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BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Order Instituting Rulemaking to Continue the Development of Rates and Infrastructure for Vehicle Electrification.	Rulemaking 18-12-006

UPDATED D.20-12-019 ANNUAL STOCKTAKE REPORT BY PACIFIC GAS AND ELECTRIC COMPANY (U 39 E), SAN DIEGO GAS & ELECTRIC COMPANY (U 902 E), AND SOUTHERN CALIFORNIA EDISON COMPANY (U 338 E)

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Dated: March 17, 2023

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Order Instituting Rulemaking to Continue the Development of Rates and Infrastructure for Vehicle Electrification.	Rulemaking 18-12-006

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On March 15, 2023, pursuant to Ordering Paragraph 2 of Decision 20-12-029, *Decision Concerning Implementation of Senate Bill 676 and Vehicle-Grid Integration Strategies*, issued on December 21, 2020 ("Decision"), Pacific Gas and Electric Company (PG&E), San Diego Gas & Electric Company (SDG&E), and Southern California Edison Company (SCE)[1/] (collectively, the "IOUs") submitted a stocktake on actions outside of those ordered by the California Public Utilities Commission that will facilitate Vehicle Grid Integration strategies. PG&E was notified that the stocktake did not include two items from Clean Power Alliance. PG&E, on behalf of the IOUs, now submits an updated stocktake, which includes the items from Clean Power Alliance. The updated stocktake is attached as Appendix A.

Respectfully Submitted,

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On behalf of PACIFIC GAS AND ELECTRIC COMPANY, SAN DIEGO GAS & ELECTRIC COMPANY, AND SOUTHERN CALIFORNIA EDISON COMPANY

Dated: March 17, 2023

1/ Pursuant to California Public Utilities Commission (CPUC) Rule 1.8, SDG&E and SCE have authorized PG&E's attorney to sign and tender the document on its behalf.

Appendix A: D.20-12-029, OP 2 Stocktake

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
AEP Ohio	Active	PEV Tariff	Residential customers can choose whole home meter or separate meter for their EV. On-peak period is 6am-8pm all weekdays, Monday through Friday. Tariff is limited to the first 500 customers. Public charging L2 and DC Fast Charging Stations installed after June 1, 2021 served at secondary voltage. Must be separately metered with no other load sources. All charges will be in accordance with GS-TOU and the 10kW maximum demand limitation shall not apply. Tariff is limited to first 500 customers.	2021								Rate
AEP Ohio	No	NSR Electric Bus Program	This program provides incentives for the incremental difference between electric buses and diesel buses up to $250,000. Funds are also available for charging stations.	2021								Incentive
AEP Ohio	No	Commercial Electric Vehicle Charging Station Rebate Program	4 year program to install 75 DCFC and 300 Level 2 Charging Stations	2018								Rebate
Alabama Power Company	Yes	Energy Services	Behind-the-meter services for electric vehicle charging infrastructure	2016								Advisory
Alabama Power Company	Yes	Employee Electric Vehicle Incentive Program	Electric vehicle and level 2 charging rebate program for company employees	2022								Rebates
Alabama Power Company	Yes	Smart EV Rewards	Electric vehicle charging optimization and demand response program for residential customers	2022								Demand Response / Managed Charging
Alabama Power Company	Yes	Business Electric Vehicle Time of Use	Electric vehicle charging rate for commercial and industrial customers; must be separately metered	2006								Rate
Alabama Power Company	Yes	Plug-In Electric Vehicle Rate Rider	Whole house discount on kWh usage between 9:00 PM - 5:00 AM CST for residential customers with a plug-in electric vehicle	2012								Rate
Alabama Power Company	Yes	Electric Transportation Infrastructure Services	Turnkey electric transportation infrastructure services program offering strategy, design, procurement, implementation, and optimization support for federal electrification projects	2021								Advisory
Alliance Center	Pending	2021 Alliance Center Pilot (Denver, CO) - V2B Pilot	V2G going into operation in Denver, Colorado. The Alliance Center, whose mission is "to demonstrate sustainability in action and mobilize change agents to accelerate solutions," is installing a V2G system from Fermata Energy at their Denver offices. The Fermata Energy V2B System will work in conjunction with The Alliance Center's electric vehicle (EV) to utilize the energy stored in a Nissan LEAF battery to charge the building during peak demand times. See https://www.fermataenergy.com/news-press/the-alliance-center-and-fermata-energy-bring-v2b-to-downtown-denver See: https://cleantechnica.com/2021/01/09/downtown-denver-home-to-new-vehicle-to-building-v2b-technology-trial/			https://www.fermataenergy.com/news-press/the-alliance-center-and-fermata-energy-bring-v2b-to-downtown-denver						Technology demonstration
Ameren Illinois	Active	Electric Vehicle Charging Program	Supplemental line extension allowance + time based delivery service rate for less than 150 KW demand, and no off-peak demand provision for greater than 150 KW demand.	2021								Transit Facility
Ameren Illinois	Active	Electric Vehicle Charging Program	Supplemental line extension credit + rate limiter provision. Must be located along travel corridors in areas with available circuit capacity.	2021								Corridor Facility
Ameren Illinois	Active	Electric Vehicle Charging Program	Rate limiter provision.	2021								Non-Corridor Fast DC Charging Facility
Ameren Illinois	Active	Electric Vehicle Charging Program	Time based whole home delivery service rate.	2021								Residential
Ameren Illinois	Active	Electric Vehicle Charging Program	Supplemental line extension allowance + time based delivery service rate.	2021								MultiFamily Facility
Ameren Illinois	Active	Electric Vehicle Charging Program	Supplemental line extension allowance + time based delivery service rate for less than 150 KW demand, and no off-peak demand provision for greater than 150 KW demand.	2021								Education Facility
Ameren Missouri	Active	Charge Ahead - Electric Vehicles Charging Incentive Program	Incentives of up to 50% of total project cost to install charging equipment; $5,000 per L2 port, $20,000 per DCFC port	2020		https://www.ameren.com/missouri/business/electric-vehicles/incentives						Charging station installation incentives
Ameren Missouri	Active	Charge Ahead - Business Solutions	Incentives are for Class 1 Lift Trucks with capacity > 6,000 pounds; $2500 new purchase, $1250 if leased	2021		https://www.ameren.com/missouri/business/energy-solutions/incentives						High Capacity Lift Truck incentive
Ameren Missouri	Active	Charge Ahead - Business Solutions	Incentive is for an electrical port powered by electric grid for purpose of powering a tractor trailer or box truck refrigeration system; $1600/per port	2021		https://www.ameren.com/missouri/business/energy-solutions/incentives						eTRU connection port incentive
Ameren Missouri	Active	Fleet Advisory Service	Third party Fleet Electrification Study	2020		https://www.ameren.com/missouri/business/electric-vehicles						Fleet Analysis for benefit/cost
American Electric Power - Texas	Active	EV Information and Education	EV Information and Education	2020		https://www.aeptexas.com/clean-energy/electric-cars/						Advisory
AMPLY	Proposed at CEC	CEC GFO-20-304 with Fontana Unified School District	Received a Letter of Support from SCE for this program where AMPLY looking to supply EV charging for a fleet of school buses with local solar, battery, and V2G capabilities of the buses and EVSE.									Infrastructure
Appalachian Power Company	Pending	Residential Off-Peak charging tariff	Discounted rate for Off-Peak EV charging	2022								Rate
Appalachian Power Company	Active	Public Authority Time-of-Day Charging Tariff (Sub-metered Option)	Discounted rate for Off-Peak EV charging available to Public Authority customers as a sub-metered option for EV charging	2021		N/A						Rate
Appalachian Power Company	Active	Public Authority Time-of-Day Charging Tariff (Stand Alone Option)	Discounted rate for Off-Peak EV charging available to Public Authority customers for an electrical service dedicated to EV charging	2021		N/A						Rate
Appalachian Power Company	Pending		EPA NSR settlement funds for customers to offset the incremental cost of electric transit/school bus above cost of a new diesel bus	2020		Pending						Incentives
Appalachian Power Company	Active	Residential EV Charging Rebate Program	$100 rebate for the purchase of an Energy Star rated Level 2 EV charger	2022		TakeCharge VA | Efficient Products Program - Appliances						Rebate
Appalachian Power Company	Active	Residential Off-Peak charging tariff	Discounted rate for Off-Peak EV charging	2020		www.appalachianpower.com/chargeathome						Rate
Appalachian Power Company	Active	Electric Transit and School Bus Grants	EPA NSR settlement funds for customers to offset the incremental cost of electric transit/school bus above cost of a new diesel bus	2020								Incentives
Appalachian Power Company	Active	Commerical Time-of-Day Rate	General Service Time-of-Day rate can be used for a dedicated EV charging service to provide a discounted rate for Off-Peak charging	2018		https://www.appalachianpower.com/lib/docs/ratesandtariffs/Virginia/Tariff26-MASTER-Standard-January1-2022-SUT-clean.pdf						Rate
Appalachian Power Company	Active	Residential Whole House TOU Rate	Discounted rate for whole home Off-Peak charging	2018		https://www.appalachianpower.com/lib/docs/ratesandtariffs/Virginia/Tariff26-MASTER-Standard-January1-2022-SUT-clean.pdf						Rate
Appalachian Power Company	Pending	Electric Buses	Plan for electric buses in school and municipal systems	TBD		Pending						Rebate
Appalachian Power Company	No	Electric Transit and School Bus Grants	EPA NSR settlement funds for customers to offset the incremental cost of electric transit/school bus above cost of a new diesel bus	2020								Incentives
Appalachian Power Company	Active	Charge Forward Program	$250 rebate for purchase of ENERGY STAR Level 2 Charger; $250 rebate for contractor installed chargers	2021		TakeCharge WV | Charge Forward Program						Rebate
Atlantic City Electric		Residential EV Charging	Offer 50 percent rebates (up to $1,000) to cover the installation of Smart L2 EV charging equipment in homes and offer a new EV rate option for residential customers that encourages them to charge their vehicles during "off-peak" hours, helping make charging a vehicle at home even more affordable	2021		https://www.atlanticcityelectric.com/SmartEnergy/InnovationAndTechnology/Pages/Electric-Vehicle-Program.aspx						Rebates
Atlantic City Electric		Public Charging	Provide incentives to cover a portion of the installation costs for 1,100 privately owned/operated Smart Level 2 (L2) and direct current fast charging (DCFC) ports in locations available to the public 24/7	2021		https://www.atlanticcityelectric.com/SmartEnergy/InnovationAndTechnology/Pages/Electric-Vehicle-Program.aspx						Rebates
Atlantic City Electric		Multifamily Building EV Charger Rebates	Offer rebates to cover a portion of installation costs for 200 Smart L2 EV charging ports in multifamily buildings. At least 20% of the charging ports will be sited at buildings located in overburdened communities and will receive rebates covering 100% of installation costs	2021		https://www.atlanticcityelectric.com/SmartEnergy/InnovationAndTechnology/Pages/Electric-Vehicle-Program.aspx						Rebates
Atlantic City Electric		New EV Fast Charging Station Rate	New rate option for owners of public EV fast charging stations that will help attract private investment in fast chargers and support the continued expansion of charging infrastructure in South Jersey	2021		https://www.atlanticcityelectric.com/SmartEnergy/InnovationAndTechnology/Pages/Electric-Vehicle-Program.aspx						Rate
Atlantic City Electric		Workplace and Fleet EV Charger Rebates	Offer 50% rebates to cover a portion of installation costs for 450 Smart L2 EV charging ports for employee parking lots and company vehicle fleets at businesses across South Jersey	2021		https://www.atlanticcityelectric.com/SmartEnergy/InnovationAndTechnology/Pages/Electric-Vehicle-Program.aspx						Rebates
Avista Utilities	Active	Dealer Referral	Automotive dealers (salesperson) can receive a $250 incentive for referring a customer with a new/used EV sale to our EV Charging Program. Limited to 100 referrals or $25,000 per year	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_077.pdf						Incentive
