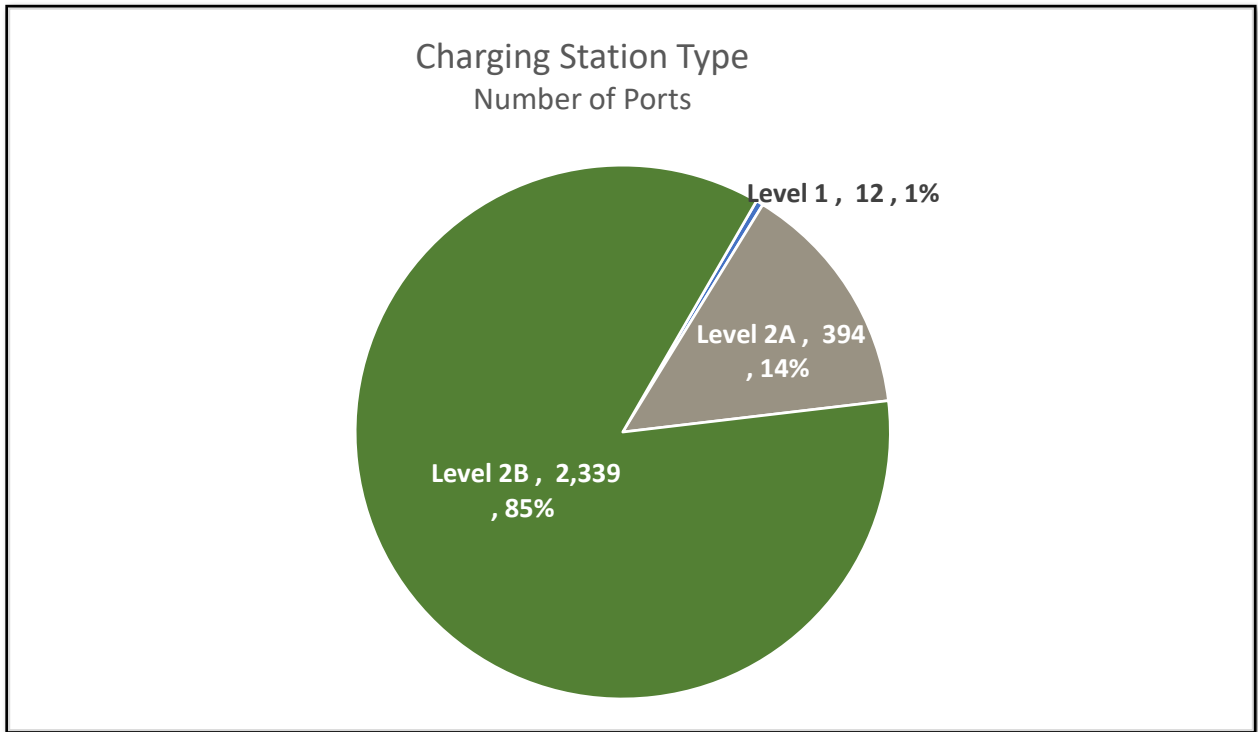
Table 3.2 Base Cost of Charging Systems

Charging System Type	Base Cost Per Port
Level 1	\$1,396
Level 2 "A"	\$2,390
Level 2 "B"	\$2,095

3.2. Customer Charging Stations

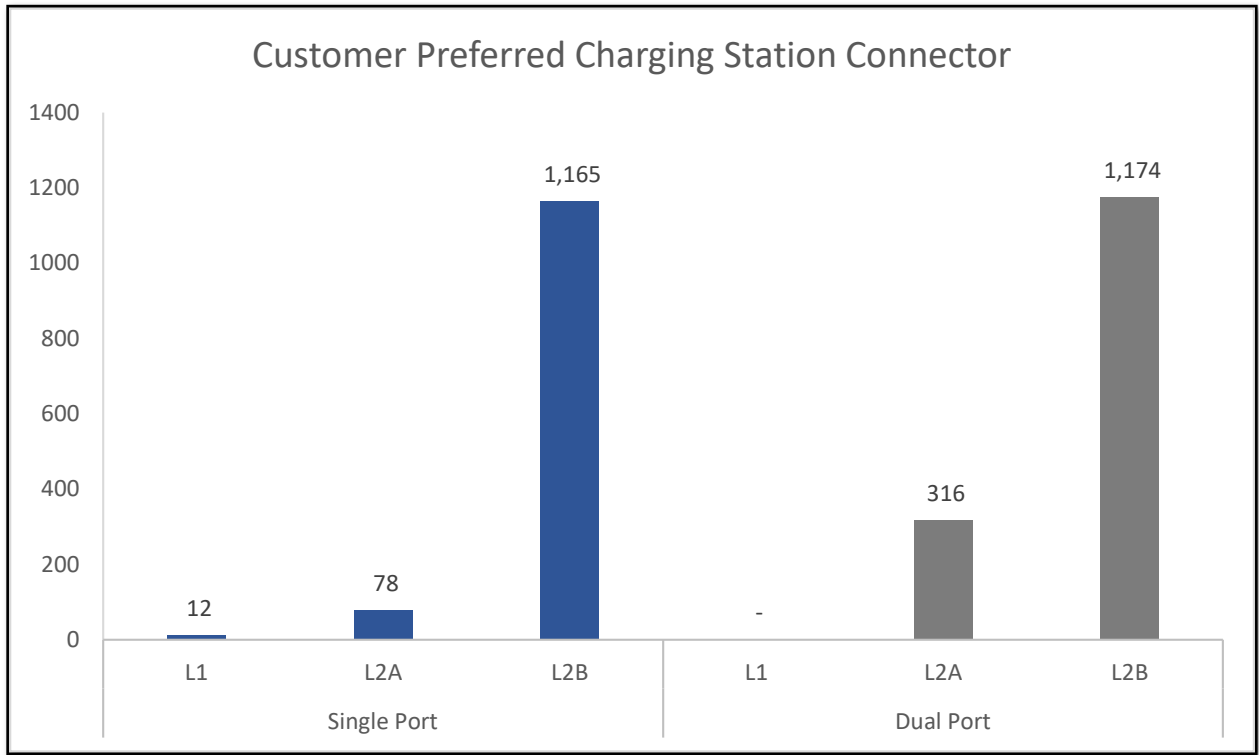
By the end of Q1 2022, 146 customers with reserved funding for 2,745 charge ports had submitted their proof-of-procurement documents for the charging stations. The majority of participants selected Level 2 "B" charging station systems that have network capability provided by an external device (such as a kiosk or gateway), which is shared among multiple stations. The second most popular L2 configuration included stations that have integrated networking capability. The following chart displays customer preferences for types of charging stations.

