

Charge Ready Phase I Training

Business Customer Division



Safety First

- First Aid kit, CPR
- Volunteers
- Earthquake procedures
- In case of fire
- Emergency exits
- Where to gather outside



Logistics and Guidelines

- Prerequisites

- CSBU5 Shared Folder
- Charge Ready Program PMO SharePoint Site
- MS Access (Charge Ready Tracking Database)

- Cell phones off or silent

- Restroom locations

- Scheduled breaks

- Attendance roster

- Parking lot for questions



Training Goal

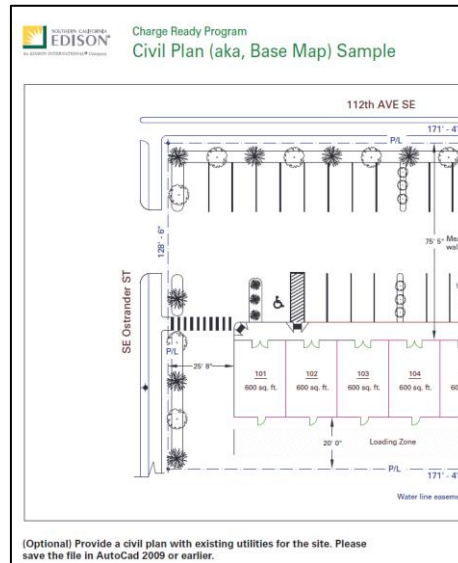
Upon completion of this training, participants will understand:

- The Charge Ready Program processes and procedures
- How to engage the Customer about the Program
- SCE.com Landing Page and associated links
- The Interactive PDF
- The Enrollment Portal
- SharePoint site
- The Back Office System



Charge Ready Resources

- Reference Guide
- Program Fact Sheet
- Job Aids
- Sample Documents
- BCD Roles & Responsibilities



SOUTHERN CALIFORNIA EDISON
AN EDISON INTERNATIONAL COMPANY

Charge Ready Program

BUSINESS CUSTOMER DIVISION CHARGE READY

Roles & Responsibilities

In this Document:

- Account Managers (Inside)
- Account Managers (Outside)
- IDSM Specialists
- Escalation Team
- Business Outreach Team

INTRODUCTION

This document includes the details of roles, responsibilities, and checklists for those roles in Business Customer Division (BCD) that have new activities and expectations for the Charge Ready program. Other BCD roles involved in the process that do not have new expectations for the Charge Ready program and perform tasks 'Business As Usual' (BAU) are described in the process documents for the program *Electronic Vehicle Charging Station Program – Conduct Site Host Assessment* and *Electronic Vehicle Charging Station Program – Process Commercial EV Customer*.

Roles, responsibilities, and checklists for the Charge Ready Project Management Office (PMO) are described in *Charge Ready PMO PM R&R* and T&D Distribution and Grid Operations are described in *(To be supplied)*.

Southern California Edison 11/30/15 1 Developed by LL&OD

Charge Ready Program Overview

Charge Ready Program Goal

- \$22 mil. funding for deploying up to 1,500 EVSEs and conducting education and outreach
- No set duration. Expiration when funding fully expended
- Approval limited to Phase 1 Pilot; SCE must request approval for Phase 2 after deploying at least 1,000 EVSEs (between 12 and 24 months after launch)

Internal SCE Goal for 2016

- Initiate marketing efforts and gain commitments from customers for **at least 500 charging stations**

Program Estimated Implementation Timeline

- **March 1, 2016**
 - Pre-Pilot Program Kick-Off Meeting
- **April 7, 2016**
 - CPUC issues approval for Tier 2 Advice Letter
- **April 20, 2016**
 - SCE launches Pre-Pilot Program for small group of customers
- **End of May 2016 (Estimate)**
 - SCE launches Pilot Program for all qualified customers
 - The Pilot is a first-come, first-serve basis

Charge Ready Program Training Schedule

Three In-Person Training Sessions – based on phased database completion.