Avista Utilities	Active	Fleet Consultation Services	Avista supports fleet electrification with information, tools and consulting services for commercial Customers in their consideration of fleet electrification, including vehicle and charging information, utility rates and load management options, total cost of ownership (TCO) comparisons, referrals, and available purchase incentives and tax rebates	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_077.pdf						Fleet Advisory
Avista Utilities	Active	Community & Low Income Programs	Avista supports programs and activities benefiting low-income Customers and communities with an aspirational goal of 30% of overall transportation electrification program funding. Programs and activities include but are not limited to the following: A. Provide EV and EVSE for community groups and service organizations through collaborative and competitive proposals. These may be utilized for a variety of tailored programs benefiting low-income, senior, and vulnerable populations, such as food deliveries and non-emergency medical transportation. B. Provide EVSE to communities including smaller rural towns with limited EVSE access, low-income MUDs, and to residential Customers receiving low-income bill assistance. C. Partner with local transit agencies and school districts to expand access to public electric transportation and reduce local air pollution in targeted areas.	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_077.pdf						Other
Avista Utilities	Active	Education & Outreach	Engaging in education and outreach across multiple channels and topics to raise positive awareness regarding electric transportation.	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_077.pdf						Education
Avista Utilities	Active	EV Charging Rate	EV Charging rate with on-peak and off-peak pricing, with no demand charges. Requires separately metered charging load. 2 rate schedules, one for small load and one for larger load customers	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_013.pdf https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_023.pdf						Rates
Avista Utilities	Active	EV Charging Program - Commercial	Avista assist with installation of a L2 charger, owned and maintained by us. We pay cost of the charger(s), direct installation costs, and 50% of the premise wiring costs up to $2,000 per port max. Must use Avista electricians. The number of chargers to be installed depends on several factors. We will assist with up to 12 public locations per year, these are selected by a committeed and evaluated based on multiple factors. Requires customers provide periodic feedback on charging and our programs and help us with load management by charging off-peak whenever possible	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_077.pdf https://www.myavista.com/energy-savings/electric-transportation/for-your-business						EVSE Ownership
Avista Utilities	Active	EV Charging Program - Residential	Avista assist with installation of a L2 charger, owned and maintained by us. We pay cost of the charger(s), direct installation costs, and 50% of the premise wiring costs up to $1,000. Must use Avista electricians. Customer must have an EV or confirmed delivery date. Requires customers provide periodic feedback on charging and our programs and help us with load management by charging off-peak whenever possible. We assist them with programming vehicle to charge off-peak at time of installation	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_077.pdf https://www.myavista.com/energy-savings/electric-transportation/for-your-home						EVSE Ownership
Avista Utilities	Active	EVSE Make-Ready	Under the Make-Ready programs, Avista may invest in charging infrastructure other than the EVSE up to $2,500 per commercial EVSE port installed, in addition to the service transformer or $20,000 per DCFC site, in addition to the service transformer. For DCFC make-ready, must include at least 1 CCS port and be publicly available.	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_077.pdf						Make-Ready
Avista Utilities	Active	Forklift Program	Avista will provide business with an "instant rebate" of $2,000.00 to buy a forklift with lead acid electric batteries, or a $3,000.00 incentive to buy one with lithium-ion batteries. The dealer will credits the sales receipt with these instant rebates, and handles all the rebate-processing paperwork. Avista reimburses the forklift dealer	2021		https://www.myavista.com/-/media/myavista/content-documents/our-rates-and-tariffs/wa/wa_077.pdf https://www.myavista.com/energy-savings/electric-transportation/for-your-business						Manufacturer Rebate
Baltimore Gas and Electric	Active	BGE-owned public chargers	500 BGE-owned public charging stations	2019		https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicles.aspx						EVSE Ownership
Baltimore Gas and Electric	Active	BGE-owned and operated multifamily chargers	40 BGE-owned and operated chargers installed on Multifamily property	2019		https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicles.aspx						EVSE Ownership
Baltimore Gas and Electric	Active	Commercial Demand Charge Credit	Commercial Demand Charge Credit	2019		https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicles.aspx						Rate
Baltimore Gas and Electric	Active	Multifamily Building EV Charger Rebates	Multifamily EVSE rebate for 50% of the cost of charger and installation up to $25,000 per site	2019		https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicles.aspx						Rebates
Baltimore Gas and Electric	Active	Residential EVSE Rebate	$300 Residential EVSE rebate	2019		https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicles.aspx						Rebates
Baltimore Gas and Electric	Active	Residential EV TOU Rate	Residential EV TOU rate	2019		https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicles.aspx						Rate
Bear Valley	Unknown	Decision 18-09-034 - EV TOU Rate	EV TOU Pilot Rate ($139,000) - Bear Valley will roll out a new EV-specific TOU rate that includes super-off-peak pricing midday, to be available to participants of its Destination Make-Ready Program and potentially other customers. Each customer will a receive a "bridge" meter installed to track EV-only electric usage. The pilot rate will be available until Bear Valley adopts a permanent EV TOU rate https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442459116	Dec-19	Dec-22	https://www.bvesinc.com/efficiency-environment/electric-vehicle-charging-pilot/bear-ready-residential	Bear Ready Residential is BVES residential EV charging pilot program was intended to encourage and accelerate easy access to residential home charging for Big Bear residents. Objective of this program was to gather data and test rates to adopt a permanent EV TOU rate.	$139,000	Balancing Account	Chargepoint	Tawny Re Tawny.re@bvesinc.com	Infrastructure
Bigelow Tea Corp	Active	2020 Bigelow Tea Corp Pilot (Louisville, KY) - V2B Pilot	Through a partnership with Fermata Energy, the specialty tea market leader is installing a bidirectional charger at their facility in Louisville, Kentucky to explore the ways in which electric vehicles (EVs) can reduce the company's energy costs and reduce their carbon footprint. https://www.fermataenergy.com/news-press/vehicle-to-building-v2b-pilot-installed-by-fermata-energy-at-bigelow-tea-louisville-facility			https://www.fermataenergy.com/news-press/vehicle-to-building-v2b-pilot-installed-by-fermata-energy-at-bigelow-tea-louisville-facility						Technology demonstration
California Air Resources Board	Active	Charging Station Rulemakings (Consumer Experience)	Charging station policy (consumer experience) is a broad topic that covers all the policy issues not related to vehicle-grid integration and LCFS, including building code mandates, American with Disabilities Act requirements, requirements on grant programs, consumer protection and notification requirements and consumer access and payment requirements. Currently in working groups https://ww2.arb.ca.gov/our-work/programs/electric-vehicle-supply-equipment-evse-standards			https://ww2.arb.ca.gov/our-work/programs/electric-vehicle-supply-equipment-evse-standards						Policy
California Air Resources Board	Active	Clean Mobility in Schools Pilot Project - Low Carbon Transportation Incentives FY 18/19	Three grants awarded to CA school districts to implement a variety of projects to turnover fleets to zero-emission technologies. Two grantees are implementing V2G elements in conjunction with charging infrastructure for battery electric school buses. https://ww2.arb.ca.gov/news/three-school-districts-awarded-combined-24-million-promote-zero-emission-vehicles-clean			https://ww2.arb.ca.gov/news/three-school-districts-awarded-combined-24-million-promote-zero-emission-vehicles-clean						Technology demonstration
California Air Resources Board	Active	Community Air Protection Funds	Funds from FY2017-18 and FY2018-19 State budget to achieve early action emission reductions in the communities most burdened by air pollution, especially identified disadvantaged communities. First-year funds will be used for cleaner vehicles, equipment and infrastructure through Carl Moyer and Proposition 1B projects. Second-year funds may be used for similar projects, charging infrastructure for heavy vehicles, projects that reduce air toxics from smaller stationary sources, and projects identified through AB 617 community emission reduction programs. Projects are selected by local air districts, with added priority for zero-emission vehicles, equipment and infrastructure. FY2017-18 funds available now from 16 air districts; FY2018-19 grants will go to air districts in Spring 2019. https://www.arb.ca.gov/msprog/cap/capfunds.htm			https://www.arb.ca.gov/msprog/cap/capfunds.htm						Infrastructure & Vehicle Procurement
California Air Resources Board	Active	Low Carbon Fuel Standard (LCFS)	Under the AB 32 Scoping Plan, the Board identified the Low Carbon Fuel Standard (LCFS) as one of the nine discrete early action measures to reduce California's greenhouse gas emissions that cause climate change. The LCFS is a key part of a comprehensive set of programs in California to cut greenhouse gas (GHG) emissions and other smog-forming and toxic air pollutants by improving vehicle technology, reducing fuel consumption, and increasing transportation mobility options. The LCFS is designed to decrease the carbon intensity of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives, which reduce petroleum dependency and achieve air quality benefits. CARB has been routinely working with other jurisdictions, and over time, these LCFS programs will build an integrated West Coast market for low-carbon fuels that will create greater market pull, increased confidence for investors of low carbon alternative fuels, and synergistic implementation and enforcement programs. https://www.arb.ca.gov/fuels/lcfs/lcfs.htm			https://www.arb.ca.gov/fuels/lcfs/lcfs.htm						Policy
California Air Resources Board	Active	Low Carbon Transport (LCT) Investments and Air Quality Improvement Program (AQIP) Funding Plans	Each fiscal year, CARB must submit a proposed Funding Plan to the Board for approval. The Funding Plan serves as the blueprint for expanding the Clean Transportation Incentives funds appropriated to CARB in the State budget. The plan establishes CARB's priorities for the funding cycle, describes the projects CARB intends to fund, and sets funding targets for each project. The Funding Plan is paired with regulatory guidelines to direct CARB's implementation of the programs. The Funding Plan will be updated each year and include the funding proposals and implementation details specific to each fiscal year. Currently in workshops; 2019-2020 draft pending. https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1			https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1						Policy
California Building Standards Commission	Active	California Building Standards Code, California Green Building Standards Code (CALGreen)	Entering intervening code cycle for 2019, where changes are expected, and potentially some proposals to increase EV capability. https://www.dgs.ca.gov/bsc			https://www.dgs.ca.gov/bsc						Standards
California Department of Food and Agriculture, Division of Measurement Standards	Active	Measurement Standards Regulations	The Division of Measurement Standards follows the rulemaking procedures in the Administrative Procedure Act (Government Code section 11340 et seq.) and regulations adopted by the Office of Administrative Law (OAL). While not in scope now, VGI operation/certification could become part of this effort. https://www.cdfa.ca.gov/dms/regulations.html			https://www.cdfa.ca.gov/dms/regulations.html						Standards

