

Low Carbon Fuel Standard (LCFS)

Supplement to the Annual Compliance Report for Regulated Parties for Electricity

Reporting Under 95484(a)(6)(A) Residential Electric Vehicle Charging

Reporting Party	Compliance Year
Pacific Gas and Electric Company	2013

1. *Were any credit proceeds received in the compliance reporting year? If so, what is the dollar amount of the proceeds?*

No credit proceeds were received in 2013.

2. *For any credit proceeds received, itemize how those proceeds were used as direct benefits for current electric vehicle customers.*

No credit proceeds were received in 2013.

3. *Itemize how the reporting party educated the public on the benefits of electric vehicle transportation (including environmental benefits and costs of EV charging as compared to gasoline).*

In accordance with the guiding principles for utility education and outreach adopted by the California Public Utilities Commission, PG&E utilized the following channels for educating the public on the benefits of the electric vehicle transportation.

PG&E's Electric Vehicle Website and Call Center

[\(http://www.pge.com/electricvehicles/\)](http://www.pge.com/electricvehicles/)

PG&E's electric vehicle website provides information on the environmental, operating, and financial benefits of owning a plug-in electric vehicle. The website also contains information on rate options and charging installation, customer service contact information, and a rate calculator that estimates average monthly electricity costs compared to gasoline costs.

Additionally, PG&E's website directs customers to PG&E's call center. PG&E's call center representatives are available to provide customers with information on residential charging installations and residential rate advice. In 2013, PG&E developed a rate tool in response to high volumes of customers requesting individualized rate advice and provided the tool to call center representatives.

PG&E's rate tool provides customers with a customized rate analysis that determines the lowest cost rate option based on a customer's previous energy usage and estimated EV usage (based on average miles traveled in a given period).

EV Ride and Drive and Exhibition Events

PG&E co-sponsored 8 electric vehicle ride and drive events throughout PG&E's service territory, which included Charge Across Town: EV Week, the SF BayLEAFs EV Summit, and National Plug-in Day. The ride and drive events attracted approximately 5,000 customers and facilitated over 1,700 vehicle test drives. PG&E also co-sponsored an information EV exhibition event as part of the San Francisco Auto Show.

Local Outreach

PG&E attended 10 EV owner group meetings in various regions of PG&E's service territory. At each of the meetings, PG&E provided an overview of PG&E's EV rates, the EV charger installation process, and information about PG&E's clean power mix.

Residential Service Assessments

PG&E's service planning department performed over 3,400 assessments on distribution infrastructure in neighborhoods with newly added EV loads to ensure that there are no significant impacts to the distribution system. System upgrades were made when necessary and the costs associated with the upgrades were socialized to ensure that customers did not incur additional unexpected costs for adopting an EV.

4. Itemize the rate options that are offered by the reporting party that encourage off-peak charging and minimize impacts on the grid.

In August 2013, PG&E introduced two new rate options for Electric Vehicle customers:

- EV-A is a whole house rate for EV customers charging through one meter. This is a non-tiered time-of-use rate option that incentivizes EV customers without a separate meter to charge during off-peak hours when the grid is less strained and the cost is low (\$0.10 per kWh).
- EV-B is a separately metered option offered for charging-only service. This is a non-tiered time-of-use rate option that incentivizes EV customers with a

separate meter specifically for EV charging to charge during off-peak hours when the grid is less strained and the cost is low (\$0.10 per kWh).

Through July 2013, PG&E offered its two experimental rate options for Electric Vehicle customers E-9A (whole house rate) and E-9B (separately metered rate). These rates were closed to new enrollment in August 2013 with the launch of the new EV rates described above.

5. *Summarize the costs that were associated with meeting the LCFS requirements in the compliance reporting year.*

In 2013, the costs associated with meeting the LCFS requirements were comprised of the time spent by individuals tracking, compiling, and reporting data for LCFS reports. Because no credits were sold and no revenue was distributed to EV customers, the costs to comply were minimal and treated as standard business operations costs. These costs were not tracked in 2013.

Credits Generated (#)	Credits Sold (#)	Credits Banked (#)	EVs operating in service territory (#)
█	█	█	22,418 ¹

¹ EVs operating in service territory through Q4 2013

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Reporting Party	Compliance Year
Southern California Edison	2013

1. *Were any credit proceeds received in the compliance reporting year? If so, what is the dollar amount of the proceeds?*

No

2. *For any credit proceeds received, itemize how those proceeds were used as direct benefits for current electric vehicle customers.*

N/A

3. *Itemize how the reporting party educated the public on the benefits of electric vehicle transportation (including environmental benefits and costs of EV charging as compared to gasoline).*

Because SCE does not yet have authority from the California Public Utilities Commission to sell LCFS credits or distribute the revenue, we do not have an LCFS specific education campaign focusing on the environmental benefits and costs of EV charging as compared to gasoline. We do provide some information on this subject on our website (see section "A" below).