- **Pilot Phase I**
 - Today training
 - Follow-up Skype Q/A sessions
- **Pilot Phase II**
 - Date TBD ~ Early June
 - Follow-up Skype Q/A sessions
- **Pilot Phase III**
 - Date TBD
 - Follow-up Skype Q/A sessions

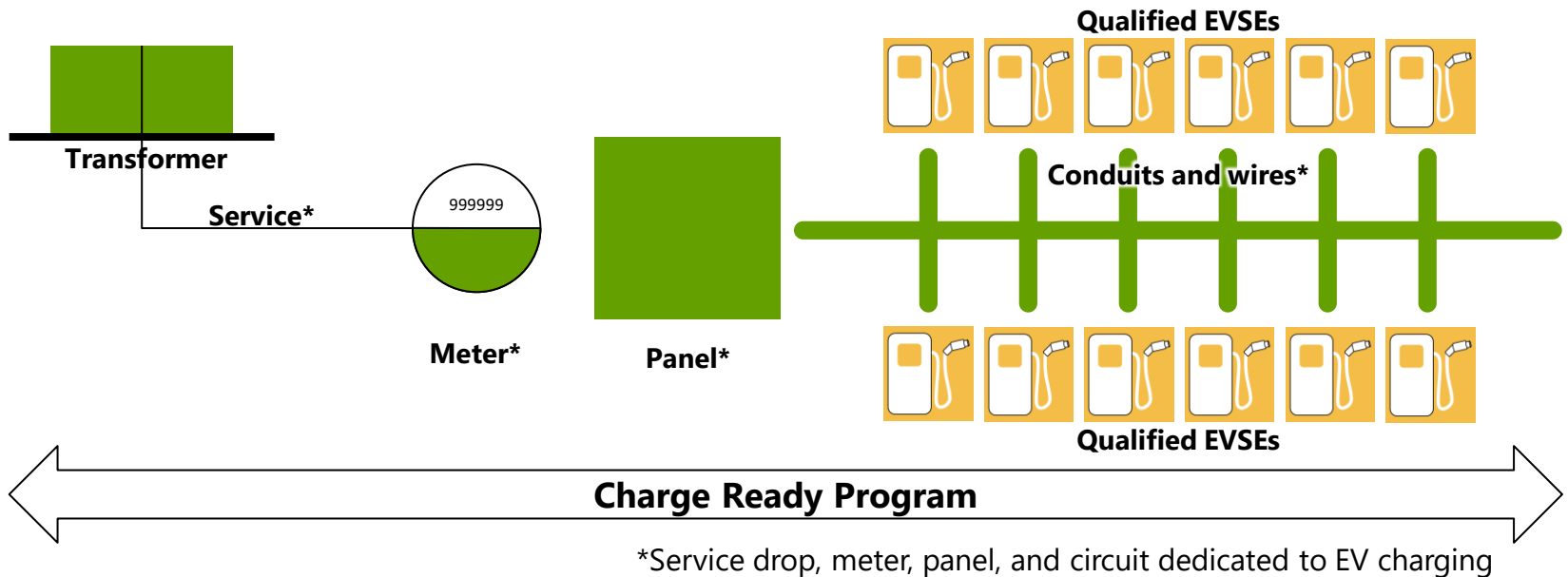



Why Charge Ready


- Program goals:
 - Support EV adoption by accelerating the deployment of charging infrastructure
 - Increase electric miles driven by EVs (and reduce PHEVs reliance on gas)
 - Reduce cost and complexity of deployment
- Deploy charging stations where mostly needed:
 - At home (MUDs), for reliable daily charging
 - At work and at destination centers, to increase electric miles and promote EVs
 - For fleet, to encourage conversion
- Focus on locations where vehicles are parked four hours or more:
 - Enough time for full recharge
 - Flexibility for time shifting
- Key exclusions:
 - DC fast charging
 - Single family residences
 - Short dwell-time locations

Deploy SCE/Customer Infrastructure – Who is Responsible for What?

Charge Ready aims at reducing the cost and complexity of deploying charging stations for our customers



 Infrastructure deployed by SCE
(all costs covered by the Program)

 Owned and operated by participating customers
(rebate against hardware and installation costs)

Customer Eligibility and Participation

Customer Eligibility

- Qualify as a non-residential customer
 - Meet the program's guidelines on EV adoption
 - Own, lease, or operate a long-dwell time parking site (4+ hours)
 - Provide a grant of easement by the property owner
 - Deliver proof of purchase of qualified charging equipment
-