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
California Energy Commission	Active	Alternative and Renewable Fuel and Vehicle Technology Program Proceedings (ARFVTP)	Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the California Energy Commission's Clean Transportation Program, also known as the Alternative and Renewable Fuel and Vehicle Technology Program. The statute, subsequently amended by Assembly Bill 109 (Núñez, Chapter 313, Statutes of 2008), and Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013) authorizes the Energy Commission to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. The Energy Commission has an annual program budget of approximately $100 million to support projects. The statute allows the Energy Commission to use grants, loans, loan guarantees, revolving loans, and other appropriate measures. Eligible recipients include: public agencies, private businesses, public-private partnerships, vehicle and technology consortia, workforce training partnerships and collaborative, fleet owners, consumers, recreational boaters, and academic institutions. The Energy Commission must prepare and adopt an Investment Plan and convene an Advisory Committee to assist in preparing the Investment Plan. https://www.energy.ca.gov/altfuels/			https://www.energy.ca.gov/altfuels/						Infrastructure / Vehicle Procurement
California Energy Commission	Active	Rulemaking 19-10-005 - Renewing the EPIC Investment Charge, building on Rulemaking 11-12-003 - Establishing the EPIC Investment Charge	EPC-16-054, "Open Vehicle to Building/Microgrid Integration Enabling ZNE and Improved Distribution Grid Services" EPRI. Funds development and testing of a residential bi-directional charger, smart inverter for PV and storage integration, and residential energy management system. Testing in Rhombus lab in San Diego, not connecting to utility distribution system. http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31376&tks=637466455016870525			http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31376&tks=637466455016870525						R&D
California Energy Commission	Active	Rulemaking 19-10-005 - Renewing the EPIC Investment Charge, building on Rulemaking 11-12-003 - Establishing the EPIC Investment Charge	EPC-16-055, "Improving Commercial Viability of Fast Charging by Providing Renewable Integration and Grid Services with Integrated Multiple DC Fast Chargers", Greenlots. Funds demonstration of networked site energy controller with stationary energy storage and four DCFC to manage demand peak. http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31377&tks=637466456099683634			http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31370&tks=637466456571424025						R&D
California Energy Commission	Active	Rulemaking 19-10-005 - Renewing the EPIC Investment Charge, building on Rulemaking 11-12-003 - Establishing the EPIC Investment Charge	EPC-16-058, "Advanced Transit Bus VGI Project", Prospect Silicon Valley. Funds demonstration of managed charging technologies (ChargePoint) for Santa Clara Valley Transit Authority, with application primarily bill management through TOU optimization and limiting peak demand. http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31370&tks=637466456571424025			http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31370&tks=637466456571424025						R&D
California Energy Commission	Active	Rulemaking 19-10-005 - Renewing the EPIC Investment Charge, building on Rulemaking 11-12-003 - Establishing the EPIC Investment Charge	EPC-16-061, "Intelligent Electric Vehicle Integration (INVENT)", Nuvve. Funds managed charging and bi-directional charging for buildings on UCSD microgrid for bill/demand management and participation in DRAM along with other DERs on microgrid. http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31374&tks=637466457084842661			http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31374&tks=637466457084842661						R&D
California Energy Commission	Active	Rulemaking 19-10-005 - Renewing the EPIC Investment Charge, building on Rulemaking 11-12-003 - Establishing the EPIC Investment Charge	EPC-16-065, "California E-Bus to Grid Integration Project", Zero Net Energy Alliance. Funds attempt to manage charging for new BYD buses at Antelope Valley Transit Authority but only modeled results. Application primarily focused on customer bill management through TOU optimization and demand reduction. Collected significant data on in-use energy consumption for e-transit buses and role of driver training in increasing efficiency. http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31375&tks=637466457822892771			http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31375&tks=637466457822892771						R&D
California Energy Commission	Active	Rulemaking 19-10-005 - Renewing the EPIC Investment Charge, building on Rulemaking 11-12-003 - Establishing the EPIC Investment Charge	EPC-17-020, "Demonstration of Vehicle-Grid Integration Under Non-Residential Scenarios", SLAC. Funds demonstrations of managed charging (Powerflex) for Stanford campus transit buses to manage transformer load as deploy more e-buses, and workplace charging at google and SLAC. http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31373&tks=637466457398495379			http://innovation.energy.ca.gov/SearchResultProject.aspx?p=31373&tks=637466457398495379						R&D
California Energy Commission	Active	SB 49 Effort	CEC's response to fulfilling Senate Bill 49 (SB-49 Energy: appliance standards and State Water Project assessment, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB49) requirements. While mostly concentrating on smart appliances and whilte goods, this effort also bundles in smart EVSEs with network working for managing electric vehicle charging load.			https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB49						Policy
California Energy Commission	Active	Vehicle-Grid Integration Roadmap	The California Energy Commission is leading efforts to update the state's roadmap to integrate electric vehicle charging needs with the needs of the electrical grid. The Energy Commission's partners in this effort include the California Independent System Operator (ISO), California Public Utilities Commission (CPUC), California Air Resources Board (CARB), and other stakeholders. In 2012, Governor Edmund G. Brown issued Executive Order B-16-2012, setting a target of getting 1.5 million zero-emission vehicles (ZEVs) on California roads by 2025. To help achieve this goal, an inter-agency working group on ZEVs developed the 2012 ZEV Action Plan, which identified activities to advance California's ZEV goals—including the development of the 2014 California Vehicle-Grid Integration (VGI) Roadmap. The California ISO, in coordination with the Governor's Office, the Energy Commission, and the CPUC developed the 2014 VGI Roadmap. Per Comments submitted by the City of Long Beach on August 5, 2019, this program also funds zero-emission infrastructure, including both electrical and hydrogen infrastructure. https://www.energy.ca.gov/transportation/vehicle-grid-integration/			https://www.energy.ca.gov/transportation/vehicle-grid-integration/						Policy
California Energy Commission	Completed	Distribution System Constrained Vehicle-to -Grid Services for Improved Grid Stability and Reliability CEC-500-2019-027	Research on the design, development, integration, and demonstration (including the valuation aspects) of plug-in electric vehicles capable of providing vehicle-to-grid services using open standards-based communication and control protocols. This project is the first ever end-to-end system implementation, demonstration, and application of the Society of Automotive Engineers standards suite addressing distribution and localized integration of vehicle-to-grid capable vehicles.			https://www.energy.ca.gov/sites/default/files/2021-06/CEC-500-2019-027.pdf						Technology demonstration
California Energy Commission	Unknown	Integrated Energy Policy Report (2019 IEPR)	The 2019 IEPR proceeding will focus on reducing emissions in the transportation sector while ensuring equitable benefits for low-income and disadvantaged communities. The 2019 IEPR will address: Advancement of the zero-emission vehicle market and infrastructure, the status of implementing the recommendations developed in Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents, Developments in the electricity sector, including those needed to support California's 2030 goals for GHG reductions, zero-emission vehicles, and a 60 percent Renewables Portfolio Standard.			https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report						Policy
California Trucking Association, Ceres, Navigant	Completed	The Road to Fleet Electrification	Eight ways utilities, regulators, and policymakers can enable fleet operators to electrify commercial transportation and reduce carbon emissions (CEC Docket Number 20-IEPR-02)			ceres.org/sites/default/files/reports/2020-05/The%20Road%20to%20Fleet%20Electrification.pdf						R&D
Canadian Government / Volta	Active	Natural Resources Canada's Zero Emission Vehicle Awareness Initiative (ZEVAI)	(ZEVAI) supports projects that aim to increase awareness, knowledge and public confidence in ZEVs and public charging and refueling infrastructure. ZEVAI helps fund outreach, education and capacity-building activities, ultimately enabling greater adoption of ZEVs by Canadians in all regions of the country, including the North, Prairie Provinces, Atlantic Canada and on a national scale.	Apr-21	Projects ongoing; submission winddown closed	Zero Emission Vehicle Awareness Initiative - Successful Applicants (nrcan.gc.ca)						
Central Hudson Gas and Electric Corporation		EV Make-Ready Program	Make-ready infrastructure incentives to support 3200 L2 and 69 DCFC.	2020	through end of 2025	https://www.cenhud.com/my-energy/electric-vehicles/EV-make-ready-program/						Make-ready incentives
Central Hudson Gas and Electric Corporation		DCFC Per Plug Incentive	New, publicly accessible DCFC greater than 50 kW for electric vehicles are eligible for a fixed annual incentive from Central Hudson. If a station is composed of more than one plug, each plug which can simultaneously dispense power with other plug is eligible to earn an incentive. The incentive declines over time and is payable annually.	2019	through end of 2025	https://www.cenhud.com/my-energy/electric-vehicles/dc-fast-charging-stations/						Charger Incentive
Central Maine Power		L2 Make-Ready Pilot	Up to $4k incentive per plug toward customer side and utility side make-ready cost	2020								Make-Ready
Central Maine Power	Active	DC Fast Charging Rate Pilot	Two part rate with transmission charge based on monthly coincident peak demand and distribtion charge based on monthly non-coincident peak demand	2020		https://www.cmpco.com/wps/portal/cmp/account/understandyourbill/pricing/!ut/p/z1/jVHPT4MwFP5bPHCU97ComzeybBACGqMo9rKUrSs1XUtKGdG_3iaeSObk3d7L9yvfAwo1UM1OUjAnjWbK7x_0bkuicp3FK3xclPESn2NSVGn6hpslgfcp4OklJx4Qr1-zKCVRfg90Dh__mATn8S8A6GX5_D8D38CNLVelANox115LfTBQD3rPbe-Y3n-ZwTZS-ao6K3dSCx-JTkXPIDIjIlCm-f1Aohuy8P6WH7jlNhysP7fOdf1DgAGO4xgKY4Ti4c4cAzxHaU3voJ4ioTtWVf1dZPh5q05FcvUDxYfsUg!!/?1dmy&current=true&urile=wcm%3apath%3a%2Fcmpagr_account%2Faccount%2Fnc_understandyourbill%2Fpricing%2Fb-dcfc.pdf						Rate
City of Boulder	Active	2020 City of Boulder Pilot (Boulder, CO) - V2B Pilot	In the pilot, Boulder will connect one of its electric fleet vehicles to the V2B charging system, which also connects to the recreation center's electricity system. Fermata Energy will continuously monitor the recreation center's electrical loads. The city will have access to this information and data will be shared via the project website at www.bouldercolorado.gov/evinnovation. https://bouldercolorado.gov/newsroom/boulder-to-explore-how-electric-vehicles-can-reduce-building-energy-costs			https://bouldercolorado.gov/newsroom/boulder-to-explore-how-electric-vehicles-can-reduce-building-energy-costs 2						Technology demonstration
City of Nottingham	Completed	Trial new electric vehicle (EV) infrastructure, including battery storage and bi-directional chargers	Nottingham is one of four European cities that have been selected as pilot sites for CleanMobilEnergy – a project backed by € 4.29m of EU funding which will utilize various clean energy systems and V2G technologies to support regional EV rollouts. The Council has purchased 40 new EVs to trial a V2G concept at its East croft Depot site – a waste transfer facility – through an innovative energy management system. The project combines three main elements: solar panels at the Eastcroft Depot to generate electricity, a large battery to store energy until required, and a fleet of EVs for additional storage and operational purposes. The project is also supporting a similar V2G pilot in London, along with pilots in Arnhem in the Netherlands and Schwäbisch Gmünd in Germany.	2019		https://www.ev-elocity.com/news/partner-introduction-nottingham-city-council/					Laura Chippendale - laura.chippendale@nottinghamcity.gov.uk	Technology demonstration
Clean Energy Alliance	Active	EV rates	Various EV rates			https://thecleanenergyalliance.org/billing-rates/						Rates
Clean Power Alliance	Active	Power Response	The CPA Power Response Program currently offers demand response options for electric vehicle (EV) chargers. Under this device option, customers with ChargePoint EV chargers receive incentives for allowing direct load control of their chargers during demand response events. Demand response events are called based on market prices, which reflect system conditions such as capacity scarcity, localized constraints, and other system conditions. Once a customer is enrolled in the program, they will receive a notification of the demand response event when electricity demand is high and their EV charger will be automatically controlled to lower their loads. Residential customers receive a $100 e-gift card for enrolling and a $25 e-gift card each October for participating in our Power Response Smart Home program. Business and public sector customers participating in our Power Response Commercial Leaders program receive up to $80 per kW each year for power reduced during Commercial Energy Saving Events. This includes both direct load control of ChargePoint EV chargers and behavioral demand response options for manufacturers that our program implementer is not able to connect to.	1/2022	12/2023 (option to renew)	https://cleanpoweralliance.org/smarthome/ https://cleanpoweralliance.org/commercialleaders/						Technology demonstration
Clean Power Alliance	Active	CALeVIP (SCCIP and SCIPL2)	CPA's role in the California Electric Vehicle Infrastructure Project (CALeVIP), South-Central Coast Incentive Project (SCCIP) will include supporting the installation of Level 2 electric vehicle chargers in Ventura County. Rebate levels range from $3,500-6,000 for Level 2 connectors if located in a Low Income (LIC) or Disadvantaged Community (DAC). CPA's $533,000 of CALeVIP funding in Ventura County is expected to result in approximately 89 Level 2 connectors. CPA has also provided $1,000,000 in level 2 rebates to the Southern California Incentive Project (SCIPL2) in Los Angeles County. This funding is expected to result in approximately 167 Level 2 connectors.	SCCIP Start: 8/2021 SCIPL2 Start 4/2022	SCCIP End: 12/2024 SCIPL2 End: 12/2024	https://calevip.org/incentive-project/south-central-coast https://calevip.org/incentive-project/southern-california-level-2						Infrastructure
Con Edison		Power-Ready Make-Ready Program	The program incentivizes all infrastructure from the grid to the EVSE, but not inclusive of the EVSE.	2020	through end of 2025	https://www.coned.com/en/our-energy-future/technology-innovation/electric-vehicles/power-ready-program						Infrastructure incentives
Con Edison	Active	SmartCharge New York	Rewards EV owners with off-the-bill cash rewards for charging during off-peak hours and avoiding charging during peak hours. Uses the vehicles onboard telematics or a connected charging station to collect charging data. Rewards are paid based on this charging data.	2017		www.coned.com/smartcharge						N/A - No categories apply
Con Edison	Active	EV Time of Use (TOU) Rate	Whole house TOU rate with one-year price guarantee and an EV-Only Rate.	2014		www.coned.com/evrates						Rate
Consumers Energy	Active	PowerMIDrive	100 DCFC rebates of $70K for 150 kW and greater, and make ready assistance+J151. 90 L2 rebates of $5,000 for overnight charging at locations like hotels. 10 L2 rebates of $7,500 for MDU overnight charging.	2022		PowerMIDrive.com						Make Ready, Rebates
Consumers Energy	Active	PowerMIFleet	Funding for approximately 50 fleet electrification assessments, and up to 10 Level 2 rebates, and make ready per customer that electrifies their fleet.	2021		PowerMIFleet.com						Advisory, Make-Ready, Rebates
Danville Utilities	Completed	V2G Test	Fermata conducted this demonstration project in partnership with Danville Utilities to allow Fermata Energy to test its system in preparation for securing UL Certification (UL 9741) the Standard for Bidirectional Electric Vehicle (EV) Charging System Equipment. https://www.fermataenergy.com/news-press/proven-results-and-cost-savings-with-v2g-technology			https://www.fermataenergy.com/news-press/proven-results-and-cost-savings-with-v2g-technology						R&D
Delmarva Power	Yes	Public Corridor Chargers - DE	Delmarva Power and Light has received approval from the Delaware Public Service Commission to install 2 DCFC and 2 Level 2 utility owned and operated charging stations (program costs ~$0.60M) along major roadways and communities in Delmarva's service territory based primarily upon expected use	2019		https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramDE.aspx						EVSE Ownership
Delmarva Power	Yes	Plug-in vehicle rate plan	Eligible Delmarva Power residential customers in Delaware can receive a special time of use rate specific to EV charging. The remainder of your home stays on your residential electric rate. This new rate provides the benefit of reduced electric bills for customers who charge their vehicle during off-peak hours (mornings, nights and weekends).	2019		https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicles/DE/ElectricVehicleProgram.aspx						Rate
Delmarva Power	Active	Residential discounted EV charger and installation	discounted EV charger and installation for 137 SOS residential applicants	2019		https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rebates
Delmarva Power	Active	Residential L2 Charger Rebate	1,000 rebates of $300 for customers with an eligible L2 EV smart charger	2019		https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rebates
Delmarva Power	Active	Residential Whole House TOU Rate	unlimited Whole House EV TOU rate	2019		https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rate
Delmarva Power	Active	Utility-owned public charging	350 installations of utility owned, publicly available L2 smart chargers and DCFCs sited at county and municipal public locations across the service territory	2019		https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						EVSE Ownership
Delmarva Power	Active	Commercial Demand Charge Credit	a multifamily, fleet, and workplace demand charge credit on qualifying customer owned L2 or DCFC EV chargers	2019		https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rate
Delmarva Power	Active	Commercial L2 smart charger discount	discounted L2 smart charger and one time free installation per site for 250 multifamily applicants with a voluntary green rider adder	2019		https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rebates
Desert Community Energy	Active	Decision 18-09-034 - Customer Online Resource Project	Desert Community Energy (DCE) will add information and links to its existing website related to electric vehicles and the benefits of owning them. DCE staff has already been in contact with the Center for Sustainable Energy to coordinate outreach efforts for the Clean Vehicle Rebate Program throughout the Coachella Valley. Currently, DCE is evaluating programs to implement, including EV rebates, EV incentives and EV charging station infrastructure. DCE will continue to coordinate with sustainable energy and transportation entities to promote environmental and financial benefits of electric vehicles.			https://www.cpuc.ca.gov/-/media/cpuc-website/files/legacyfiles/s/6442459116-summary-of-te-decision-18-09-034-sept-27-2018.pdf						Infrastructure
Dominion Energy Virginia	Active	Fleet Program	Program provides a turnkey solution for non-residential customers seeking to electrify their fleets by installing, owning and maintaining the necessary charging infrastructure. Dominion Energy will provide advisory services to assist the customer with vehicle procurement, charging equipment procurement and site selection. The company will also pay 50% of EV supply infrastructure costs. The customer will have the option of paying for any costs associated with this EVSE installation in monthly installments.	2022		https://www.dominionenergy.com/ev						Advisory, EVSE Ownership, Project Cost
Dominion Energy Virginia	Active	Residential	Residential Charging Program provides a solution for residential customers seeking to install a Level 2 charging station in their home	2022		https://www.dominionenergy.com/ev						Charger Installation
Dominion Energy Virginia	No	Electric School Bus Program	This program allows school districts to purchase electric buses at the same price as diesel models. 50 buses have been deployed across Virginia, and we continue to explore ways to expand the program. This initiative will utilize V2G technology to benefit our environment, our communities, and our schools.	2020		https://www.dominionenergy.com/electricschoolbus						EVSE and Bus Battery V2G Program

