Low Carbon Fuel Standard
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
City of Palo Alto Utilities	2014

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

   Credits received have not been monetized yet.

2. For any credit proceeds received, itemize how those proceeds were used as direct benefits for current electric vehicle (EV) customers.
   Not applicable at this time

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

   a) Website: www.cityofpaloalto.org/electricvehicle
   b) Assisted the City government in its efforts to promote EVs in Palo Alto by sharing expertise and insight;
   c) Assisted in hosting public events related to EV http://www.chargeacrosstown.com/ev-week-2014/
   d) Analysis and Report on the value/benefit of electric appliances and EVs in Palo Alto – report of Feb 2014 and publicity of the results https://www.cityofpaloalto.org/civicax/filebank/documents/38922

4. Itemize the rate options that are offered by the reporting party that encourage off-peak charging and minimize impacts on the grid.
   following Table shows the time-of-use rate adjustments factors to regular rates, with off-peak discounts. See link below to view the complete rate sheets

C. TIME OF DAY ADJUSTMENT:

The following adjustment factors will be applied based on the time of day the energy is delivered and will be added to (or subtracted from) the Unbundled Rates calculated under the City's regular residential electric schedule (E-1).

Rates per kilowatt-hour (kWh)

	Total
Summer Period	
Peak	+ $0.0578
Mid-Peak	$0.0000
Off-Peak	- $0.0186
Winter Period	
Peak	$0.0035
Off-Peak	- $0.0129

http://www.cityofpaloalto.org/civicax/filebank/documents/32678

Palo Alto began offering time-of-use rate to residential customers on a pilot scale in January 2013 for two years; the rate was extended for another three years in 2015. Approximately 15 customers are on the rate at present and an additional 120 have signed up to receive the rate, and expect to be on the rate in 2015. No new sign-ups are being accepted at present due technical and internal resource constraints, but the program is expected to be offered to all residential customers by July 2016.

5. Summarize the costs that were associated with meeting the Low Carbon Fuel Standard (LCFS) requirements in the compliance reporting year.
Minimal, less than $2,000/yr.

The quarterly reporting takes less than 1 hour and is being done in-house. Following the LCFS regulations takes time. However, in 2015 as we begin selling the credits and using the funds for the benefit of customers, the overhead cost of doing so is likely to rise.

Credits Generated (#)	Credits Sold (#)	Credits Banked (#)	EVs operating in service territory (#)
[redacted]	[redacted]	[redacted]	Approx. 1,000

Low Carbon Fuel Standard
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Reporting Under 95484(a)(6)(B) Public Electric Vehicle Charging

Reporting Party	Compliance Year
EV Connect, Inc.	2014

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

   EV Connect, Inc *claimed* [redacted] *credits, but have not monetized these credits as yet.*

2. For any credit proceeds received, itemize how those proceeds were used as direct benefits for current Electric Vehicle (EV) customers.
   No proceeds have been received from the sale of credits.
3. Itemize how the reporting party educated the public on the benefits of EV transportation (including environmental benefits and costs of EV charging as compared to gasoline).
   EV Connect has a number of municipal and public/destination customers. We work with our customers to publicize the availability and economic and environmental benefits of driving 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.
   None of our locations provide incentives for off-peak charging currently. Integration with utilities (slated for CY2015) will add this capability to the charging network.
5. Summarize the costs that were associated with meeting the LCFS requirements in the compliance reporting year.
   Costs were negligible beyond the time and resource required to collect, aggregate and submit reports.
   Estimates of these costs are on the order of $500 which is only partially offset by the proceeds of credits claimed.

Credits Generated (#)	Credits Sold (#)	Credits Banked (#)	Operating EV Charging Stations (#)	EV Charging Incidents (#)
[redacted]	[redacted]	[redacted]	31	2550

Low Carbon Fuel Standard
Supplement to the Annual Compliance Report
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Reporting Under 95484(a)(6)(A) Residential Electric Vehicle Charging

Reporting Party	Compliance Year
Los Angeles Department of Water and Power	2014

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

   Los Angeles Department of Water and Power (LADWP) received [redacted] during 2014.

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

   The proceeds were used to provide electric vehicle charger rebates to LADWP customers under its existing rebate program described under number 3. The credit proceeds [redacted] provided [redacted] charger rebates in the amount of [redacted] each to LADWP customers.

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 2014, 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" was launched on August 1, 2013 and is regularly updated to provide LADWP customers information on the installation of EV charging stations at residential locations and commercial locations. The program benefits the environment and helps EV users save on fuel and infrastructure costs. Residential customers who 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 a special base period EV discount $250 bonus plus a discount of 2.5 cents per kilowatt-hour (kWh) off the base TOU rate. This dedicated meter 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. In calendar year 2014, 491 rebates totaling $459,285 were issued.