Figure 3.1 Charge Ports per Type



More customer participants selected and procured dual-port charging station configurations than those that acquired single-port systems. Figure 3.2 depicts the distribution of purchases across various charging station configurations.

Figure 3.2 Customer Preferred Charging Station Connector



3.3. Rebates

As of March 31, 2022, a total of 145 rebate payments were paid representing 2720 charge ports. Table 3.3 provides a summary of charging station requests and rebates, as of March 31, 2022.

Table 3.3 Charging Station Requests and Rebates

Charging Station Requests¹⁷ and Rebates¹⁸		
	Pilot	Bridge
Number of Level 1 charge ports requested	12	0
Number of Level 2 charge ports requested	1,289	1444
Number of total charge ports approved	1,301	1444
<ul style="list-style-type: none"> Average number of Level 1 charge ports approved per Level 1 site 	12	0
<ul style="list-style-type: none"> Average number of Level 2 charge ports approved per Level 2 site 	16.1	22.2
Rebates reserved for Level 1 ports	\$19,356	\$0
Rebates reserved for Level 2A ports	\$375,358	\$73,585
Rebates reserved for Level 2B ports	\$1,024,362	\$1,846,234
Rebates paid for Level 1 ports	\$19,356	\$0
Rebates paid for Level 2A ports	\$375,138	\$469,992
Rebates paid for Level 2B ports	\$943,415	\$1,811,506

¹⁷ In the Step 2 Agreement, the applicant indicates the requested number of Level 1 EVSE to be approved and installed under the Pilot. The number of installed Level 1 EVSE must match the number of Level 1 EVSE requested in Step 2 Agreement.