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Dominion Energy Virginia	Active	Level 2 Program	Program provides a charging solution for non-residential customers seeking to operate Level 2 charging stations on their site by installing, owning and maintaining the necessary charging infrastructure. As part of this program Dominion Energy will pay 50% of EV supply infrastructure costs. The customer will have the option of paying any costs associated with this EVSE installation through monthly installments. the first 10 eligible customers located in a low-income community or community of color, 100% of any utility infrastructure costs over the current line extension policy, 100% of EV supply infrastructure costs; 100% of EVSE costs.	2022		https://www.dominionenergy.com/ev						Project Costs, EVSE Ownership, Low Income
DTE Energy	Active	Charging Forward eFleets	Charging Forward eFleets (eFleets) started in 2021, and was approved for $13.4M. eFleets looks to educate business customers on benefits of electric fleets. Program is targeting a 600+ Make-ready installations for Level 2, and ~100 DCFCs, to support electrification of all vehicle classes of fleets. Advisory services team is setup to support fleet owners and operators with operational assessment, data analysis and recommendations for electrification balancing benefits and cost-effectiveness.	2021		https://newlook.dteenergy.com/wps/wcm/connect/dte-web/home/service-request/business/electric/electric-vehicles/pev-biz-fleet						Make-Ready, EV Charger Rebates, Advisory
DTE Energy	Active	Charging Forward Expansion	The Charging Forward Expansion, started in 2022 with over $18M in funding, expanded funding for the Charging Forward programs described in the Charging Forward line above, and added new pilots to DTE's EV programs: 1) Home Charger Installation, a program to install a charger at a residential customer's home and finance the installation and charger costs on the customer's monthly bill; 2) Business Charger Installation, a program to install a charger at a site host's property, in which DTE will own all equipment leading up to the charger, and recover the cost of the charger on the customer's monthly bill (after applying a Make-Ready Rebate), note that this program is only available for customers located in either disadvantaged communities, rural areas, affordable multi-unit dwellings, or municipality-owned parking spaces; 3) Charging Hubs, a program to install up to two charging depots of multiple high-powered DCFCs with spacing designed for medium- and heavy-duty EV use; 4) eFleet Battery Support, a program where DTE will cover the cost of electric bus batteries for transit agencies buying an electric bus, and DTE will recover the cost of that battery purchase on the transit agency's monthly bill; 5) Income-Eligible EV Rebates, a program in which DTE will provide income-eligible (up to 400% of the federal poverty threshold) residential customers $1,500 after the purchase or lease of an EV; and 6) Emerging Tech Fund, a $900k fund that DTE can use to test new EV technologies.	2022		https://www.newlook.dteenergy.com/wps/wcm/connect/dte-web/home/service-request/residential/electric/pev/pev-res-charge-frwd https://newlook.dteenergy.com/wps/wcm/connect/dte-web/home/service-request/business/electric/electric-vehicles/pev-biz-charge-frwd						Make-Ready, EV Rebates, EV Charger Rebates, EV Charger Installations, Battery Financing, Technology Pilot Fund, Utility-Owned Chargers
DTE Energy	Active	Charging Forward	Charging Forward, started in 2019 and was originally approved for ~$13M with three primary components: 1) Education & Outreach 2) Residential rebates for enrollment in a TOU rate and installation of Level 2 charger ($500) 3) Make-ready rebates for workplaces, MUD, and public places to install qualified L2 (1,250 ports) or DCFCs (140).	2019		https://www.newlook.dteenergy.com/wps/wcm/connect/dte-web/home/service-request/residential/electric/pev/pev-res-charge-frwd https://newlook.dteenergy.com/wps/wcm/connect/dte-web/home/service-request/business/electric/electric-vehicles/pev-biz-charge-frwd						Make-Ready, EV Charger Rebates
Duke Energy Carolinas	Active	Park & Plug	Installation of utility owned & operated EVSE on customer premise; typically served by DE; used by general public for EV charging	Active								EVSE
Duke Energy Carolinas	Active	Make Ready Credit Tariff	Provides a one-time credit to residential & non-residential customers for preparing their location for electric vehicles - defraying installation costs of EV chargers. Addressing customers' needs behind the meter to retrofit infrastructure in a safe, reliable & structured manner to assist with EV adoption.	Active		https://www.duke-energy.com/business/products/ev-complete/charger-rebate						Make-Ready
Duke Energy Carolinas	Pending	EVSE Tariff (Electric Vehicle Service Equipment)	EV charger rental program that provides customers, residential and non-residential, with the ability to select a charger to be installed for a flat amount each month. Included in the monthly amount is the charger, installation and maintenance/warranty. L2, DCFC, and mounting options available.	2023		https://www.duke-energy.com/home/products/ev-complete/charger-solution						N/A - No categories apply
Duke Energy Carolinas	Active	Work place Charging	Installation of EV infrastructure at Duke Energy facilities for us by employees during business hours.	Active								Benefit
Duke Energy Carolinas	Pending	EV Subscription	200 pilot customers will participate in an "all you can charge" program for $19.99/month (DEC). Customers will be recruited by OEMs.	2023								Rate
Duke Energy Carolinas	Active	EV School Bus	Funding of $200-225k for procurement of EV school bus and associated bi-directional (V2G) charging hardware/software. DE procures and installs hardware as utility capital asset behind customer meter	Active								EVSE
Duke Energy Carolinas	Active	DE Fleet Electrification	To convert 100% of Duke Energy's light-duty vehicles to electric and 50% of its combined fleet of medium-duty, heavy-duty and off-road vehicles to EVs, plug-in hybrids or other zero-carbon alternatives.	Active								EVSE
Duke Energy Carolinas	Active	Work place Charging	Installation of EV infrastructure at Duke Energy facilities for us by employees during business hours.	Active								Benefit
Duke Energy Carolinas	Active	Park & Plug	Installation of utility owned & operated EVSE on customer premise; typically served by DE; used by general public for EV charging	Active								EVSE
Duke Energy Carolinas	Pending	Make Ready Credit Tariff	Provides a one-time credit to residential & non-residential customers for preparing their location for electric vehicles - defraying installation costs of EV chargers. Addressing customers' needs behind the meter to retrofit infrastructure in a safe, reliable & structured manner to assist with EV adoption.	2023		https://www.duke-energy.com/business/products/ev-complete/charger-rebate						Make-Ready
Duke Energy Carolinas	Active	EV Off Peak Credit	Provides a bill credit for customers for charging their vehicle during off-peaks hours	Active		https://www.duke-energy.com/home/products/ev-complete/off-peak-credit						Rate
Duke Energy Carolinas	Pending	EVSE Tariff (Electric Vehicle Service Equipment)	EV charger rental program that provides customers, residential and non-residential, with the ability to select a charger to be installed for a flat amount each month. Included in the monthly amount is the charger, installation and maintenance/warranty. L2, DCFC, and mounting options available.	2023		https://www.duke-energy.com/home/products/ev-complete/charger-solution						N/A - No categories apply
Duke Energy Florida	Yes	EVSE Rebates	Rebates for installation of EVSE across multiple segments. Level two and DC Fast EVSE are eligible.	Active		https://www.duke-energy.com/business/products/ev-complete/charger-rebate						Rebate
Duke Energy Florida	Yes	EV Off Peak Credit	Provides a bill credit for customers for charging their vehicle during off-peaks hours	Active		https://www.duke-energy.com/home/products/ev-complete/off-peak-credit						Rate
Duke Energy Florida	Yes	Work place Charging	Installation of EV infrastructure at Duke Energy facilities for us by employees during business hours	Active								Benefit
Duke Energy Florida	Yes	Park & Plug	Installation of utility owned & operated EVSE on customer premise; typically served by DE; used by general public for EV charging	Active								EVSE
Duke Energy Florida	Yes	DE Fleet Electrification	To convert 100% of Duke Energy's light-duty vehicles to electric and 50% of its combined fleet of medium-duty, heavy-duty and off-road vehicles to EVs, plug-in hybrids or other zero-carbon alternatives	Active								EVSE
Duke Energy Indiana	Active	EVSE Tariff (Electric Vehicle Service Equipment)	EV charger rental program that provides customers, residential and non-residential, with the ability to select a charger to be installed for a flat amount each month. Included in the monthly amount is the charger, installation and maintenance/warranty. L2, DCFC, and mounting options available	Active		https://www.duke-energy.com/home/products/ev-complete/charger-solution						N/A - No categories apply
Duke Energy Indiana	Active	EV Off Peak Credit	Provides a bill credit for customers for charging their vehicle during off-peaks hours	Active		https://www.duke-energy.com/home/products/ev-complete/off-peak-credit						Rate
Duke Energy Indiana	Active	EVSE Rebates	Rebates for installation of EVSE across multiple segments. Level two and DC Fast EVSE are eligible.	Active		https://www.duke-energy.com/business/products/ev-complete/charger-rebate						Rebate
Duke Energy Indiana	Active	EV School Bus	Funding of $200-225k for procurement of EV school bus and associated bi-directional (V2G) charging hardware/software. DE procures and installs hardware as utility capital asset behind customer meter	Active								EVSE
Duke Energy Indiana	Active	Park & Plug	Installation of utility owned & operated EVSE on customer premise; typically served by DE; used by general public for EV charging	Active								EVSE
Duke Energy Indiana	Active	DE Fleet Electrification	To convert 100% of Duke Energy's light-duty vehicles to electric and 50% of its combined fleet of medium-duty, heavy-duty and off-road vehicles to EVs, plug-in hybrids or other zero-carbon alternatives.	Active								EVSE
Duke Energy Indiana	Active	Work place Charging	Installation of EV infrastructure at Duke Energy facilities for us by employees during business hours	Active								Benefit
Duke Energy Indiana	Active	Customer Fleet Advisory	Engineering & feasibility study performed by DE (or assigned vendor) to analyze TCO of and create plan for electrification of customer fleets.	Active								Advisory
Duke Energy Kentucky	Pending	EVSE Tariff (Electric Vehicle Service Equipment)	EV charger rental program that provides customers, residential and non-residential, with the ability to select a charger to be installed for a flat amount each month. Included in the monthly amount is the charger, installation and maintenance/warranty. L2, DCFC, and mounting options available.	2023		https://www.duke-energy.com/home/products/ev-complete/charger-solution						N/A - No categories apply
Duke Energy Kentucky	Active	DE Fleet Electrification	To convert 100% of Duke Energy's light-duty vehicles to electric and 50% of its combined fleet of medium-duty, heavy-duty and off-road vehicles to EVs, plug-in hybrids or other zero-carbon alternatives.	Active								EVSE
Duke Energy Kentucky	Active	Work place Charging	Installation of EV infrastructure at Duke Energy facilities for us by employees during business hours.	Active								Benefit
Duke Energy Kentucky	Pending	Make Ready Credit Tariff	Provides a one-time credit to residential & non-residential customers for preparing their location for electric vehicles - defraying installation costs of EV chargers. Addressing customers' needs behind the meter to retrofit infrastructure in a safe, reliable & structured manner to assist with EV adoption.	2023		https://www.duke-energy.com/business/products/ev-complete/charger-rebate						Make-Ready
Duke Energy Ohio	Active	Work place Charging	Installation of EV infrastructure at Duke Energy facilities for us by employees during business hours.	Active								Benefit
Duke Energy Ohio	Active	DE Fleet Electrification	To convert 100% of Duke Energy's light-duty vehicles to electric and 50% of its combined fleet of medium-duty, heavy-duty and off-road vehicles to EVs, plug-in hybrids or other zero-carbon alternatives.	Active								EVSE
Duke Energy Progress	Active	DE Fleet Electrification	To convert 100% of Duke Energy's light-duty vehicles to electric and 50% of its combined fleet of medium-duty, heavy-duty and off-road vehicles to EVs, plug-in hybrids or other zero-carbon alternatives.	Active								EVSE