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 2014 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, Earth 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 if the credits are sold and the proceeds returned to EV customers.

2014 Table (updated 4/29/2015)

2014 Credits Generated (#)	***Credits Sold (#)***	***Credits Banked (#)***	***EVs operating in service territory (#)***
[redacted]	[redacted]	[redacted]	12,542

Low Carbon Fuel Standard
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Reporting Under 95484(a)(6)(A) Residential Electric Vehicle Charging

Reporting Party	Compliance Year
Pacific Gas & Electric Company	2014

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 2014.

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 2014.

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 (CPUC), PG&E utilized the following channels for educating the public on the benefits of electric vehicle transportation.

Pacific Gas & Electric Company's Electric Vehicle Website

(http://www.pge.com/electricvehicles)
The Pacific Gas & Electric Company's (PG&E) updated EV website provides an array of resources to help drivers navigate the process of researching, buying and owning an EV. In addition to providing information on the benefits of owning a plug-in electric vehicle, the website also provides information on charger installation and detailed rate advice. Also new in 2014, PG&E customers interested in enrolling in an EV rate were able to do so via the website.

Event Outreach to Electric Vehicle Customers

In 2014, PG&E participated in over 20 events across the service territory with a primary focus of increasing customer awareness and understanding of electric fuel through EV test drives. At each of these events, PG&E provided information

on its EV rates, the steps involved with installing a charging station and the environmental benefits of owning an EV. The events PG&E supported include key automotive and consumer events such as the San Francisco International Auto Show and National Plug in Day in Cupertino, San Rafael, Santa Cruz and Fresno.

In addition to supporting EV events, PG&E was also the key sponsor of the AltCar Northern California conference in Richmond and the 2014 Plug-in conference in San Jose. Both conferences provided a platform to exchange ideas and gather information needed to make key decisions related to plug-in hybrid and electric transportation. These conferences drew representatives from across the industry, including automotive manufacturers, component suppliers, electric utilities, government agencies, the environmental community and academia.

Piloting New Outreach Tools

In 2014, PG&E piloted online tools to provide information to prospective EV buyers. This pilot focused on understanding how web-based methods can be used to better inform consumers regarding the cost of owning EVs. As part of the pilot, PG&E created a prototype that provided a comparison of the total cost of ownership between an EV and a gasoline vehicle, a rate analysis, list of incentives to help car buyers evaluate the EV ownership and a mapping function identifying whether the range of the EV model selected meets the users daily travel needs. PG&E tested this prototype with prospective EV buyers and representatives of EV dealerships across PG&E's service territory.

Outreach to Rebate Applicants

In 2014, PG&E expanded its continuing partnership with the Center for Sustainable Energy to educate Clean Vehicle Rebate Project applicants of the benefits of EV rates by promoting PG&E's online EV rate enrollment to interested rebate applicants.

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

In 2014, two EV rate options were available to PG&E's EV 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 constrained 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 constrained and the cost is low ($0.10 per kWh).

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

In 2014, the costs associated with meeting the LCFS requirements were comprised of the time spent by individuals completing the LCFS reporting and participating in the LCFS regulatory proceedings at the Air Resources Board (ARB) and the CPUC. Additional costs associated with selling LCFS credits and returning LCFS credit proceeds to customers are anticipated in the future.

Credits	Credits	Credits	EVs operating in
[redacted]	[redacted]	[redacted]	47,599[1]

1 Estimated number of EVs in service territory through Q4 2014

Low Carbon Fuel Standard
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Reporting Under 95484(a)(6)(A) Residential Electric Vehicle Charging

Reporting Party	Compliance Year
San Diego Gas & Electric Company	2014

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 (SDG&E) during 2014.

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 SDG&E during 2014.

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 2014 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 2014 include:

   - Electric vehicle rate campaign to drive 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.
   - Hosted educational booths at several community environmental events such as earth day.

- Held workshops for multi-family property managers and employers interested in installing charging.
- Hosted and participated in ride and drive events at workplaces and community events.
- SDG&E Annual Energy Showcase included electric vehicle ride and drive and exhibition.
- National Electric Vehicle Day hosted San Diego's largest electric vehicle ride and drive with 700 attendees taking 650 test drives.
- San Diego Auto Show sponsored Electric Vehicle Day and participated in eco center display.

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

SDG&E 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.

In 2014 SDG&E also offered three temporary, experimental rates for separately metered electric vehicle load as part of a Plug-In Electric Vehicle (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. The experimental rates were closed effective December 31, 2014.

5. Summarize the costs that were associated with meeting the Low Carbon Fuels Standard requirements in the compliance reporting year.