Site Approval

- Granted by SCE on a first-come, first-served basis (multiple cost drivers, including grid impacts and accessibility)
 - Requires agreement from customer on number of Electric Vehicle Supply Equipment (EVSEs) and location within site (as proposed by SCE)
 - Minimum of ten charging ports (reduced to five in Disadvantaged Communities), up to 4% of parking spaces, unless existing adoption is higher
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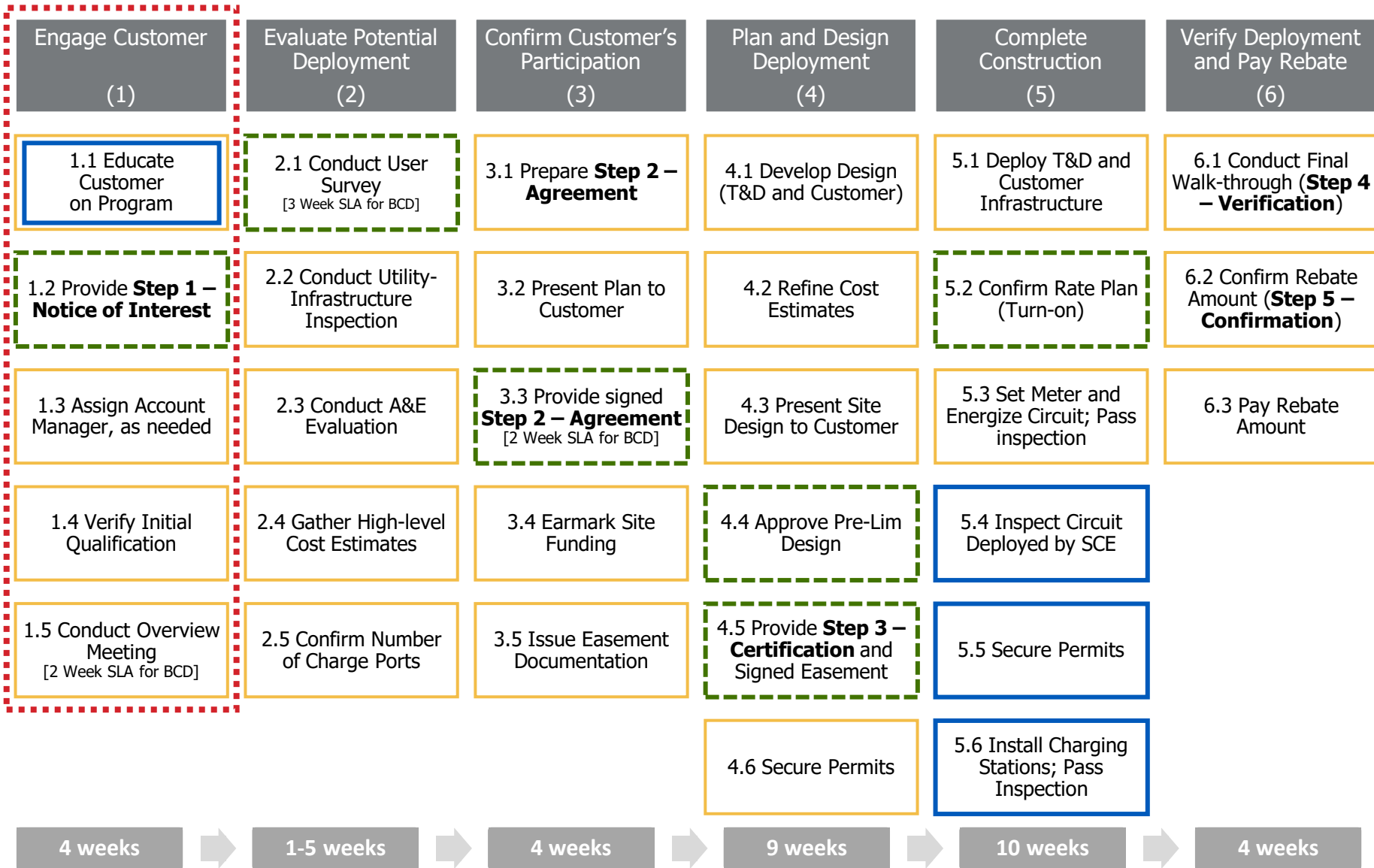
Customer Rights and Responsibilities

- Own and operate EVSEs (10-year commitment)
- Pay for operational costs (energy, maintenance/repairs, EV network)
- Must join future DR programs in connection with Charge Ready

Five Minute Break



Charge Ready Process Overview



SCE
Customer
Vendor

Charging Stations

- Qualified charging stations include Level 1 (120v) and Level 2 (208-240v) stations.
- Level 2 stations must have communication (networking) capabilities to provide transactional data to SCE and participate in DR:
 - Level 2 "A": Integrated (i.e., all communication capabilities are inside the station)
 - Level 2 "B": Shared (i.e., master/slave station, shared gateway/kiosk)
- Charging stations are evaluated by ATO



Approved Package List (APL)

- The APL shows approved vendors, charging station models (packages), and base cost
- Maintained and updated monthly by ATO
- Located on the [Charge Ready Landing Page](#)
- The APL is merely a validation tool for customers when procuring charging stations (customers procure directly from vendors)
- AMs may remind customers that SCE is a neutral party and cannot provide brand or model recommendations



If you have any questions now or along the way, contact your Account Manager or email us at chargeready@sce.com

Charging Stations
View the Approved Vendor & Charging Station List and select either Level 1 (120 volts) or Level 2 (208-240 volts) charging capability.