Duke Energy Progress	Active	Work place Charging	Installation of EV infrastructure at Duke Energy facilities for us by employees during business hours.	Active								Benefit
Duke Energy Progress	Active	Park & Plug	Installation of utility owned & operated EVSE on customer premise; typically served by DE; used by general public for EV charging	Active								EVSE
Duke Energy Progress	Active	Make Ready Credit Tariff	Provides a one-time credit to residential & non-residential customers for preparing their location for electric vehicles - defraying installation costs of EV chargers. Addressing customers' needs behind the meter to retrofit infrastructure in a safe, reliable & structured manner to assist with EV adoption.	Active		https://www.duke-energy.com/business/products/ev-complete/charger-rebate						Make-Ready
Duke Energy Progress	Pending	EV Subscription	200 pilot customers will participate in an "all you can charge" program for $24.99/month (DEP). Customers will be recruited by OEMs.	2023								Rate
Duke Energy Progress	Active	EV School Bus	Funding of $200-225k for procurement of EV school bus and associated bi-directional (V2G) charging hardware/software. DE procures and installs hardware as utility capital asset behind customer meter	Active								EVSE
Duke Energy Progress	Pending	EVSE Tariff (Electric Vehicle Service Equipment)	EV charger rental program that provides customers, residential and non-residential, with the ability to select a charger to be installed for a flat amount each month. Included in the monthly amount is the charger, installation and maintenance/warranty. L2, DCFC, and mounting options available.	2023		https://www.duke-energy.com/home/products/ev-complete/charger-solution						N/A - No categories apply
Duke Energy Progress	Active	Work place Charging	Installation of EV infrastructure at Duke Energy facilities for us by employees during business hours	Active								Benefit
Duke Energy Progress	Pending	Make Ready Credit Tariff	Provides a one-time credit to residential & non-residential customers for preparing their location for electric vehicles - defraying installation costs of EV chargers. Addressing customers' needs behind the meter to retrofit infrastructure in a safe, reliable & structured manner to assist with EV adoption.	2023		https://www.duke-energy.com/business/products/ev-complete/charger-rebate						Make-Ready
Duke Energy Progress	Pending	EVSE Tariff (Electric Vehicle Service Equipment)	EV charger rental program that provides customers, residential and non-residential, with the ability to select a charger to be installed for a flat amount each month. Included in the monthly amount is the charger, installation and maintenance/warranty. L2, DCFC, and mounting options available.	2023		https://www.duke-energy.com/home/products/ev-complete/charger-solution						N/A - No categories apply
Duke Energy Progress	Active	DE Fleet Electrification	To convert 100% of Duke Energy's light-duty vehicles to electric and 50% of its combined fleet of medium-duty, heavy-duty and off-road vehicles to EVs, plug-in hybrids or other zero-carbon alternatives.	Active								EVSE
Duke Energy Progress	Active	DE Fleet Electrification	To convert 100% of Duke Energy's light-duty vehicles to electric and 50% of its combined fleet of medium-duty, heavy-duty and off-road vehicles to EVs, plug-in hybrids or other zero-carbon alternatives.	Active								EVSE
Duke Energy Progress	Active	Park & Plug	Installation of utility owned & operated EVSE on customer premise; typically served by DE; used by general public for EV charging	Active								EVSE
Duquesne Light Company	Active	Public, Workplace, Multi-unit Dwelling Make-ready Pilot	The Public, Workplace, and Multi-unit Dwelling Make-ready Pilot reduces the cost of charging infrastructure through behind the meter utility-ownership of electrical make-ready at workplaces, multi-unit dwellings, and public destinations for L2 and DCFC charging stations. DLC will own the make-ready infrastructure and the customer site host will own the charging station. Specialized technical assistance and a $5,000 charging station rebate is available to site hosts located in environmental justice or underserved areas.	2022		https://duquesnelight.com/energy-money-savings/electric-vehicles/communitycharging						Make-ready
Duquesne Light Company	Active	Fleet Charging Pilot	The Fleet Charging Pilot reduces the cost of installing charging infrastructure through behind-the-meter utility-ownership of electrical make-ready for fleets. Fleets are eligible for a up to 50% rebate towards charging stations. Duquesne Light will install, own, and maintain the electrical make-ready infrastructure. Duquesne Light has a target that 25% of annual pilot participants are located in or serve environmental justice areas.	2022		https://duquesnelight.com/energy-money-savings/electric-vehicles/electricfleet						Make-ready, rebates
Duquesne Light Company	Active	Fleet Electrification Advisory Service	Duquesne Light Company's Fleet Electrification Advisory Service provides customers (government, municipalities, school districts, non-profits, and private fleets) with a personalized roadmap to help their organization transition to electric transportation. Duquesne Light will analyze the entity's fleet data to identify the best vehicle candidates for electrification, the total cost of ownership, charging infrastructure needed, and available financial incentives and provide a report to help guide the organization's decision-making going forward.	2022		https://duquesnelight.com/energy-money-savings/electric-vehicles/electricfleet						Advisory
Duquesne Light Company	Active	WholeHome EV Rate	Duquesne Light is now offering time-based electricity supply rates during peak, off-peak, and super off-peak periods for our residential customers who own or lease an electric vehicle. During off-peak and super off-peak periods, electricity supply rates are lower than the standard default service supply rate and, during the peak time period, the rate is higher. The time-based rate applies to the supply portion of your bill for your entire household electricity usage, not only to your EV charging.	2021		https://www.duquesnelight.com/energy-money-savings/electric-vehicles/wholehome-ev-rate						Rate
Duquesne Light Company	Active	Business EV Rate	Duquesne Light is now offering time-based electricity supply rates during peak, off-peak, and super off-peak periods for our business customers that own or lease electric vehicles or have an EV charging station at their location. During off-peak and super off-peak periods, the electricity supply rates are lower than the standard default service supply rate and, during the peak time period, the rate is higher. The time-based rate applies to the supply portion for all electricity used on your business's premise, not just EV charging	2021		https://www.duquesnelight.com/energy-money-savings/electric-vehicles/business-ev-rate						Rate
Duquesne Light Company	Active	EV Registration Incentive	Customers in Duquesne Light's service territory can receive a $60 incentive for notifying the Company that they own or lease an electric vehicle. Residential and Commercial customers are eligible.	2019		https://frontdoor.portal.poweredbyefi.org/initiative/duqpev						Incentive
EDF Renewables/Powerflex	Active	Automated Load Management for electrical infrastructure deferral	At more than 100 sites statewide Powerflex is using its Automated Load Management on more than 3,000 operational charging ports to reduce EV load and enable additional EV capacity to be installed and operated within existing onsite distribution capacity. This has allowed dozens of customers to install additional EV charging ports than what would have been possible without the Automated Load Management, saving millions of dollars in avoided infrastructure costs.			https://www.powerflex.com/products/ev-charging/						Infrastructure
El Paso Electric Company	Yes	Experimental Electric Vehicle Charging Rate	Available to residential and commercial customers that have a separate meter for EV charging.	2021		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/ev-rates						Rate
El Paso Electric Company	Active	Public Transit and Customer Fleet Smart Charging Program	A rebate for public transit operators and large customer fleets of up to $26,000 to offset 50% of the installation cost of a qualifying DCFC station with up to $37,000 in utility service upgrades per site or a rebate of up to $3,500 to offset 50% of the installation of qualifying L2 stations with up to $13,000 in utility service upgrades.	2022		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/commercial-rebate-programs						Rebate
El Paso Electric Company	Active	Customer Outreach Program	A program with a budget of $250,000 that is used for education, marketing, and community and customer outreach initiatives that support the expansion of transportation electrification within EPE's New Mexico service territory. The program is completely bilingual- available in both English and Spanish with 20% of the budget, or $50,000, dedicated to employing strategies targeted to Low Income ("LI") customers	2022		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/customer-outreach-program						Customer Outreach
El Paso Electric Company	Active	Whole House/ Service Electric Vehicle Rate Rider Incentive Credit	Available to residential and commercial customers that have a qualifying plug-in electric vehicle that is registered with the New Mexico Motor Vehicle Division using the same address as listed on the EPE's account. This rate rider does not require the installation of a second meter.	2022		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/ev-rates						Rate
El Paso Electric Company	Active	DCFC Smart Charging Program	A rebate for 50% of the installation costs of a qualified DCFC station, up to $104,000 per site, to offset the cost of installation for DCFC stations in El Paso Electric Company's New Mexico service territory to facilitate long distance travel and transportation.	2022		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/commercial-rebate-programs						Rebate
El Paso Electric Company	Active	Residential Low Income Smart Charging Program	A rebate up to $2,300 for the purchase and installation of a qualifying networked/ smart Level 2 charging station. Residential LI customers will be able to select a qualified charger and arrange installation up to the total incentive amount available under the Residential LI Smart Charging program without up-front payments by submitting a Residential Smart Charging Program Application and Self-Certification Form of Income Eligibility.	2022		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/residential-programs						Rebate
El Paso Electric Company	Active	Residential Smart Charging Program	$500 rebate towards the purchase of a qualifying networked/ smart Level 2 charging station. Rebate does not cover installation costs.	2022		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/residential-programs						Rebate
El Paso Electric Company	Active	Multi-Unit Dwelling ("MUD") Smart Charging Program	A rebate for Multi-Unit Dwellings of up to $5,250 to offset 75% of the installation costs of a qualifying L2 charging station	2022		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/commercial-rebate-programs						Rebate
El Paso Electric Company	Active	Workplace and Public Smart Charging Program	A rebate for businesses, workplace and public charging, of up to $3,500 to offset 50% of the installation costs of a qualifying L2 charging station.	2022		https://www.epelectric.com/renewables-tech/electric-vehicles/transportation-electrification-plan/commercial-rebate-programs						Rebate
Entergy Arkansas	Yes	eTech Program	The eTech program provides customer support by dedicated field representatives and financial incentives to Entergy customers who purchase select electric equipment. Cash incentives are currently available to qualifying customers for purchasing certain electric equipment. Electric Vehicle charger incentives start at $250 per level 2 EV charger, but can be customized for larger applications like DC fast chargers.	2022		https://entergyetech.com/electric-vehicles/						Rebates
Entergy Louisiana	Active	eTech Program	The eTech program provides customer support by dedicated field representatives and financial incentives to Entergy customers who purchase select electric equipment. Cash incentives are currently available to qualifying customers for purchasing certain electric equipment. Electric Vehicle charger incentives start at $250 per level 2 EV charger, but can be customized for larger applications like DC fast chargers.	2018		https://entergyetech.com/electric-vehicles/						Rebates