In addition, SCE conducts education and outreach efforts to help create a positive experience for PEV adopters. SCE is running a comprehensive campaign to educate PEV customers about PEV Time of Use (TOU) rates and the benefits of charging off-peak. This campaign is primarily executed online through a dedicated section of SCE's website and online advertising.

SCE's education and outreach efforts target existing and likely residential PEV adopters.

Specifically, SCE conducted the following activities in 2013 that relate to residential charging customers:

- A. Maintained the SCE/PEV web content covering Residential, Business, Dealers, Installers, and Cities. The Residential segment covers: Charging Options, Installation, Tools and Resources, Electric Vehicle Rates. In particular, SCE launched a new version of its Online Rate Assistant which helps residential customers understand the PEV rates and their impact on fueling costs. The web content also includes a section which explains the various benefits provided by PEVs:
 - Environmental benefits
 - Energy independence
 - Fuel cost savings
 - Federal and State rebate programs
 - B. Maintained an online advertisement campaign to expand awareness and drive traffic to the PEV website.
 - C. Joined an agreement between the California Center for Sustainable Energy and CaIETC (a trade association of which SCE is a member) to increase awareness of California Vehicle Rebate Program applicants about PEV TOU rates.
4. *Itemize the rate options that are offered by the reporting party that encourage off-peak charging and minimize impacts on the grid.*

PEV Rate Options for Residential customers:

TOU-D-TEV (Home & Electric Vehicle Plan): The Home & Electric Vehicle Plan uses a single meter to measure energy used by the customer's entire home, including its electric vehicle. It offers "super low" rates from midnight to 6 a.m., low off-peak rates from 6 a.m. to 10 a.m. and from 6 p.m. to midnight, and higher on-peak rates on weekdays between 10 a.m. and 6 p.m. This rate plan is often selected by people who are able to shift both their household electricity consumption and their electric vehicle charging to off-peak, evening, and overnight hours.

TOU-EV1 (Electric Vehicle Plan): On the Electric Vehicle rate plan, electricity used to charge an electric vehicle is billed through a separate meter at a different rate than electricity used by the rest of a customer's home. Lower rates apply during off-peak hours of 9 p.m. to noon. Rates change seasonally, and are higher in summer.

5. *Summarize the costs that were associated with meeting the LCFS requirements in the compliance reporting year.*

Because SCE does not yet have authority from the California Public Utilities Commission to sell LCFS credits or distribute the revenue, we do not have LCFS specific education costs. In addition, SCE incurred nominal costs for LCFS compliance including staff time for the tracking and reporting of LCFS credits in 2013. However, we are not tracking these costs at this time.

2013 Table (as of 12/31/2013¹)

<i>2013 Credits Generated (#)</i>	<i>Credits Sold (#)</i>	<i>Credits Banked (#)²</i>	<i>EVs operating in service territory (#)³</i>
█	█	█	17,330

¹ Credits Banked (from 2012) includes credits relating to fleet EVs, where SCE was deemed the regulated party for separately metered EVs under the 2010 adopted LCFS (until late 2012, when the Office of Administrative Law approved the December 2011 amendments to LCFS). These fleet EVs were separately metered under TOU rates EV-3 and EV-4.

² Includes LCFS credits from 2011 and 2012.

³ Estimated number of PEVs provided by CARB to SCE on January 28, 2014 for the purpose of reporting LCFS credits generated.

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Supplement to the Annual Compliance Report for Regulated Parties for Electricity
Reporting Under 95484(a)(6)(A) Residential Electric Vehicle Charging

Reporting Party	Compliance Year
San Diego Gas & Electric Company	2013

- 1. Were any credit proceeds received in the compliance reporting year? If so, what is the dollar amount of the proceeds?**

No credit proceeds were received by San Diego Gas & Electric Company during 2013.

- 2. For any credit proceeds received, itemize how those proceeds were used as direct benefits for current electric vehicle customers.**

No credit proceeds were received by San Diego Gas & Electric Company during 2013.