Pursuant to CPUC Decision 11-07-029, SDG&E'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. SDG&E LCFS compliance

is currently absorbed by existing staff. When approved by the CPUC, SDG&E will implement its plan to sell LCFS credits and return the proceeds to residential electric vehicle customers. Incremental implementation cost will be offset by LCFS credit revenues.

Credits[1] Generated (#)	Credits Sold (#)	Credits[2] Banked (#)	EVs operating in[3] service territory (#)
[redacted]	[redacted]	[redacted]	11,945

[1] Credits generated in 2014.
[2] Includes credits generated in 2011, 2012, 2013, and 2014.
[3] Provided to SDG&E by the CA Air Resources Board on March 16, 2015 for the purpose of reporting residential electricity used as a transportation fuel that is not directly metered.

Low Carbon Fuel Standard
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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	2014

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).

    - Sacramento Municipal Utility District (SMUD) website information on charging, vehicles, and EV pricing plans 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 (chapter of the national nonprofit Electric Auto Association) on multiple occasions and hosted all of their regular membership meetings (6 total).
    - Conducted outreach where EV material was provided at the following events in 2014:
        - YBAMA, April 4
        - Home and Landscape Expo, January 24-26
        - SMUD EV Fast Charging Station Media Event, March 27
        - SMUD Home Energy Efficiency Expo, April 12
        - Fight for Air, April 12
        - Hewlett Packard Earth Day, April 23
        - Pet-A-Poooza, April 26
        - Elk Grove Western Festival, May 3-4
        - Amgen Tour of CA, May 10
        - Wounded Veteran Run, May 26
        - Pride Parade and Festival, June 16
        - Sacramento Sustainability Forum: Smart Fuels, July 14
        - CA State Fair, July 11-16
        - Capitol Air Show, September 6
        - Career GPS, September 24
        - National Drive Electric Week, September 14

- Rental Housing Expo, September 18
- Rio Linda School District, September 18
- International Auto Show, October 17-19
- Renewable Energy Markets Conference, December 2

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 2014:
   - 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 14.1¢/kWh
       - Off-Peak is 10pm to 4pm daily, cost 8.2¢/kWh
     - Summer Season
       - June 1 – September 30
       - On-peak is 2pm to 4pm weekdays, cost 12.7¢/kWh
       - On-peak is 7pm to 10pm weekdays, cost 12.7¢/kWh
       - On-peak is 2pm to 10pm weekends and holidays, cost 12.7¢/kWh
       - Super On-peak is 4pm to 7pm non-holiday weekdays, cost 23.5¢/kWh
       - Off-Peak is 10pm to 2pm daily, cost 8.2¢/kWh
     - System Infrastructure Fixed Charge, $16/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 28¢/kWh
       - On-peak is 7pm to midnight daily, cost 28¢/kWh
       - Super On-peak is 4pm to 7pm daily, cost 43¢/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

o 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 (#)
[redacted]	[redacted]	[redacted]	Approx. 1700

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Reporting Party	Compliance Year
Southern California Edison	2014

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 Southern California Edison (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 2014 that relate to residential charging customers:

- 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

- Maintained a customer information hotline (1-800-4EV-INFO) to help customers understand rate and charging options, and learn how and when to charge their electric vehicle for the most savings.

- Maintained an online advertisement campaign to expand awareness and drive traffic to the PEV website.

- Maintained an agreement between the California Center for Sustainable Energy and CalETC (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 Residential Time-of-Use Plan (TOU-D) offers "super low" rates every day from 10 p.m. to 8 a.m. that provides sufficient time to completely charge most Plug-in electric vehicles using standard outlets at Level 1 (120 Volts). Low off-peak rates are offered every day from 8 a.m. to 2 p.m. and 8 p.m. to 10 p.m. Higher on-peak rates are offered on weekdays only between 2 p.m. and 8 p.m.

   TOU-EV1 (Electric Vehicle Plan): On the Electric Vehicle Plan (TOU-EV-1) electricity used to charge your electric vehicle is billed through a separate meter at a different rate than electricity used by the rest of your 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 CPUC 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.

2014 Table (as of 12/31/2014[1])

2014 Credits Generated (#)	*Credits Sold (#)*	*Credits Banked (#)[2]*	*EVs operating in service territory (#)[3]*
[redacted]	[redacted]	[redacted]	34,299

[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 through 2014.

[3] Estimated number of PEVs provided by ARB to SCE on March 16, 2015 for the purpose of reporting
LCFS credits generated.

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

Reporting Party	Compliance Year
Tesla Motors	2014

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 Low Carbon Fuel Standard credits in 2014.

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 (#)
[redacted]	[redacted]	[redacted]	46	208,845