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Attachment A

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Entergy Mississippi	Active	Rider Electric Vehicle Charging Infrastructure (EVCI)	For non-residetial customers, Entergy Mississippi will construct, own, and maintain EV charging infrastructure on customer-owned property for host customer use/operation. Participating customers will be charged an additional facility charge through Charging Infrastructure ("CI") Rate Schedule.	2022		https://www.psc.state.ms.us/InSiteConnect/InSiteView.aspx?model=INSITE_CONNECT&queue=CTS_ARCHIVEQ&docid=673267						EVSE Ownership, Make-Ready
Entergy Mississippi	Active	eTech Program	The eTech program provides customer support by dedicated field representatives and financial incentives to Entergy customers who purchase select electric equipment. Cash incentives are currently available to qualifying customers for purchasing certain electric equipment. Electric Vehicle charger incentives start at $250 per level 2 EV charger, but can be customized for larger applications like DC fast chargers.	2018		https://entergyetech.com/electric-vehicles/						Rebates
Entergy New Orleans	Active	Rider Electric Vehicle Charging Infrastructure (EVCI)	For non-residetial customers, Entergy New Orleans will construct, own, and maintain EV charging infrastructure on customer-owned property for host customer use/operation. Participating customers will be charged an additional facility charge through Rider Schedule Electric Vehicle Charging Infrastructure ("EVCI").	2019		https://www.entergy-neworleans.com/evcs/						EVSE Ownership, Make-Ready
Entergy New Orleans	Active	Public Charging	The project involves Entergy New Orleans to construct, own, operate, and maintain between 30 to 50 Level 2 chargers available for public charging.	2019		Details not available electronically						EVSE Ownership
Entergy New Orleans	Active	eTech Program	The eTech program provides customer support by dedicated field representatives and financial incentives to Entergy customers who purchase select electric equipment. Cash incentives are currently available to qualifying customers for purchasing certain electric equipment. Electric Vehicle charger incentives start at $250 per level 2 EV charger, but can be customized for larger applications like DC fast chargers.	2018		https://entergyetech.com/electric-vehicles/						Rebates
Entergy Texas	Active	eTech Program	The eTech program provides customer support by dedicated field representatives and financial incentives to Entergy customers who purchase select electric equipment. Cash incentives are currently available to qualifying customers for purchasing certain electric equipment. Electric Vehicle charger incentives start at $250 per level 2 EV charger, but can be customized for larger applications like DC fast chargers.	2018		https://entergyetech.com/electric-vehicles/						Rebates
EPRI	Active	DC Conversion Equipment Connected to the Medium-Voltage Grid for XFC Utilizing a Modular and Interoperable Architecture (could allow VGI)	DOE project under FOA 1919. SCE is a participant. Commonly called DC as a Service project. Advanced infrastructure techniques operation on a DC bus and combining DERs.									Infrastructure
EPRI	Completed	National Charging Costs	A study on US EV charging costs which includes networked and non-networked EVSEs									R&D
EPRI	Completed	Open Vehicle-Grid Integration Platform	The Open Vehicle-Grid Integration Platform (OVGIP), is a software application that connects various nodes involved in providing and managing energy to Plug-in Electric Vehicles (PEVs). It enables PEV and charging infrastructure management in a grid-friendly manner, and also provides benefits to PEV owners by allowing them to take advantage of utility incentives, while also enabling ratepayer benefits through improved grid capacity utilization. This Platform has been a joint utility industry and automotive industry initiative that has been led by the Electric Power Research Institute (EPRI) since its inception in late 2012, and is in its second phase of implementation. The document provides a brief description of the OVGIP deployment roadmap, its scope, cost considerations to develop and deliver it, current State of the technology, and the anticipated benefits from its implementation at scale. OVGIP is the base technology which EV OEMs are working on developing several large pilots in the US/Canada that may launch in 2021. These pilots address Demand Response, as well as day-ahead hourly-pricing charge optimization, and off-peak load shifting. OVGIP also has built an EV customer enrollment solution through is believed to be a critical enabler to help to pull in more customers to these programs (and reducing Utilities marketing/outreach costs). https://www.epri.com/research/products/000000003002008705			https://www.epri.com/research/products/000000003002008705						R&D
Evergy	Active	ToU rates - Commercial EV Charging	TOU rate with three peak periods designed to align with actual costs and time periods for workplace and fleet charging. The rate does not include a demand charge but does include a facility demand charge in order to incentivize managed charging. Customers must separately meter their EVSE to participate in the tariff.	2022		www.Evergy.com/EV-rate						Rates
Evergy	Active	ToU rates - Transit EV Charging	TOU rate with two peak periods designed to align with actual costs and time periods for transit agencies. The rate does not include a demand charge. Customers must separately meter their EVSE to participate in the tariff.	2022		Electric Transit Plan (evergy.com)						Rates
Evergy	Active	ToU rates - Residential	Customers can select a standard rate or a ToU rate.	2018		www.evergy.com/tou						Rates
Evergy	Active	EV Outlet Rebate - Residential	$500 for upgrading 110V outlet to 240V (40A or greater) with NEMA 14-50 outlet; enrollment in TOU required ($250 if not enrolled in TOU).	2022		www.evergy.com/charge						Rebates
Evergy	Active	EV Charger Rebates - Fleet, Multifamily and Workplace	Fleets are eligible for $2,500 per Level 2 port (10 max per site) and $20,000 per DCFC (2 max per site) for customer side infrastructure and EVSE OR the lesser of 40% of the total costs with a site cap of $65,000. Workplace and Multi Family are eligible for $2,500 per Level 2 port (10 max per site) for customer side infrastructure and EVSE or the lesser of 40% of the total costs with a site cap of $25,000. There is an organization cap of $150,000. Pre-approval required. Customer must purchase equipment listed on a Qualified Equipment List provided by Evergy to be eligible and accept T&Cs.	2022		www.evergy.com/ev-rebate						Rebates
Evergy	Active	ToU rates - Transit EV Charging	TOU rate with two peak periods designed to align with actual costs and time periods for transit agencies. The rate does not include a demand charge but does include a facility demand charge in order to incentivize managed charging. Customers must separately meter their EVSE to participate in the tariff.	2022		Electric Transit Plan (evergy.com)						Rates
Evergy		ToU rates - Commercial EV Charging	TOU rate with three peak periods designed to align with actual costs and time periods for workplace and fleet charging. The rate does not include a demand charge but does include a facility demand charge in order to incentivize managed charging. Customers must separately meter their EVSE to participate in the tariff. Customers must be on this rate to apply for a Commercial EV Charging Rebate.	2023		not available until 4/1/2023						Rates
Evergy		ToU rates - Residential (seperately metered)	Separately Metered Electric Vehicle Time of Use Rate offers a rate that make it advantageous to customers who are able to shift usage to off-peak and super off-peak pricing periods. Requires paying for a seperately metered service to be installed.	2023		not available until 4/1/2023						Rates
Evergy		ToU rates - Residential (default)	Residential High Differential Time of Use Rate offers a high differential designed to minimize the Super Off-Peak rate, making the period advantageous to those customers such as electric vehicle owners and customers able to shift loads to the later period.	2023		not available until 4/1/2023						Rates
Evergy	Active	EV Outlet Rebate - Developer Rebate	$250 to Developers installing a 240V (40A or greater) outlet for new construction	2022		Developer EV Charging Rebate						Rebates
Evergy	Active	ToU rates - Residential (available by request)	Customers can select this ToU rate with super off-peak rate overnight versus the defualt/high differential ToU rate.	2018		www.evergy.com/tou						Rates
Evergy	No	EV Charger Rebates - Fleet, Multifamily and Workplace	Fleets are eligible for $2,500 per Level 2 port (10 max per site) and $20,000 per DCFC (2 max per site) for customer side infrastructure and EVSE OR the lesser of 40% of the total costs with a site cap of $65,000. Workplace and Multi Family are eligible for $2,500 per Level 2 port (10 max per site) for customer side infrastructure and EVSE or the lesser of 40% of the total costs with a site cap of $25,000. There is an organization cap of $500,000. Pre-approval required. Customer must be enrolled on the Commercial EV Charing rate, purchase equipment listed on a Qualified Equipment List provided by Evergy to be eligible, and accept T&Cs.	2023		not available until 4/1/2023						Rebates
Evergy	Active	EV Outlet Rebate - Residential	$500 for upgrading 110V outlet to 240V (40A or greater) with NEMA 14-50 outlet; enrollement in TOU required.	2022		www.evergy.com/charge						Rebates
Everose City-Zen	Completed	Netherlands	The objective is to demonstrate a V2G concept, where the battery of an electric car (EV) is used for temporary storage of electricity and to determine the effect of V2G on the electricity-grid. By using multiple EV's and (bi-directional) chargers, the DSO can test how V2G technology and -services can influence and support the grid stability. Via the demonstration project, social and regulatory barriers will become visible. Also new services, delivered by market parties such as aggregators, will be tested in the demonstration. For example how aggregated storage in EV-batteries and energy management systems which arrange for flexible demand, can be made available for the DSO in regions with grid-congestion problems. http://www.cityzen-smartcity.eu/wp-content/uploads/2016/01/cityzen-kif-lian-integration-v2g.pdf			http://www.cityzen-smartcity.eu/wp-content/uploads/2016/01/cityzen-kif-lian-integration-v2g.pdf						Technology demonstration
Everose Grid Motion	Completed	France	Testing the ability to provide grid balancing service through both V1G and V2G. A fleet of 15 EV Peugeots or Citroen C_ZERO vehicles with Enel Bidirectional charging stations. V1G is using 50 Nuvve AC chargers installed at residencies									Technology demonstration
Everose Invent	Completed	California	Trial on UCSD 45MW micro-grid with significant amount of solar/storage/generation. Project will test V2B integration, demand response, freq. regulation and interaction with solar forecasting. AC&DC chargers tested with 6+ types of vehicles.									Technology demonstration
Everose Jumpsmartmaui	Completed	Maui, Hawaii	The project was part of a major broader smart grid project seeking to integrate renewable energy, electric vehicles, energy storage, and controllable loads. https://www.nedo.go.jp/content/100864936.pdf			https://www.nedo.go.jp/content/100864936.pdf						Technology demonstration
Everose Korean V2G	Completed	Korea	Project is part of a broader VGI program seeking to allow a smooth rollout of EVs in Korea. V2G work focused on the development of bidirectional DC chargers and interface protocols. Hyundai Mobis were the first to have bidirectional approved chargers. Partners are KEPCO, Hyundai, Mobis, I&C, PNE, KDN, Nemo									Technology demonstration
Everose M-Tech Labo	Completed	Nagoya, Japan	Mitsubishi Corporation (MC), Mitsubishi Motors Corporation (MMC) and Mitsubishi Electric Corporation (Mitsubishi Electric) have completed the development and begun the operation of "M-tech Labo,*1" a smart grid demonstration system that utilizes rechargeable batteries in Electric Vehicles ("EVs") for electric-demand leveling of factory facilities. Tokyo Institute of Technology is playing an advisory role for the project. This demonstration project is part of the KEIHANNA Eco-City Next-Generation Energy and Social Systems Demonstration Project, one of the four smart grid initiatives authorized by the Ministry of Economy, Trade and Industry. *1 The system consists of a 20kW photovoltaic system, 5 electrically-dischargeable EVs and 80kWh used rechargeable batteries collected from EVs. See: https://www.mitsubishi-motors.com/publish/pressrelease_en/corporate/2012/news/detailc412.html https://www.mitsubishi-motors.com/publish/pressrelease_en/corporate/2012/news/detailc412.html			https://www.mitsubishi-motors.com/publish/pressrelease_en/corporate/2012/news/detailc412.html						Technology demonstration
Everose Network impact of grid-integrated vehicles	Completed	Newcastle Upon Tyne, England	Project aims to understand impacts and interconnection process for V2G-enabled EVs on the distribution network. Partners: Northern Power Grid, Nuvve, Newcastle University https://www.smarternetworks.org/project/nia_npg_014/documents			https://www.smarternetworks.org/project/nia_npg_014/documents						Technology demonstration
Everose Parker	Completed	V2G in Denmark	Project sought to test ability of EVs to provide grid services using real world fleets. Identified and addressed barriers to commercialization. Compared capability of different cars. Participants: DTU Elektro/PowerLabDK, Nuvve, Groupe PSA, Mitsubishi Motors, Insero, Frederiksbrg Forsyning, Enel https://parker-project.com/			https://parker-project.com/						Program
Everose Redispatch V2G	Active	Germany	During the project phase, Nissan electric vehicles are being used as mobile energy storage systems in the TenneT control area in Northern and Southern Germany to directly reduce local overloads in the power supply or power demand. After a successful implementation of the project, Nissan e-vehicles could be used for this purpose right across Germany. The load and energy management software developed by The Mobility House enables automated control of the vehicle charging and discharging process. The key prerequisite for this is the capability for bidirectional charging; i.e. the e-vehicle has the ability not only to draw energy from the grid but also to feed energy back into the grid as required. The result is that e-vehicles can directly provide grid-stabilizing energy supplies. https://www.mobilityhouse.com/int_en/magazine/press-releases/tennet-the-mobility-house-nissan-work-together-on-stabilising-the-power-grid.html			https://www.mobilityhouse.com/int_en/magazine/press-releases/tennet-the-mobility-house-nissan-work-together-on-stabilising-the-power-grid.html						Technology demonstration
Everose Smart Solar Charging	Completed	Netherlands	Smart Solar Charging is a sustainable energy system on district level. It combines the production of renewable energy with Vehicle2Grid-charging points and car sharing systems. The system will be developed further and tested in five linked pilot areas in the Utrecht region. Each pilot area has its own user profile, type of customer and specific market. http://www.cityzen-smartcity.eu/wp-content/uploads/2016/01/cityzen-kif-lian-integration-v2g.pdf			http://www.cityzen-smartcity.eu/wp-content/uploads/2016/01/cityzen-kif-lian-integration-v2g.pdf						Technology demonstration
Eversource Energy	Yes	EV Home Charger Demand Response Program	Rebates for connected L2 charger (or OBD/telematics capabilities enabling managed charging program participation) at residential locations and ongoing incentives for managed charging program participation.	2020		https://www.eversource.com/content/ct-c/residential/save-money-energy/explore-alternatives/electric-vehicles/ev-charger-demand-response						Rebates, Incentives
Eversource Energy	Yes	Electric Vehicle Charging Program	EV Charging incentive program targeting L2 and DCFC installations at MUDs, public/destination locations, workplaces, and single-family homes. Includes fleet engagement advisory services.	2022								Make Ready, Rebates, Advisory
Eversource Energy	Active	Phase 2 Electric Vehicle Charging Program	$190 million Make Ready program including similar components to Phase 1 program, but including expanded EVSE rebates, fleet engagement advisory services, equity pilots, and a demand charge alternative rate solution.	2022								Make Ready, Rebates, Advisory
Eversource Energy	Active	EV Home Charger Demand Response Program	Rebates for connected L2 charger at residential locations and ongoing incentives for managed charging program participation.	2020		https://www.eversource.com/content/ema-c/residential/save-money-energy/explore-alternatives/electric-vehicles/ev-charger-demand-response						Rebates, Incentives
Eversource Energy	Active	Phase 1 Electric Vehicle Charging Program	$55 million Make Ready program targeting L2 and DCFC installations at MUDs, public/destination locations, workplaces.	2018		https://www.eversource.com/content/ema-c/residential/save-money-energy/explore-alternatives/electric-vehicles/charging-stations						Make Ready, Rebates
Eversource Energy	Active	Electric Vehicle Charging Program	$2 million DCFC Make Ready program targeted to support electrification of key travel corridors through VW funds.	2022								Make Ready
EVSA and Nuvve	Completed	California , USA	Demonstrate that vehicle-to-grid (V2G) is a viable and low cost energy storage resource that can provide services to the grid. Partners: EVgo Nissan Honda EPRI E3 Princeton Power Systems Details: – $1 million in funding from the NRG-EVgo settlement – 8 bidirectional electric vehicles (EVs) deployed on UCSD micro-grid – Testing bidirectional capabilities of Honda and Nissan vehicles – First bidirectional EV interconnected on SDG&E's grid Services – Emergency power backup – Transformer upgrade deferral – Frequency regulation (simulated) https://nuvve.com/projects/evsa/			https://nuvve.com/projects/evsa/						Technology demonstration
Fermata Energy	Pending	2021 Alliance Center Pilot (Denver, CO) - V2B Pilot	In one of the first V2B projects using a publicly available carshare in North America, Fermata Energy's V2X system (1 FE-15 bidirectional charger and 1 Nissan LEAF) saved The Alliance Center over $3000 in electricity costs as of Q1 2023. In addition to delivering electricity savings for the Alliance Center, the first all electric building in Denver, the project has provided Colorado Car Share members access to an emissions-free transportation option.	June 2021	still active	https://www.fleetforward.com/10157483/vehicle-to-grid-technology-saves-950-in-4-months	customer bill savings, expanded access to clean transportation	Confidential, project was privately financed by the customer.			annabella@fermataenergy.com	Technology demonstration