¹⁸ Rebate reserved based on Step 3 Procurement

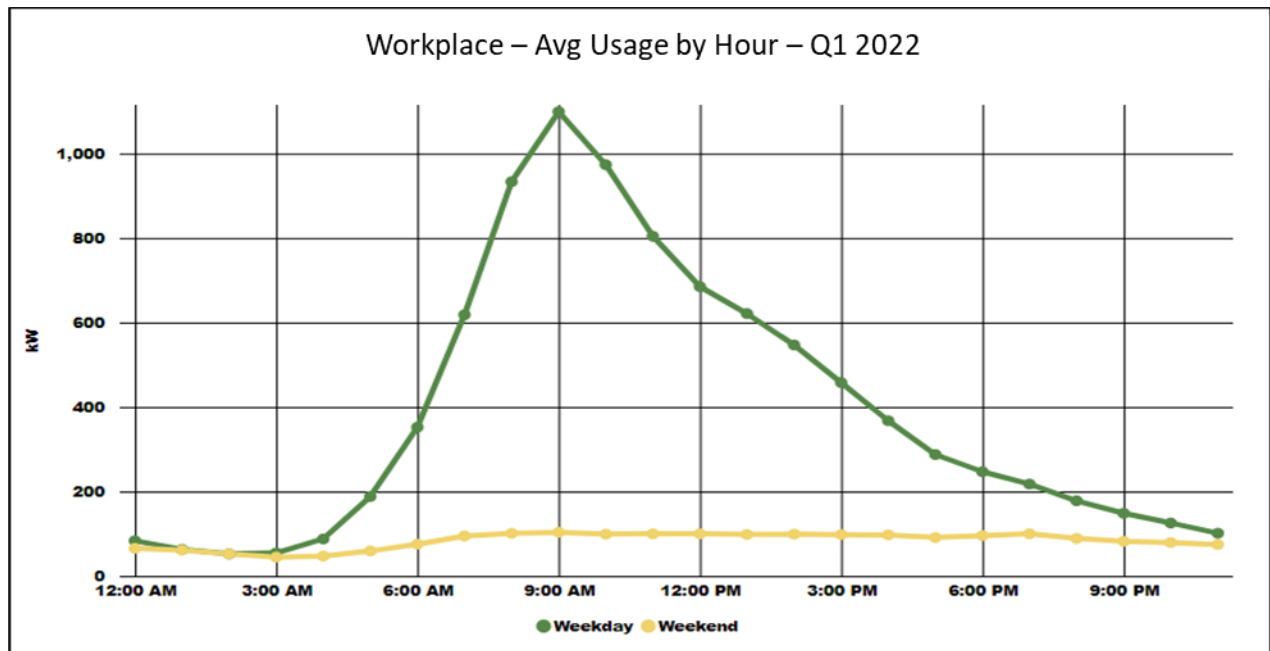
4. CHARGING STATION OPERATION

4.1. Charging Station Energy Usage

Average load shapes for each segment (based on SCE meter data) are analyzed each month in order to determine when electric vehicles are being charged and when EV load may be available for curtailment or shifting. These load shapes have remained fairly consistent over time as more charging ports have been added to each segment. Although the overall load shapes in the first quarter of 2022 are consistent with previous quarters, the average peak kW remains lower across all market segments when compared to 2019. This is most likely attributed to COVID-19 resulting in lower utilization of charging ports at these segments.

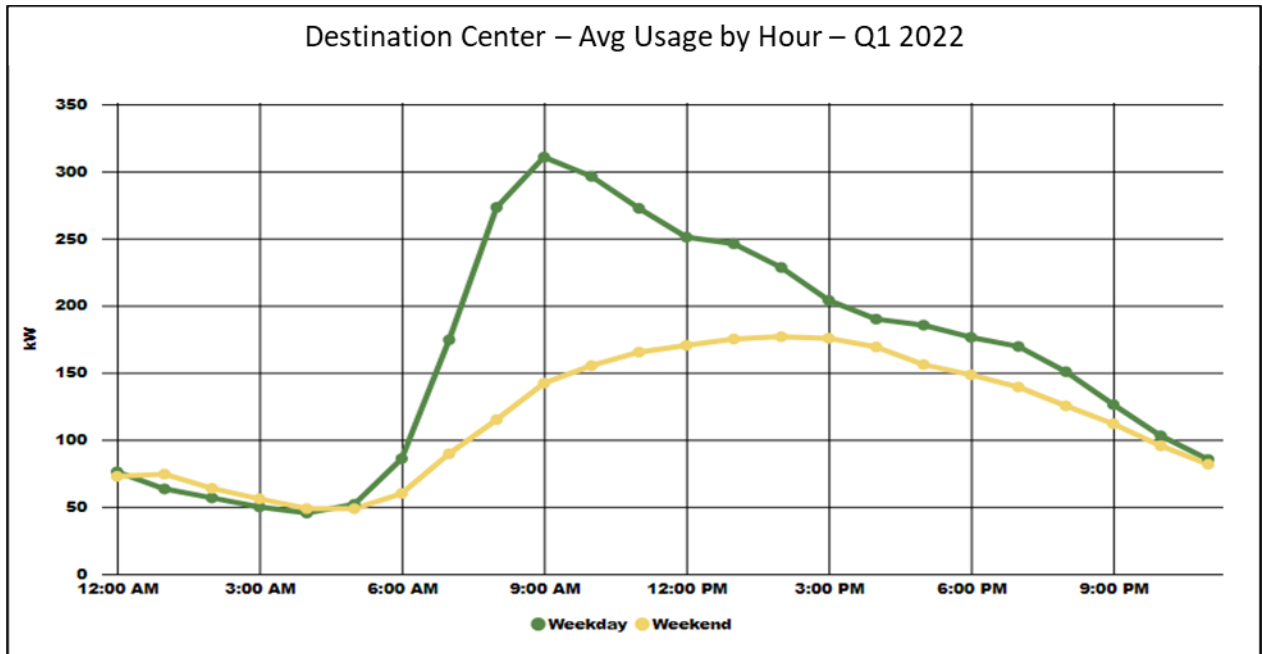
During the first quarter of 2022, charging ports at workplaces were used primarily during morning hours with average peak usage occurring at 9am on weekdays. As expected, very little load occurred on weekends since workplaces typically operate Monday through Friday.