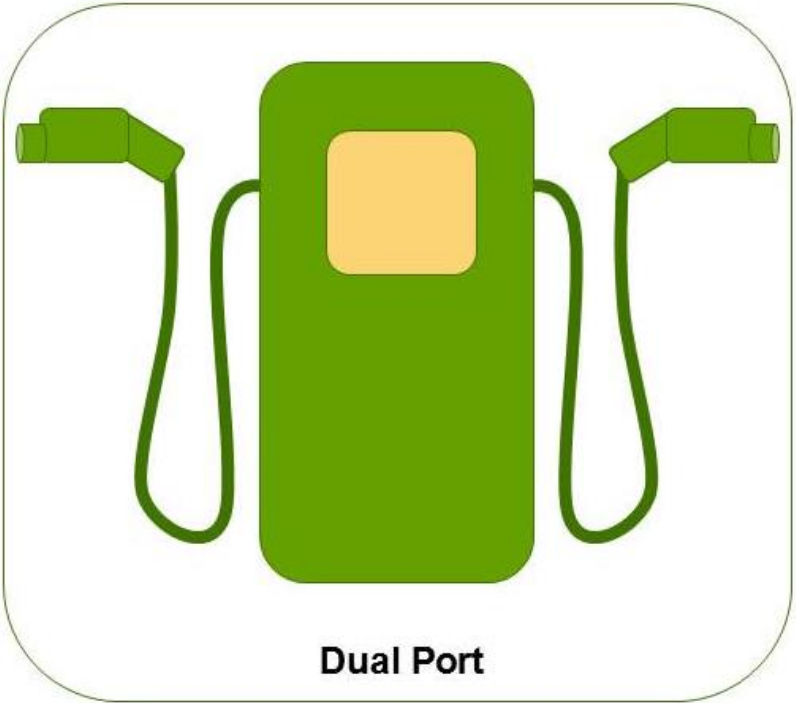
[View >](#)

Charging Stations

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[View >](#)

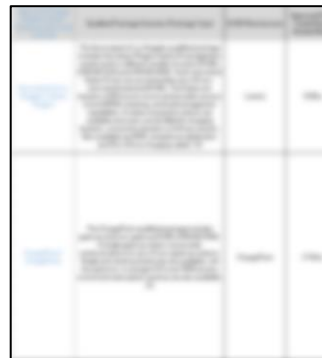
Charging Station vs. Charge Port



Base Cost and Rebate

- The **Base Cost** is the best value determined by SCE for a charging station in each of the three categories (Level 1, Level 2 "A", and Level 2 "B")
- Charge Ready rebates combined with other rebates or programs cannot cover more than 100% of the EVSE costs
- Rebate amounts are available in the Approved Package List via on.sce.com/chargeready

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

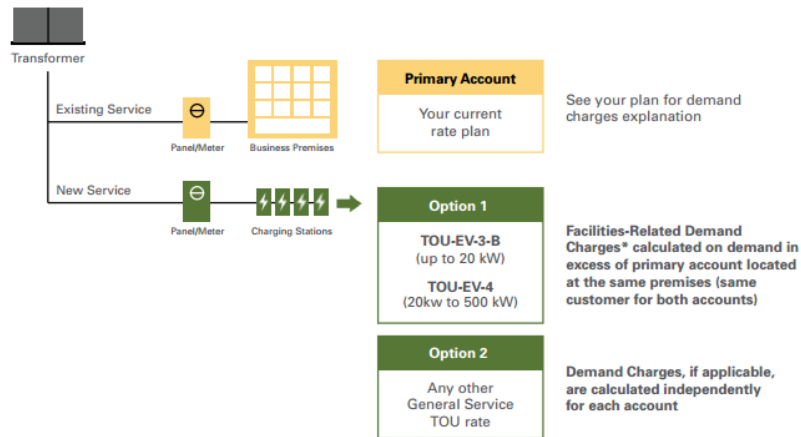


Charge Port Type	Base Cost Per Charge Port	Total Base Cost Per Charging Station Package
L2B	\$XYZ	\$XYZ
L2B	\$XYZ	\$XYZ
L2B	\$XYZ	\$XYZ