- 3. Itemize how the reporting party educated the public on the benefits of electric vehicle transportation (including environmental benefits and costs of EV charging as compared to gasoline).**

In 2013 SDG&E educated the public on the benefits of electric transportation through several means such as printed and digital/online collateral, website, web tools, call center, utility-hosted seminars and in various venues such as SDG&E's Energy Innovation Center, community events, in person meetings and training. Key messages included:

- Connect with SDG&E first when purchasing an electric vehicle
- Electric vehicle rates will help you pay the lowest price for fuel, when charging from midnight to 5am
- Driving an electric vehicle reduces your carbon footprint. Thank you for your role in protecting the environment.
- SDG&E supports the adoption of electric vehicles while ensuring safe and reliable service

Highlights and examples of public education on the benefits of electric vehicle transportation in 2013 include:

- Online electric vehicle rate campaign that drove electric vehicle rate sign-ups.
- Participated in community events to convey key messages on the benefits of electric vehicles and time-of-use rates to key stakeholders such as customers, trade associations, the media, policy makers, employers, car dealers and multi-family property managers, among others.
- Held workshops for multi-family property managers and employers interested in installing charging; fleet roundtable for customers wanting to electrify their fleets.
- SDG&E Annual Energy Showcase and electric vehicle show.
- Electric Vehicle Day targeted campaign to drive attendance by current electric vehicle owners and prospective electric vehicle owners. Also drove electric vehicle rate sign-ups and website traffic.

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4. Itemize the rate options that are offered by the reporting party that encourage off-peak charging and minimize impacts on the grid.

San Diego Gas & Electric Company offers two rate options for residential customers with electric vehicles:

- EV-TOU for separately metered electric vehicle charging, and
- EV-TOU-2 for electric vehicle charging combined with household load.

Both rates contain a super off-peak period (midnight to 5am), an off-peak period, and peak period. Pricing is lowest during the super-off peak period and highest during the peak period.

San Diego Gas & Electric Company also offers three temporary, experimental rates for separately metered electric vehicle load as part of a PEV Pricing and Technology Study: EPEV-X, EPEV-Y, and EPEV-Z. These rates contain a super off-peak period (midnight to 5am), an off-peak period, and peak period. Pricing is lowest during the super-off peak period and highest during the peak period. The rates differ only in the ratio of on-peak to off-peak prices. The experimental rates are available only to customers who agree to participate in the study. Customers who agreed to participate in the study were randomly assigned to one of the three rates for the duration of the study.

5. Summarize the costs that were associated with meeting the LCFS requirements in the compliance reporting year.

Pursuant to CPUC Decision 11-07-029, San Diego Gas & Electric Company's education and outreach efforts for electric vehicles encompass all customer segments, not just residential customers. SDG&E does not separately track LCFS-related expenses for residential customers, and many of SDG&E's efforts overlap customer segments. Additional costs SDG&E incurred for LCFS compliance include, but are not limited to, staff time for the tracking and reporting of LCFS credits in 2013. These incremental activities are currently absorbed by existing staff, but activity will increase as credits are sold and the proceeds returned to residential electric vehicle customers under the methodology to be determined by the CPUC. SDG&E does not track the time spent on tracking and reporting LCFS credits.

Credits ¹ Generated (#)	Credits Sold (#)	Credits ² Banked (#)	EVs operating in ³ service territory (#)
██████	█	██████	6,383

¹ Credits generated in 2013.

² Includes credits generated in 2011, 2012, and 2013.

³ Provided to SDG&E by the CA Air Resources Board on January 28, 2014 for the purpose of reporting residential electricity used as a transportation fuel that is not directly metered.

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Reporting Under 95484(a)(6)(A) Residential Electric Vehicle Charging

For Direct Metered Electricity Only

Reporting Party	Compliance Year
Sacramento Municipal Utility District (SMUD)	2013

1. Were any credit proceeds received in the compliance reporting year? If so, what is the dollar amount of the proceeds? No
2. For any credit proceeds received, itemize how those proceeds were used as direct benefits for current electric vehicle customers. N/A
3. Itemize how the reporting party educated the public on the benefits of electric vehicle transportation (including environmental benefits and costs of EV charging as compared to gasoline).
 - SMUD website information on charging, vehicles, and dedicated EV charging rates at smud.org/PEV
 - Met with area car dealers to educate staff on EVs and SMUD pricing plan options
 - Created an incentive program for buyers marketed through dealers.
 - Met with representatives from SacEV (Local Driver's Organization) on multiple occasions and hosted all of their regular membership meetings (6 total).
 - Conducted Outreach where PEV material was provided at the following events in 2013:
 - Fight for Air, April 6
 - Hewlett Packard Earth Day, April 25
 - VSP Take Charge & Drive, April 17
 - Department of Parks and Recreation Take Charge & Drive, April 18
 - CA Green Summit, April 19
 - Green Day at the Grove II, April 20
 - Solar Car Race, May 3
 - Folsom Home Show, May 4
 - Elk Grove Western Festival, May 3-5
 - Wounded Veteran Run, May 27