Figure 4.1 Workplace Average Usage per Hour in Q1 2022: 64 sites/1474 ports



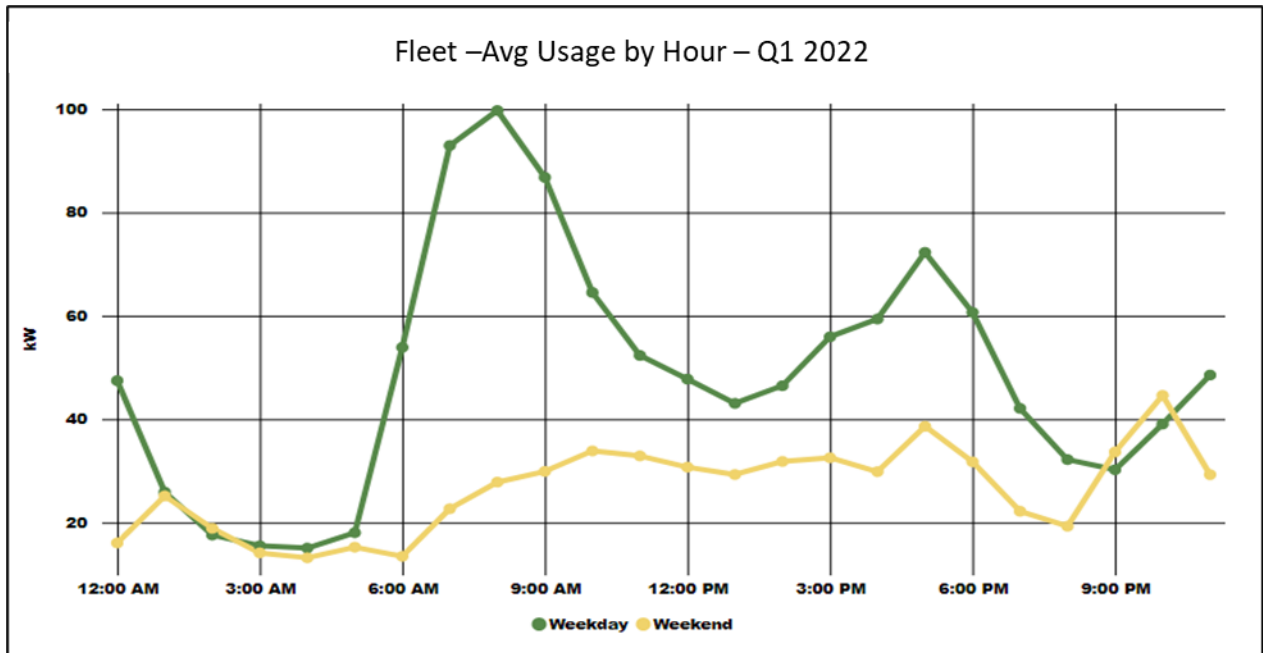
During the first quarter of 2022, charging ports located at Destination Centers were used throughout the day on both weekdays and weekends with average peak usage occurring at 9am on weekdays and on 2pm on weekends.

Figure 4.2 Destination Center Usage per Hour in Q1 2022: 33 sites/651 ports



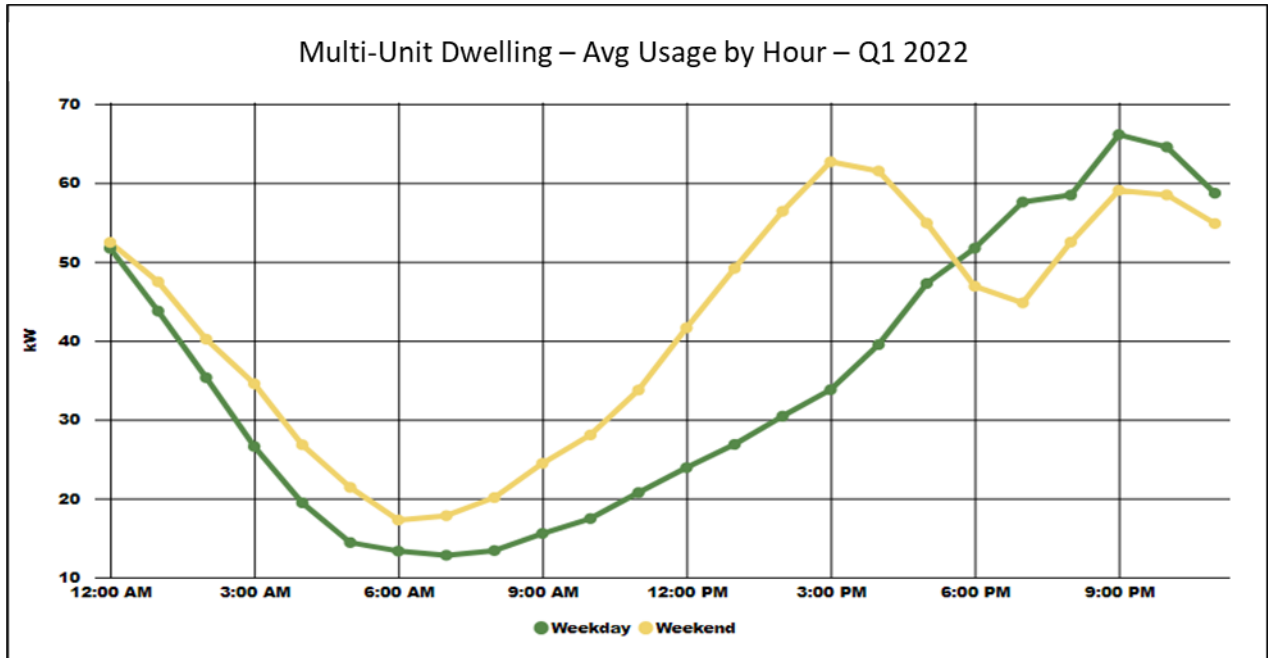
During the first quarter of 2022, charging ports at fleet sites were used primarily during morning and evening hours with average peak usage occurring at 8am on weekdays and 10pm on weekends.

Figure 4.3 Fleet Usage per Hour in Q1 2022: 16 sites/237 ports



During the first quarter of 2022, charging ports at Multi-Unit Dwellings were used primarily during 3pm on weekends. The weekday average peak usage occurring at 9pm.

Figure 4.4 Multi-Unit Dwelling Usage per Hour in Q1 2022: 33 sites/383 ports



Growth in the number of participating sites and charging ports in Charge Ready have been consistent in all segments. This growth represents significant environmental benefits and progress toward meeting the state of California’s GHG reduction goals.