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Fermata Energy	Active	City of Boulder, Colorado Vehicle-to-Building Pilot	2020 City of Boulder Pilot (Boulder, Colorado) - Vehicle-to-Building (V2B), Behind-the-Meter Demand Charge Management Pilot - Fermata Energy installed one FE-15 bidirectional charger at the City of Boulder's North Boulder Recreation Center in October 2020, and began operations in December 2020. The City of Boulder partnered with Fermata Energy to test the ability to reduce the city's building energy costs with an innovative pilot at the North Boulder Recreation Center. In eleven months of successful usage, Boulder has saved over $2963.44, an average savings of almost $270 per month — or, approximately equal to the monthly payment for many popular EVs, such as the Nissan LEAF. As of Q1 2023, the project has saved the City nearly $6000.	Dec 2020	still active	https://fermataenergy.com/article/fermata-energys-vehicle-to-everything-v2x-technology	customer bill savings, fleet electrification	Confidential, project was privately financed by the customer.			annabella@fermataenergy.com	Technology demonstration
Fermata Energy	Active	Vehicle-to-Building Pilot Project at Electronic Instrumentations Technology (EIT)	2019 EIT Pilot (Danville, Virginia) - Vehicle-to-Building (V2B), Behind-the-Meter Demand Charge Management Pilot - In June 2019, Fermata Energy deployed its proprietary software, a prototype FE-15 bidirectional charger, and a 2018 Nissan LEAF to the Electronic Instrumentation and Technology (EIT) facility where their bidirectional electric vehicle (EV) charging system is manufactured. The demonstration project was conducted in partnership with Danville Utilities, to allow Fermata Energy to test its system in preparation for securing UL Certification (in March 2020, Fermata Energy's bidirectional EV charging system received UL 9741 and UL 1741 certification). In the demonstration, Fermata Energy's FE 15 charger discharged the LEAF at maximum power during the building load peaking event, and thus reduced the peak event by 12.5 kW, at a demand charge of $15.36 per kW. A recent case study by E Source — a leading research and advisory firm for the energy industry — found that Fermata discharged less than half of the battery capacity of a Nissan Leaf for a peak 15-minute period and saved $191.79 in utility bill demand charges during its first month of a demonstration project in Danville, Virginia. E Source reviewed a year of utility bills from Danville Utilities prior to the demonstration and afterwards to verify Fermata Energy's cost-savings estimates. E Source found that: Over the 5-month project, the Fermata Energy V2G system saved EIT $793.28 in utility bills. According to the E Source case study, Fermata Energy's 15 kW bidirectional EV charging system and software could save EIT around $1,900 annually. They also mentioned in their study, that the savings could be higher with a 25-kW charger like the one Fermata Energy will be bringing to market in 2021. In 2020, Fermata replaced the prototype 12.5 kW bidirectional charger with its UL-certified 15 kW bidirectional charger, enabling the site to realize greater savings on its electric bills from demand charge management. The EIT pilot project remains active. Fermata continues V2B operations at the site, enabling the continued collection of valuable data and operating results for internal M&V. Over the life of the project, Fermata Energy has saved EIT nearly $4000.	May 2019	still active	https://fermataenergy.com/article/proven-results-and-cost-savings-with-v2g-technology	customer bill savings, R&D	Confidential, project was privately financed by the customer.			annabella@fermataenergy.com	R&D
Fermata Energy	Active	Green Mountain Power Vehicle-to-Grid Utility Pilot	2020 Green Mountain Power Pilot (Colchester, Vermont) - Vehicle-to-Grid (V2G) Pilot - Fermata installed its charger at Green Mountain Power's Colchester headquarters in October 2020, and began operations in November 2020. The demonstration project is testing system-wide load management using Fermata's FE-15 bidirectional charger, a 2019 Nissan LEAF currently part of GMP's fleet of employee vehicles, and a software integration between Fermata and Virtual Peaker. GMP uses Virtual Peaker (VP) to perform system-wide peak shaving using Distributed Energy Resources (DER) like water heaters, home batteries, thermostats and EV chargers. GMP receives a system demand forecast and schedules peak shaving with assets controlled by Virtual Peaker's cloud service. Fermata is currently integrating with Virtual Peaker to enable GMP to include V2G as part of their DER management program using the existing VP to GMP integration. Virtual Peaker's cloud communicates with Fermata's cloud to schedule V2G dispatch for the devices that Fermata controls. GMP is the first utility in the country to use customer-sited storage to lower peak energy use across its system to meet its dual goals of lowering costs for utility customers and decommissioning fossil-fuel powered peaker plants (see GMP's Tesla Powerwall pilot program, launched in 2019). GMP's work with Fermata Energy will build upon its existing storage pilot to explore the ability of Fermata's V2X technology to provide cost-effective storage for system-wide peak shaving and backup power during outages. The demonstration project will also examine how Fermata's V2X system compares, in terms of cost, performance, and customer satisfaction, to currently installed small-scale, customer-sited storage systems.	Dec 2020	still active	https://greenmountainpower.com/news/gmp-saves-money-for-customers-with-v2g/	inform program design for utility demand response	Confidential, project was privately financed by the customer.		Green Mountain Power	annabella@fermataenergy.com	Technology demonstration
Fermata Energy	Active	Roanoke Electric Cooperative Vehicle-to-Building & Vehicle-to-Grid Utility Pilot	2020 Roanoke Electric Cooperative Pilot (Aulander, North Carolina) - Vehicle-to-Building Pilot - Roanoke Electric Cooperative is working with Fermata Energy to pilot its bidirectional charging equipment in a pilot that will test and model a variety of Vehicle-to-Building and Vehicle-to-Grid use cases. The pilot is currently testing demand charge management and demand response / DERMS integration use cases, and will also investigate the scalability of Vehicle-to-Home use cases (such as residential backup power) and other Vehicle-to-Building use cases at commercial and workplace sites. Roanoke Electric is seeking to unlock the value of VGI integration with a Nissan LEAF. The project is designed to determine the additional financial value of using the batteries on-board an electric vehicle when the car is parked at its home base. Fermata Energy's V2X system has already demonstrated an ability to reduce the peak demand of buildings where it is installed. With this application and others, the value streams developed through this partnership could be significant for Roanoke Electric Cooperative's member-owners, making the option to go electric more affordable while helping the utility use its grid more efficiently. Curtis Wynn, CEO of Roanoke Electric Cooperative and President of the Board of the National Rural Electric Cooperatives Association (NRECA), underscored the project as one additional way to relieve the energy burden of its member-owners. The utility will quantify the value streams generated by tapping EV battery storage during periods of peak demand and by improving resilience with support for critical loads when backup power systems at the site are activated. If successful with these and other applications, the money saved by enabling this technology would help relax upward pressure on rates. The project at the headquarters of Roanoke Electric will also include four partners that each bring unique capabilities and resources to expand the capacity of the utility without adding cost to member-owners during a period of economic distress. Those partners include Clean Energy Works, Advanced Energy, NC State University's Clean Energy Technology Center through its Clean Transportation Program, and the Environmental Defense Fund. As of Q1 2023, the project has generated over $3200 in value from demand response and demand charge managemnet savings.	November 2020	still active	https://fermataenergy.com/article/roanoke-electric-leading-the-way-in-savings-with-proven-ev-technology	customer bil savings, inform program design for utility demand response	Confidential, project was privately financed by the customer.		Roanoke Electric Cooeprative	annabella@fermataenergy.com	Technology demonstration
Fermata Energy	Active	New Hampshire Electric Cooperative (NHEC) Transactive Energy Rate Pilot	NHEC partnered with Fermata Energy to pilot an innovative Transactive Energy Rate for its members so that all DERs can participate in market-based pricing. Using Fermata Energy's FE-15 charger and proprietary V2X software (via an integration with BellaWatt), the project at Plymouth State University discharged over 1 MWh into the grid, generating over $1,700 in credits for the university as of Q1 2023. As part of the pilot, Plymouth State University supplies power stored in EV batteries when needed most and charges when demand/ prices are low.	July 2022	still active - TBD	https://www.bellawatt.com/nhec-case-study	customer bill savings and revenue, inform program design for dynamic DER rates	Confidential, project was privately financed by the customer.		New Hampshire Electric Cooperative (NHEC)	annabella@fermataenergy.com	DER Rate pilot
Fermata Energy	Not active	VDER Pilot at Revel Transit Facility in Red Hook	The EV transit company, Revel installed three FE-15 chargers at its Brooklyn facility to participate in the Value of Distributed Energy Resources program. The cars were discharged during system peak hours. The project marks the first light-duty V2X system to participate in the program.	June 2022	September 2022	https://fermataenergy.com/article/revel-fermata-energy-ninedot-energy-launch-first-v2g-system-on-nycs-grid		Confidential, project was privately financed by the customer.		Revel NineDot	annabella@fermataenergy.com	VDER pilot
Fermata Energy	Active	Connected Solutions at First Light Power	FirstLight, a renewable energy supplier, that owns and operates several recreation centers in Western Massachusetts installed two FE-15 chargers at the Northfield Mountain Recreation and Environmental Center. The facility utilized the V2X solution to participate in Eversource's Connected Solutions demand response program and Behind-the-Meter demand charge management. Using 2 FE-15 chargers and 2 Nissan LEAFs coupled with Fermata Energy's proprietary V2X software, First Light Power earned over $5500 in demand response revenue.	June 2022	still active - TBD	https://fermataenergy.com/article/firstlight-power-fermata-energy-and-skyview-ventures	customer bill savings and demand response revenue to lower EV total cost of ownership	Confidential, project was privately financed by the customer.		Skyview Ventures	annabella@fermataenergy.com	utility demand response
Fermata Energy	Active	Phoenix Motorcars/Fermata Energy Partnership	Fermata Energy will pair its V2X bidirectional chargers and AI-driven software platform with Phoenix's zero emission drive system. With the bidirectional charging platform, Phoenix's customers with zero emission drive systems can earn revenue while their vehicles are parked either from their local utility (V2G) or avoid costly peak demand charges by sending energy to their building (V2B).	January 2023	still active - TBD	https://fermataenergy.com/article/phoenix-motorcars--fermata-energy-form-long-term-partnership-for-v2x-bidirectional-charging	enable V2X services and V2X revenue generation using Fermata Energy's cloud-based platform with Phoenix Motorcars zero-emission drive system	Confidential, project was privately financed by the customer.		Phoenix Motorcars	annabella@fermataenergy.com	Technology demonstration
Fermata Energy	Active	Connected Solutions Project at Burrillville Wastewater Treatment Plant	In May of 2021, climate-tech start-up Electric Frog Company provided an all-electric Nissan LEAF to the Burrillville Wastewater Treatment Facility in Rhode Island to facilitate commercial V2X operations in support of the New England utility grid. To allow charging of the EV for everyday use and discharge power on demand, Electric Frog partnered with V2X market leader Fermata Energy to install its FE-15 bidirectional charger and proprietary V2X software to manage the charging of the EV at the Burrillville facility and deliver power, on-call, to the building. The project earned $4,200 in Connected Solutions demand response revenue over the summer 2021 season. Combined earnings from the 2021 and 2022 demand resopnse seasons, coupled with demadn charge mangement savings over the past two years, amount to over $8700.	June 2021	still active - TBD	https://chargedevs.com/newswire/nissan-leaf-earns-4200-in-fermata-energy-v2x-pilot/	customer bill savings and demand resopnse revenue to lower electric vehicle TCO	Confidential, project was privately financed by the customer.		Electric Frog	annabella@fermataenergy.com	utility demand response
Fermata Energy	Active	Newlab/Verizon 5G Pilot + V2B Project at Brooklyn Navy Yard	In partnership with Newlab (a technology accelerator), Fermata Energy installed its FE-15 charger at the Brooklyn Navy Yard to participate in a Verizon Venture's 5G Studio. To promote the use of 5G networks, Verizon and Newlab created the 5G Studio. As part of the 5G studio, seven startups were selected from a cross-section of industries and disciplines and include companies specializing in autonomous robots and autonomous drone data collection, bi-directional EV charging stations, machine learning and AI, and more. With the charger connected to Newlab's building load, the project manages demand charge management and load balancing with both 4G and 5G, proving 5G's ability to react to changes in the grid based on near real-time data and with near-zero latency. As of Q1 2023, Fermata Energy's sytem saved Newlab nearly $3600 in electricty costs from demand charge management.	July 2021	still active - TBD	https://newlab.com/event/5g-studio-cohort-2-explorations-outcomes/	customer bill savings, reduced latency for demand response	Confidential, project was privately financed by the customer.		Verizon, Newlab	annabella@fermataenergy.com	R&D pilot
Fermata Energy	in development	Green Proving Ground	Fermata Energy is one of six companies selected by the US General Services Administration (GSA) for its Green Proving Ground program. The Green Proving Ground program is a collaboration with the U.S. Department of Energy (DOE) to evaluate technologies that will reduce building energy consumption. Fermata Energy will demonstrate a reduction in the cost of EV ownership while providing vehicle-to-everything services at a GSA site. The results of the Green Proving Ground program are used to enable GSA to make sound investment decisions in next-generation building technologies.	May 2022	TBD	https://www.gsa.gov/about-us/newsroom/news-releases/green-proving-ground-program-selects-innovative-technologies-that-enable-transition-to-netzero-carbon-05162022	Reduce site electricity costs and the cost of electrifying GSA fleet.	Confidential.		U.S. General Services Administration	annabella@fermataenergy.com	Vehicle-to-everything demonstration with GSA fleet vehicles
Fermata Energy	In Development	Ford Mobility Studio (Michigan Central Mobility Innovation District, Detroit, MI)	- Vehicle-to-Everything (V2X) bidirectional charging is the ability for EVs to supply energy back to the grid or a building to offset peak loads, thereby reducing expensive demand charges, preventing overloading the grid, and creating energy resilience during a blackout. - As announced by Ford and NewLab in October 2021 (see Column K), Fermata Energy was selected as a project participant to enable and test bidirectional EV charging to and from the grid and buildings to understand the impact on utility providers as well as cost savings for EV and property owners.	October 2021	TBD	Mobility Studio: Shaping an electrified, connected, and autonomous future.	To understand the impact of V2X bidirectional charging on utility providers as well as EV and property owners in both operational and financial terms.	Confidential.		Ford and Newlab Announce Startups to Pilot New Electric Vehicle Tech in Mobility Innovation Program	annabella@fermataenergy.com	Software platform and bidirectional charger to support Vehicle-to-Building (V2B) and Vehicle-to-Grid (Grid).
Fermata Energy & Michigan Office of Future Mobility & Electrification	in development	V2B Car Share Pilot	Fermata Energy was one of seven companies that received grant funding under the second round of Michigan Mobility Funding Platform grants, which will support initiatives that underscore Michigan's commitment to providing more accessible, equitable and sustainable mobility options. Fermata Energy was awarded $93,000 to develop a Vehicle-to-Building car share pilot. In partnership with Sway Mobility and Bedrock, Fermata Energy will utilize a Nissan LEAF electric vehicle (EV) to provide mobility and building load management at a Bedrock development site in downtown Detroit. Specifically, Fermata Energy's bidirectional EV charger and proprietary energy management software will help manage energy costs with Sway Mobility's equitably accessible carshare-as-a-service. The project aims to provide low-cost, clean mobility to Corktown residents who would not otherwise have access to EVs, while providing electricity cost savings for businesses through vehicle-to-building (V2B) charge management.	Spring 2023 launch date	TBD	https://fermataenergy.com/article/governor-whitmer-announces-grants-to-bolster-mobility-industry-and-increase-accessibility-in-the-state	Will provide electricity bill reductions for the project host, and a shared mobility solution targeted to low income drivers who live in the neighborhood	$93,000	Michigan Office of Future Mobility and Electrification	Sway Mobility	annabella@fermataenergy.com	Vehicle to Building car share pilot
Florida Power & Light	Yes	Residential EV Charging Services Pilot	A voluntary tariff for residential customers who desire EV charging service, for a fixed rate, through the installation of a Company owned, operated and maintained level 2 EV charger. The subscription utilizes FPL's filed Time-of-Use ("TOU") rate and includes unlimited off-peak charging and flexibility to charge during on-peak periods if needed, at on-peak TOU rate. See tariff sheet Residential Electric Vehicle Charging Services Rider Pilot (RS-1EV).	2022								Rate, EVSE Ownership
Florida Power & Light	Yes	Public Fast Charging	A pilot program of Company owned, operated and maintained fast charge infrastructure that expands access to public fast charging, including access in underserved areas and evacuation routes. This pilot supplements an existing pilot that occurred in 2019-2021.	2022								EVSE Ownership
Florida Power & Light	Yes	Commerical EV Charging Services Pilot	A voluntary tariff for Commercial customers who desire EV charging services for fleet vehicles through the installation of Company owned, operated, maintained electric vehicle supply equipment on a customer's premise. Under the tariff, customer will pay a fixed monthly charge, established via a formula-based rate to allow for individual customer pricing. See tariff sheet Commercial Electric Vehicle Charging Services Rider Pilot (OCEVS-1).	2022								Rate, EVSE Ownership
Florida Power & Light	Yes, through 2025	DCFC Public Charging Demand Limiter Rate	Limits billed demand for low usage DC fast charge stations with a dedicated meter available for public use. Optional 5-year pilot tariffs available to new or existing commercial customers. See tariff sheets for General Service Demand EV (GSD-1EV) or General Service Large Demand EV (GSLD-1EV).	Active								Rate
Florida Power & Light	Yes, through 2025	Utility-owned fast charge public charging rate	Utility owned fast charge public charging 5-year pilot tariff. Applies to certain utility-owned public fast charge stations. Station users charged $0.30/kWh plus applicable taxes and fees. Idle fees may apply. See tariff sheet Utility-Owned Public Charging for Electric Vehicles Pilot (UEV).	Active								Rate
Georgia Power Company	Yes	Home EV Chargers Rebate	Builders for new construction can claim a $100 rebate for installing a 240V outlet in a garage. Homeowners can claim a $250 rebate for installing a 240V Level 2 charger at their residence.	2015		www.georgiapower.com/ev						Charger Incentive
Georgia Power Company		Energy Services	Behind-the-meter services for EV infrastructure and charging	2016								Advisory
Georgia Power Company	Yes	Community Charging Program	$6 million provided through 2022; applications required. Provides all the infrastructure to customers who want to host DCFC sites to provide public charging options throughout the state. Currently own and operate 54 charging sites throughout GA with this program (Oct 2021).	2014		www.georgiapower.com/communitycharging						Charging station installation and operation
Georgia Power Company	Yes	Business EV Charging Rebate	Business owners can claim a $500 rebate when they install a 240 V L2 charger at their workplace. Cannot be combined with Make Ready program that provides infrastructure.	2015		www.georgiapower.com/et						Charger Incentive
Georgia Power Company	Yes	Electric Transportation Infrastructure Services	Turnkey electric transportation infrastructure and services program offering strategy, design, procurement, implementation, and optimization support for federal electrification projects	2021								Advisory
Georgia Power Company	Yes	Make Ready EV Charging Infrastructure	$18 million provided for make-ready EV infrastructure through 2022; applications required. Provides all behind-the-meter infrastructure to support charging of any kind for any purpose for all business customer types; does not include the charger cost or installation.	2020		www.georgiapower.com/makeready						EVSE Make-Ready
Georgia Power Company	Yes	Real-Time Pricing	Provides hourly or daily price signals to commercial and industrial customers with a peak 30-minute minimum demand of not less than 250 kW.	2014		RTP-DA-5.pdf (georgiapower.com)						Rate
Georgia Power Company	Yes	Plug-In Electric Vehicle Rate	Provides a super-off-peak price of $.01/kWh from 11 PM to 7AM. Proof of EV ownership required	2014		www.georgiapower.com/pevrate						Rate
Green Mountain Power	Active	2020 Green Mountain Power Pilot (Colchester, VT) - V2G Pilot	Pioneering work by GMP is expanding the possibilities of stored energy for customers – and saving them money! GMP is the first utility to use stored energy from an electric vehicle's battery to help reduce peak demand on the grid. Reducing energy use during peaks saves GMP customers money, because peaks are when energy can be most expensive and carbon intensive. https://greenmountainpower.com/gmp-saves-money-for-customers-with-v2g/			https://greenmountainpower.com/gmp-saves-money-for-customers-with-v2g/						Technology demonstration