- Home Energy Efficiency Expo, June 1
- Pride Parade and Festival, June 15
- CA State Fair, July 10-17
- Folsom Powerhouse Electricity Fair, September 7
- CHP Wellness Fair September 10
- Career GPS, September 25-26
- National Plug-in Day, September 29
- Cleanstart Showcase, October 16
- International Auto Show, October 18-20

4. Itemize the rate options that are offered by the reporting party that encourage off-peak charging and minimize impacts on the grid.

Three rates/pricing plans were offered in 2013:

- RTEV (Residential Time-of-use Electric Vehicle)
 - Sub-metered Rate
 - Off-peak charging discount of 2.43¢ per kWh during the winter months (October 1 – May 31)
 - Off-peak charging discount of 2.71¢ per kWh during the summer months (June 1 – September 30)
 - Winter on-peak is weekdays 7am to 10pm and 5pm to 8pm
 - Summer on-peak is weekdays between 2pm and 8pm
- RPEV1 (Residential Pilot Electric Vehicle 1)
 - Whole House Pricing Plan
 - Winter Season
 - October 1 – May 31
 - On-peak is 4pm to 10pm daily, cost 13.0¢/kWh
 - Off-Peak is 10pm to 4pm daily, cost 7.4¢/kWh
 - Summer Season
 - June 1 – September 30
 - On-peak is 2pm to 4pm weekdays, cost 14.7¢/kWh
 - On-peak is 7pm to 10pm weekdays, cost 14.7¢/kWh
 - On-peak is 2pm to 10pm weekends and holidays, cost 14.7¢/kWh
 - Super On-peak is 4pm to 7pm non-holiday weekdays, cost 27.3¢/kWh
 - Off-Peak is 10pm to 2pm daily, cost 8.3¢/kWh
 - System Infrastructure Fixed Charge, \$10/month

- RPEV2 (Residential Pilot Electric Vehicle 2)
 - Sub-Metered Pricing Plan
 - Winter Season
 - October 1 – May 31
 - On-peak is 4pm to 10pm daily, cost 13¢/kWh
 - Off-Peak is 10pm to 4pm daily, cost 6¢/kWh
 - Summer Season
 - June 1 – September 30
 - On-peak is 2pm to 4pm daily, cost 30¢/kWh
 - On-peak is 7pm to midnight daily, cost 30¢/kWh
 - Super On-peak is 4pm to 7pm daily, cost 42.6¢/kWh
 - Off-Peak is midnight to 2pm daily, cost 6¢/kWh
 - Conservation Days
 - Max 12 events per summer
 - First 2 kW during Conservation Day On-Peak, no charge
 - All kW during Conservation Day On-Peak, cost \$3.50/kWh
 - Metering Service Charge \$3/month

5. Summarize the costs that were associated with meeting the LCFS requirements in the compliance reporting year.

LCFS compliance activities are not tracked separately at SMUD and are included in our general customer service activities. Separate costs associated with LCFS transactions have not occurred given that no credits have been sold to date.

Credits Generated (#)	Credits Sold (#)	Credits Banked (#)	EVs operating in service territory (#)
■	■	■	Approx. 900

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Reporting Under 95484(a)(6)(B) Public Electric Vehicle Charging

Reporting Party	Compliance Year
Tesla Motors	2013

1. Were any credit proceeds received in the compliance reporting year? If so, what is the dollar amount of the proceeds?

We did not sell any LCFS credits in 2013.

2. For any credit proceeds received, itemize how those proceeds were used as direct benefits for current electric vehicle customers.

N/A

3. Itemize how the reporting party educated the public on the benefits of electric vehicle transportation (including environmental benefits and costs of EV charging as compared to gasoline).

We educate the public on the benefits of EV transportation through a number of avenues, which include:

- **Tesla Stores**
- **Test Drive Events**
- **Website**
- **Participation in conferences**

4. Itemize the rate options that are offered by the reporting party that encourage off-peak charging and minimize impacts on the grid.

We have software in our vehicles that allows the customer to delay the start of charging until off-peak hours.

5. Summarize the costs that were associated with meeting the LCFS requirements in the compliance reporting year.

No costs were incurred outside of our normal course of business.