Figure 4.5 Workplace Site and Port Count by Quarter¹⁹

2017	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	0	0	0	0	0	3	5	7	9	11	14	16
Port Count	0	0	0	0	0	40	46	179	197	224	265	307
2018	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	20	21	25	27	27	28	29	29	29	29	29	32
Port Count	354	434	528	552	552	576	596	596	596	596	596	625
2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	34	34	35	35	35	40	42	42	43	43	44	46
Port Count	642	642	660	660	660	739	767	767	794	794	799	871
2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	47	47	49	49	53	53	54	56	57	58	59	61
Port Count	937	937	1028	1028	1171	1171	1181	1216	1262	1272	1351	1360
2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	63	63	63	63	63	63	63	63	63	63	63	63
Port Count	1454	1454	1454	1454	1454	1454	1454	1454	1454	1454	1454	1454
2022	Jan	Feb	Mar									
Site Count	63	63	63									
Port Count	1454	1454	1454									

¹⁹ Segment usage by Quarter and year is unavailable due to data transition. Quarter 2 2021 was changed to 63 sites and 1454 ports due to energizing issue.

Figure 4.6 Destination Site and Port Count by Quarter²⁰

2017	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	0	0	0	0	0	6	12	12	14	14	16	16
Port Count	0	0	0	0	0	42	99	97	117	117	141	141
2018	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	20	21	21	21	21	21	22	22	22	22	22	22
Port Count	199	222	222	222	222	222	234	234	234	234	234	234
2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	22	22	22	22	22	23	24	24	24	24	24	24
Port Count	234	234	234	234	234	250	262	262	262	262	262	262
2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	25	26	26	26	27	28	28	29	30	33	33	33
Port Count	283	297	297	297	311	329	329	349	379	651	651	651
2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	33	33	33	33	33	33	33	33	33	33	33	33
Port Count	651	651	651	651	651	651	651	651	651	651	651	651
2022	Jan	Feb	Mar									
Site Count	33	33	33									
Port Count	651	651	651									

Figure 4.7 Fleet Site and Port Count by Quarter

2017	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	0	0	0	0	0	2	2	3	3	3	3	5
Port Count	0	0	0	0	0	15	15	22	22	22	22	46
2018	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	5	5	6	7	7	7	7	7	7	7	7	7
Port Count	46	46	77	83	83	83	83	83	83	83	83	83
2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	7	7	7	7	7	7	7	8	8	8	8	8
Port Count	83	83	83	83	83	83	83	118	118	118	118	118
2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	9	10	10	11	12	14	14	14	14	15	15	15
Port Count	131	139	139	149	163	203	203	203	203	227	227	227
2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	16	16	16	16	16	16	16	16	16	16	16	16
Port Count	237	237	237	237	237	237	237	237	237	237	237	237
2022	Jan	Feb	Mar									
Site Count	16	16	16									
Port Count	237	237	237									

²⁰ One site excluded in August 2017 due to data issues.

Figure 4.8 Multi-Unit Dwelling Site and Port Count by Quarter

2017	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	0	0	0	0	0	0	0	0	0	1	1	2
Port Count	0	0	0	0	0	0	0	0	0	10	10	22
2018	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	3	3	3	3	3	3	3	3	3	3	3	3
Port Count	35	35	35	35	35	35	35	35	35	35	35	35
2019	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	3	3	3	3	3	3	3	3	3	3	4	5
Port Count	35	35	35	35	35	35	35	35	35	35	45	62
2020	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	5	5	5	5	6	11	13	16	17	26	28	32
Port Count	62	62	62	62	67	117	127	175	180	294	337	378
2021	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Count	32	32	32	33	33	33	33	33	33	33	33	33
Port Count	378	378	378	383	383	383	383	383	383	383	383	383
2022	Jan	Feb	Mar									
Site Count	33	33	33									
Port Count	383	383	383									

5. CUSTOMER OUTREACH AND ENROLLMENT

5.1. Charge Ready Education & Outreach

Charge Ready education and outreach efforts are designed to increase Pilot awareness, consideration, and adoption among SCE customers. SCE continues to track and monitor Pilot activities to inform subsequent phases of Charge Ready.

Table 5.1 presents the data collected for the Charge Ready Pilot Landing Page to measure website traffic from Q1 2018 to Q3 2021.

In Q2 2019, program enrollment was limited to only Multi-Unit Dwelling applicants, and when the program was fully subscribed in Q3 2019, the program was closed to all new applications. This is reflected in the decrease in visitor counts and page views in Q3 2019. The visitor counts and page views continued to decrease through Q2 2020 and started to increase up to the current quarter of Q2 2021.

The new Charge Ready site launched in July 2021 (Q3 2021); thus, the Charge Ready Pilot Landing Page referenced in Table 5.1 was decommissioned for customers on sce.com.