Demand Charges

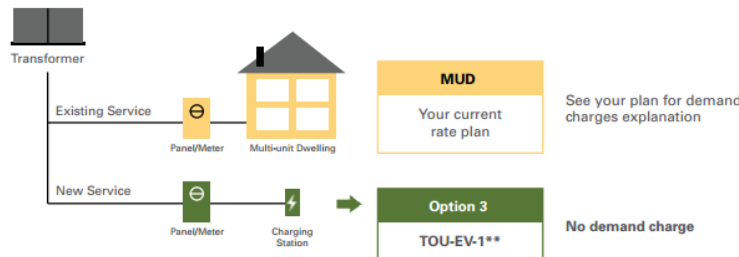
All charging stations deployed through the Charge Ready Program will be served by a separately metered dedicated circuit. View the **Demand Charges Overview** for more details.

For all eligible customers:



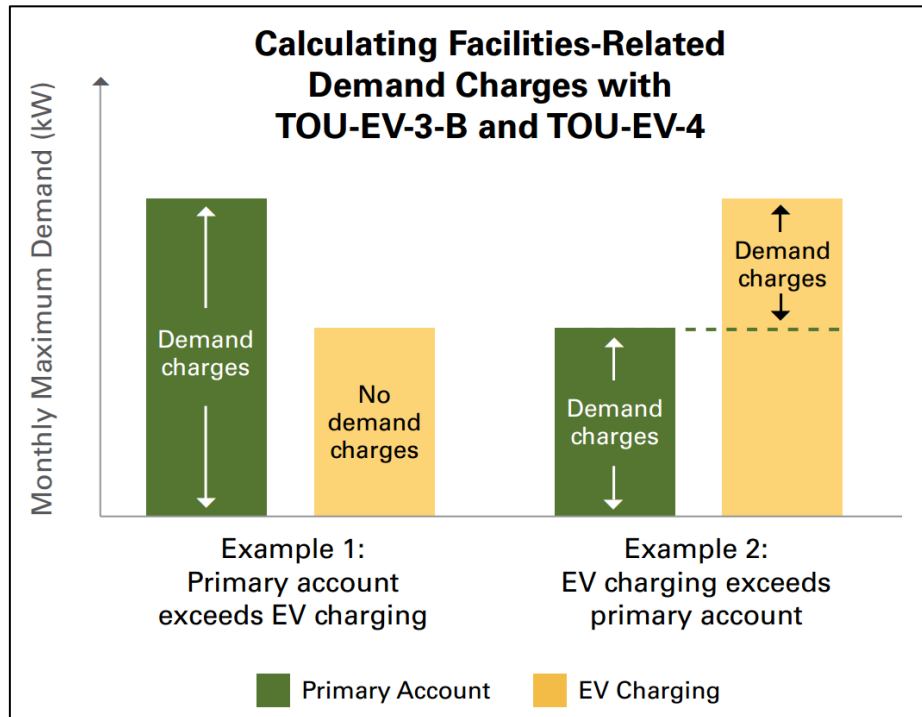
*No demand charge on TOU-EV-3-A

Another option for eligible multi-unit dwellings (MUD):



**Billed to MUD resident (parking space must be assigned for exclusive use)

From Participation Package



Level 1 Charging stations: 120 volts, 1.4 kW

Level 2 Charging stations: 208 to 240 volts, Usually 3.3 or 6.6 kW though some charging stations may have a higher demand

Load Management

“Load management is critical to materializing grid benefits of EV charging, and necessary to avoid any negative impacts on the grid.”
Charge Ready Decision, PUC, January 2016

- On-peak charging metric included in quarterly **reporting** to PUC and stakeholders
- We are mandated to **educate** our Charge Ready customers about off/mid-peak charging:
 - Lower energy **costs**, improved grid, and environmental benefits when charging off-peak
 - Long-dwell time segments provide ideal environment for off/mid-peak charging and **load shifting**
 - Available load management **options** for Charge Ready customers:
 - Send TOU signal to end users
 - Offer **lower** level charging (e.g., Level 1 at 1.4 kW or Level 2 at 3.3 kW instead of 6.6 kW); **throttle** charging level on-peak (potentially switch off charging stations)
 - Educate end users
 - **Free** not recommended (no price signal to end users)

Five Minute Break