Credits Generated (#)	Credits Sold (#)	Credits Banked (#)	Operating EV Charging Stations (#)	EV Charging Incidents (#)
█	█	█	77	18,909

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Reporting Party	Compliance Year
LADWP	2013

1. *Were any credit proceeds received in the compliance reporting year? If so, what is the dollar amount of the proceeds?*

No credit proceeds were received by LADWP during 2013

2. *For any credit proceeds received, itemize how those proceeds were used as direct benefits for current electric vehicle customers.*

No credit proceeds were received by LADWP during 2013

3. *Itemize how the reporting party educated the public on the benefits of electric vehicle transportation (including environmental benefits and costs of EV charging as compared to gasoline).*

Throughout the calendar year 2013, the LADWP website (ladwp.com) provided existing and prospective residential EV customers with detailed information on LADWP's EV charger rebate program: "Charge Up L.A.!" – Home, Work, and on the Go", which was launched on August 1, 2013 to encourage the installation of EV charging stations at residential locations and commercial locations in support of the purchase and use of EVs. The program benefits the environment and helps EV users save on fuel and infrastructure costs. Residential customers that purchase or lease an EV receive a rebate of up to \$750 toward their out-of-pocket expenses for a Level 2 EV charger.

Customers who choose to install an optional dedicated time-of-use (TOU) meter will qualify for LADWP's EV discount of 2.5 cents per kilowatt-hour (kWh) off the base charging period, plus receive an additional \$250 credit on their LADWP bill. This dedicated service will add additional cost to the installation process but will yield lower electricity costs for base charging. Rebates are available on a first-come, first-served basis until funds are depleted, or June 30, 2015, whichever comes first.

For the period of May 1, 2011 through June 30, 2013 LADWP administered its first residential EV charger rebate program and provided over 900 rebates

totaling \$1.7 million. This original rebate program provided up to \$2,000 to residential customers for both the charger and installation. LADWP.com provides current and future EV customers with a wide range of information on the EV program and its benefits including the following:

[Residential EV Charger Rebate Program Fact Sheet](#)

[Residential EV Charger Rebate Program Frequently Asked Questions](#)

[EV Level 2 Charging and Meter Options](#)

[EV Level 2 Charger Installation Steps](#)

LADWP conducts outreach efforts to help create a positive experience for EV adopters by educating the public on TOU rates and the benefits of charging off-peak. The public education campaign is currently primarily executed online and the EV program is highlighted in several sections of the LADWP website.

Specifically, LADWP conducted the following public outreach and education activities in 2013 as it relates to residential charging customers:

- Maintained LADWP website and U-tube video on EV
- Provide press releases and other education and outreach materials regarding the new LADWP EV Rebate Program
- Public information documents regarding EV and participation in EV Collaborative
- Promotion of rebate and EV rate that encourages off peak charging
- Maintained a trained call center staff ready to answer EV related customer questions
- Supported customers with charger installations with dedicated EV Service Planners that assist customers in the field
- Participated in several community events including National Plug-in Day and the LA Auto Show

4. *Itemize the rate options that are offered by the reporting party that encourage off-peak charging and minimize impacts on the grid.*

LADWP offers two EV Rate Options for residential customers:

- **TOU Meter:** The TOU Rate uses a single meter for electric vehicle charging combined with household load. It has savings over the Standard Rate if most EV charging takes place after 8 pm during the summer months. Fall through spring kWh rate is lower than the tiered rate. This option qualifies for the rebate but not for the EV discount rate.

- **Separate TOU Meter:** On the Electric Vehicle rate plan, electricity used to charge an electric vehicle is billed through a separate meter at a different rate than electricity used by the rest of a customer's home. This option qualifies for the rebate and additionally customers will receive a \$250 LADWP credit. This option qualifies customers for 2.5 cents per kWh discount of the base period.

5. *Summarize the costs that were associated with meeting the LCFS requirements in the compliance reporting year.*

LADWP's EV public education and outreach program includes both residential and non-residential customers; expenses to LCFS are not tracked separately and many efforts overlap. Additional costs LADWP incurred for LCFS compliance include, but are not limited to, staff time for the tracking and reporting of LCFS credits. We expect LCFS compliance costs to increase as the credits are sold and the proceeds returned to EV customers.

2013 Table (updated 5/20/2014)

<i>2013 Credits Generated (#)</i>	<i>Credits Sold (#)</i>	<i>Credits Banked (#)</i>	<i>EVs operating in service territory (#)</i>
█	█	█	6,594