Table 5.1 Charge Ready Pilot Landing Page Metrics

Metric	Q2 2018	Q3 2018	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019
Unique Visitor Count	1,878	2,573	1,382	2,357	3,487	1,734	1,333
Repeat Visitor Count	793	602	564	963	1,060	846	701
Page Views	3,408	3,106	2,251	4,201	4,669	3,341	2,139
Bounce Rate	63.92%	64.32%	56.10%	70.15% ²¹	66.56%	66.43%	65.95%

Metric	Q1 2020	Q2 2020	Q3 2020	Q4 2020	Q1 2021	Q2 2021	Q3 2021
Unique Visitor Count	1,400	1,204	1,553	1,425	2,062	2,815	N/A
Repeat Visitor Count	403	436	562	430	875	1,035	N/A
Page Views	2,244	2,089	2,660	2,236	3,822	5,275	N/A
Bounce Rate	56.8%	57.5%	59.2%	63.6%	66.8%	63.9%	N/A

²¹ SCE discovered a miscalculation in Q1 Bounce Rate reporting. Table 5.1 is now corrected.

5.2. Market Education

The EV webpages on SCE.com are grouped under the EV overview page which provides links to three pages; (1) Rebates and Incentives (2) Rates and Savings and (3) Charging Your EV. The rebates and incentive page continue to be a popular destination for customers seeking information on EV purchase, demonstrating interest in EV ownership.

In May 2019 SCE launched SCE Cars, an online car comparison tool that shows car buyers the total cost of car ownership over the lifetime of the car. It lets car shoppers compare all makes and models of 2018 and 2019 electric-, hybrid- and gasoline-fueled cars. The tool shows customers side-by-side comparisons of the manufacturer's suggested retail price, estimated annual fuel costs and available rebates and incentives. Each car receives a rating based on its overall fuel costs and emission pollutants.

Table 5.2 Charge Ready EV Awareness Website Metrics

Electric Vehicles (EV Overview)	Q1 2020	Q2 2020	Q3 2020	Q4 2020	Q1 2021	Q2 2021	Q3 2021	Q4 2021
Unique Visitor Count	12,773	8,909	14,415	13,252	17,450	23,593	23,554	21,191
Repeat Visitor Count	2,085	804	1,405	1,600	7,751	2,596	2,111	1,992
Page Views	14,858	11,341	18,496	17,733	23,050	31,595	31,156	28,130
Bounce Rate ²²	23.96%	30.78%	9.40%	10.21%	10.84%	10.58%	26.60%	31.57%
Multi-page Visits	10,273	7,849	13,045	11,898	20,551	23,418	18,838	15,857
EV Rebates and Incentives Page	35,746	18,575	24,943	36,176	50,188	51,373	48,129	47,886
Rates and Savings Page	17,532	10,670	13,076	13,151	21,834	31,043	30,754	29,428
Charging Your EV Page	10,065	5,858	7,719	8,738	16,803	19,762	19,862	19,689

The tool also gives customers personalized fuel costs for each vehicle they select when they enter the number of miles they commute and drive annually and select the SCE rate plan they are on.

In addition to fuel costs, users can also see how many miles can be driven per EV

²² Bounce rate is the percentage of single page visits.

battery charge and view a map of public charging stations that customers can use when they can't charge their car at home. The following table presents the data collected from the SCE Cars site.

We experienced a drop in traffic to our EV content and the SCE Cars Site from Q1 to Q4 2020. This reduced traffic corresponded to a dip in EV sales in our service territory during the same time period, as well as significantly reduced travel related to COVID-19. We expect traffic to these pages to return to normal levels on the same schedule upon our region's recovery of COVID-19.

In Jan 2021, we launched a redesigned version of cars.sce.com with an enhanced car shopping tool and incentive finder. This has resulted in significantly increased traffic and engagement to the tool. We have also experienced an influx of traffic due to the easing of COVID-19 regulations and subsequent increase in EV sales in Q2 2021.

Table 5.3 SCE Cars Site Metrics

Metric	Q2 2020	Q3 2020	Q4 2020	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022
Visits	2,091	2,576	2,140	17,717	19,876	15,868	15,568	17,337
Visitors	1,836	2,275	1,965	13,179	15,326	12,253	12,129	13,875
Page Views	4,471	5,584	7,380	25,947	31,378	25,593	25,887	29,339

For SCE's Market Education efforts, customer awareness of electric vehicle benefits and messaging are tracked using SCE's Customer Attitude Tracking (CAT) survey. The CAT survey is a quarterly tool designed to assess and track attitudes, brand favorability, and awareness of relevant marketing messages among SCE customers. This telephone survey is conducted with 450 randomly selected SCE households and 250 small businesses by an independent marketing research firm. Customers are asked to recall and rate messaging around the benefits of electric vehicles and preparing to buy or lease an electric vehicle, as well as SCE's role in supporting and advancing electric transportation. Since the campaign fully launched in late August 2016, the data collected from the 2016 Q1, Q2, and Q3 CAT surveys was used to establish a baseline around message recall.

The following table summarizes the CAT survey baseline data. Respondents were asked, "In the past three months, do you recall seeing, hearing, or reading about any ads about SCE and the benefits of electric vehicles?"

Table 5.4 CAT Survey Results

Response	Baseline (Q1-Q3 2016)	Q2 2017	Q3 2017 ²³	Q4 2017	Q1 2018	Q2 2018	Q3 2018	Q4 2018
Total Respondents	1,354	450	600	600	600	600	450	450
Yes	189 14%	54 12%	92 15%	92 15%	132 22%	99 17%	82 18%	84 19%
No	1,147 85%	378 84%	489 82%	476 79%	441 74%	480 80%	353 78%	344 76%
No Response	18 1%	18 4%	19 3%	32 5%	27 5%	21 4%	15 3%	22 5%

In Q1 2019, the CAT survey was updated, and respondents were asked, “Do you recall reading, seeing, or hearing advertising with the following message: SCE is committed to electric vehicles and cleaner transportation?” Table 5.5 below represents the responses. The increase in affirmative responses can be attributed to a separate Clean Fuel Reward marketing campaign, which continued to run through 2019.

Having run for four quarters, the survey data showed consistent response rates indicating that the message continued to resonate with customers. These data will be used as a benchmark for future reporting. The Q2 2020 CAT survey results show a slight increase in Yes responses (27% vs. 26%). Additionally, fewer people did not respond to the survey in Q1 (26% vs. 28%).

Table 5.5 CAT Survey Results

Response	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Q2 2020
Total Respondents	757	750	775	762	753	701
Yes	227 (30%)	219 (29%)	189 (26%)	211 (28%)	196 (26%)	191 (27%)
No	364 (48%)	344 (46%)	357 (49%)	354 (46%)	347 (46%)	326 (48%)
No Response	166 (22%)	187 (25%)	184 (25%)	197 (26%)	210 (28%)	184 (26%)

²³ Bounce rate is the percentage of single page visits.

5.3. Transportation Electrification Advisory Services

SCE created TE Advisory Services (TEAS) to provide business customers with a dedicated “one-stop shop” for specialized education, awareness, and support on such issues as federal, state, and local incentives, vehicle and charging equipment financing opportunities, vehicle types, and charging installation programs.

TE Advisory Services includes:

Updated web content on SCE.com business section, which includes information on:

- Vehicle types
- Charging Infrastructure
- SCE's EV Rates
- Information specific to MUDs, Fleets, Workplaces, and Public sites
- Links to additional tools, resources and fact sheets
- Calls to action to reach out to SCE for more information and support (Account Manager or 800#)

Self-service online tools to assist customers:

- The Charge Port Estimator, which estimates the number of charge ports customers may need at their sites
- A Rate Analysis Tool, based on customers' numbers of estimated charge ports and segment types
- A customer self-administered EV survey for workplaces and MUDs

Fact Sheets: Customer-facing PDFs covering the following TE topics, including links to additional resources:

- Transportation Electrification Overview
- Fleet Conversion
- MUDs
- Vehicle to Grid Integration
- Planning for Charging Infrastructure
- Understanding GHG Emissions from Transportation
- Overview of Fleet Segments and available EV alternatives

With all sites being in design/construction, TEAS did not complete in-

person services for business customers during Q3 2021. These services include the following:

- An initial fleet assessment (including GHG savings calculations) to help customers evaluate business cases for converting fleets of vehicles to TE technology
- A Low Carbon Fuel Source Calculator was added to the Fleet Assessment Report to help customers identify the estimated credit value per kW used.
- Infrastructure Assessments to assist customers in evaluating a potential deployment of charging equipment

Customers selected were those who had shown a commitment to sustainability, potential for a larger scale conversion/deployment, and had participated in multiple discussions with their Account Managers to confirm their interest in TE. A combination of government entities and commercial businesses were selected to include a representative mix of customers. SCE is tracking web traffic and has established the following baselines presented in the table below to compare against as more outreach is conducted.

In Q3 2021, links to the TEAS pages was removed from the left navigation, which now funnels traffic to the Electric Vehicles for Business landing page. Traffic is no longer being directed to these pages.

Table 5.6 TEAS web traffic

		Unique Visitor Count	Page Views	Multi-Page
Q4 2017: Baseline	Workplace	292	507	346
	Public	121	188	143
	Fleet	138	281	165
	MUD	69	162	111
Q1 2018	Workplace	360	587	388
	Public	174	236	167
	Fleet	139	220	141
	MUD	105	143	112
Q2 2018	Workplace	434	683	443
	Public	188	263	167

	Fleet	193	310	194
	MUD	146	206	129
Q3 2018	Workplace	403	675	425
	Public	190	270	149
	Fleet	206	360	219
	MUD	129	203	136
Q1 2019	Workplace	416	611	195
	Public	195	257	62
	Fleet	198	278	80
	MUD	122	185	63
Q2 2019	Workplace	494	738	244
	Public	278	379	101
	Fleet	282	408	126
	MUD	163	275	112
Q3 2019	Workplace	412	631	219
	Public	191	279	88
	Fleet	241	353	112
	MUD	168	239	71
Q4 2019	Workplace	448	650	202 ²⁴
	Public	159	211	52
	Fleet	227	323	96
	MUD	122	198	76

		Unique Visitor Count	Page Views	Multi-Page
Q1 2020	Workplace	477	663	186
	Public	244	305	61

²⁴ SCE discovered a miscalculation in the Q4 2019 TEAS Multi-Page View Measurement. Table 5.6 reflects the corrected information.

	Fleet	311	477	166
	MUD	165	273	108
Q2 2020	Workplace	363	456	93
	Public	249	312	63
	Fleet	384	522	138
	MUD	174	223	49
Q3 2020	Workplace	431	573	208
	Public	298	326	107
	Fleet	361	488	201
	MUD	236	326	70
Q4 2020	Workplace	317	433	116
	Public	294	370	178
	Fleet	286	432	82
	MUD	194	271	106

		Unique Visitor Count	Page Views	Multi-Page
Q1 2021	Workplace	462	666	274
	Public	261	347	170
	Fleet	321	466	189
	MUD	253	294	166
Q2 2021	Workplace	500	637	285
	Public	263	336	188
	Fleet	320	442	184
	MUD	267	380	172
Q3 2021	Workplace	181	215	70
	Public	72	79	47
	Fleet	124	162	64
	MUD	60	75	33

5.4. Outreach Events

The objective of SCE's Ride-and-Drive efforts and auto show presence is to bridge the gap between broad EV marketing efforts and EV adoption. SCE did not participate in any Ride and Drive events in Q3 2021.

6. CONCLUSION

In this quarterly report, SCE provided data and updates on progress in implementing and executing the Pilot. Customers continue to submit procurement documents for those projects with approved Bridge funding. Projects with executed agreements continued forward through the construction and installation process. As of the fourth quarter of 2021, SCE had completed infrastructure at 146 sites that support 2,745 charge ports. SCE will also continue to learn from the energy usage of the charging stations deployed under the Charge Ready Pilot.

7. APPENDIX

Pilot and Bridge Participants with Reserved Funding

Table 7.1 Summary by Market Segment in Disadvantaged Communities

Disadvantaged Communities				
Segment	Number of Ports (Pilot)	Number of Sites (Pilot)	Number of Ports (Bridge)	Number of Sites (Bridge)
Destination Center	80	12	289	5
Workplace	488	29	345	11
Fleet	48	5	8	1
Multi-Unit Dwelling	12	1	22	4
Grand Total	628	47	664	21

Table 7.2 Summary by Market Segment in Non-Disadvantaged Communities

Non-Disadvantaged Communities				
Segment	Number of Ports (Pilots)	Number of Sites (Pilots)	Number of Ports (Bridge)	Number of Sites (Bridge)
Destination Center	203	12	79	4
Workplace	347	15	294	9
Fleet	100	5	81	5
Multi-Unit Dwelling	23	2	336	28
Grand Total	673	34	790	46

Table 7.3 Pilot Operational Metrics for Quarter

Customer Participant Request		
	Filing Assumptions	Inception-to-Date Actual
Average number of total parking spaces per site	N/A	569 parking spaces/site
<ul style="list-style-type: none"> Average number of total parking spaces per site for Disadvantaged Communities 	N/A	427 parking spaces/site
<ul style="list-style-type: none"> Average number of total parking spaces per site for Destination Centers 	N/A	896 parking spaces/site
<ul style="list-style-type: none"> Average number of total parking spaces per site for Workplaces 	N/A	565 parking spaces/site

<ul style="list-style-type: none"> Average number of total parking spaces per site for Fleets 	N/A	296 parking spaces/site
<ul style="list-style-type: none"> Average number of total parking spaces per site for Multi-unit Dwellings 	N/A	3417 parking spaces/site
Percentage of total number of parking spaces located in parking structures	N/A	16%
<ul style="list-style-type: none"> Total number of parking spaces located in parking structures for Disadvantaged Communities 	N/A	15,036
<ul style="list-style-type: none"> Total number of parking spaces located in parking structures for Destination Centers 	N/A	13,273
<ul style="list-style-type: none"> Total number of parking spaces located in parking structures for Workplaces 	N/A	46,175
<ul style="list-style-type: none"> Total number of parking spaces located in parking structures for Fleets 	N/A	2,382
<ul style="list-style-type: none"> Total number of parking spaces located in parking structures for Multi-unit Dwellings 	N/A	8041
Average fleet size ²⁵	N/A	6 (Fleet Segment Only) 4 (All Segments)
Percentage of applications received with charging systems already installed at the site	N/A	22%
Average number of charging systems already installed at the site	N/A	9
Average number of charge ports requested per site	26	13.5

²¹Applicants in the fleet category intend to use the new charging station for their EV fleet (Fleet Segment Only).

▪ Average number of charge ports requested per site for Disadvantaged Communities	N/A	12.0
▪ Average number of charge ports requested per site for Destination Centers	N/A	13.7
▪ Average number of charge ports requested per site for Workplaces	N/A	13.0
▪ Average number of charge ports requested per site for Fleet	N/A	14.4
▪ Average number of charge ports requested per site for Multi-unit Dwellings	N/A	13.9

Table 7.4 Charging Station Request & Rebate

Charging Station Request & Rebate	
Average Number of total charge ports approved per site	18.6
▪ Average Number of Level 1 charge ports approved per site	12
▪ Average Number of Level 2 charge ports approved per site	18.65
Number of Level 1 EVSE stations bought	12
Average number of ports per Level 1 EVSE station	1.0
▪ Number of Level 2A EVSE stations bought	236
Average number of ports per Level 2A EVSE station	1.7
▪ Number of Level 2B EVSE stations bought	1752
Average number of ports per Level 2B EVSE station	1.3
▪ Number of Level 1 EVSE stations installed with infrastructure complete	12

Number of Level 2A EVSE stations installed with completed infrastructure	421
Number of Level 2B EVSE stations installed with completed infrastructure	1,746
Number of Level 1 EVSE stations installed with completed customer-installation	12
Number of Level 2A EVSE stations installed with completed customer-installation	411
Number of Level 2B EVSE stations with completed customer-installation	1,652