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Greenlots / California Energy Commission	Active	California Energy Commission EPC-16-055	Greenlots will develop an integrated hardware and software platform to monitor and control multiple direct current fast chargers (DCFCs) and on-site storage and evaluate its potential to: 1. Optimize charging to reduce 15-minute metered demand; 2. Provide demand response capacity with EV charging load during system peak hours; 3. Shift DCFC EV charging loads to mid-day to coincide with photovoltaic (PV) generation; 4. Increase DCFC utilization with integrated public and private EV fleet scheduling, and 5. Evaluate second-life EV battery effectiveness and capacity degradation rates for DCFC demand management.									Infrastructure
Greenlots / SCAQMD / Volvo LIGHTS	Active	CARB / Zero and Near Zero Emission Freight Facility	Greenlots shall optimize facility energy use by integrating vehicle charging and microgrid systems into an energy management system. The integration of intelligent charging strategies will consider transmission and distribution demands and minimize total peak loads as needed to minimize customer costs. Smart charging system will prioritize charging activities based on vehicle availability needs, price demand modeling, facility needs, time of day, and utility status. Utility initiated demand response should curtail unnecessary electric vehicle charging. This task will also explore potential benefits and requirements for bi-directional use of grid and vehicle energy when parked (V2G, G2V).									Infrastructure & Vehicle Procurement
Hawaiian Electric	Active	Charge Up eBus	Make-Ready pilot for 2 charging ports at up to 10 electric bus charging sites. Hawaiian Electric to own, install, and operate infrastructure up to the first point of connection with the customer's charging equipmenet for 10 years. Participant must install qualified charge stations and provide data for 10 years.									EVSE Make-Ready
Hawaiian Electric	Active	Charge Up Commercial	Make-Ready pilot for up to 30 commercial sites for 4-6 Level 2 charging ports									EVSE Make Ready
Hawaiian Electric	Active	Commercial rates	Currently Hawaiian Electric provides commercial TOU rates for EV charging under EV-J and EV-P. In addition, TOU rates with relief of demand charges for ebus charging is available under E-Bus-J and E-Bus-P.									Rate
Indiana Michigan Power	Active	Commercial Workplace (Employee), Fleet & MUD PEV Charging Incentive Program	$250 per port rebate payment and or extended revenue credit analysis for installation new chargers	2020		Yes						EV Charger Incentive
Indiana Michigan Power	Active	Electric Transit Authority and School Buses	EPA NSR settlement funds for customers to offset the incremental cost of electric transit/school bus above cost of a new diesel bus	2021		https://app.smartsheet.com/b/form/08750a82a923448d8d53d35ef36a6cb8						Incentive
Indiana Michigan Power	Active	Residential & Small Comm PEV Level 2 Discounted Off Peak Charge Rate Incentive Program	$500 per port rebate to support metering to enable discounted off peak PEV charging rates (IN registered PEVs/ own or lease)	2020		Yes						EV Charger Incentive, PEV Tariff
Indiana Michigan Power	Active	Residential & Small Comm PEV Level 2 Discounted Off Peak Charge Rate Incentive Program	$500 EV Charger install rebate to support metering to enable discounted off peak PEV charging rates (MI registered PEVs acquired after January 2020)	2020		https://www.indianamichiganpower.com/clean-energy/electric-cars/charge-at-home-michigan						EV Charger Rebate, PEV Tariff
Indiana Michigan Power	Active	Interstate Corridor PEV Charging	Rebate payment for DCFC installations to support Statewide Michigan Charge Up DCFC network and contingent on EGLE approval of the site	2020		https://www.michigan.gov/documents/energy/ChargeUpMichiganBoilerplate_673307_7.pdf						Incentive
Indiana Michigan Power	Active	Commercial Workplace (Employee) and Fleet PEV Charging Incentive Program	Up to $2500 per port rebate payment and suspension of revenue credit analysis for new chargers	2020		https://www.indianamichiganpower.com/clean-energy/electric-cars/business/charge-at-work-michigan						EV Charger Rebate
Jersey Central Power and Light	Active	Mixed Use - Commercial - Publice and Workplace	Cover 100% of customer make ready costs up to $6,700 per smart charging port for up to 500 public ports, incentives to cover 100% of customer make ready costs up to $5,000 per smart charging port for up to 100 workplace ports	2022		New Jersey EV Driven (firstenergycorp.com)						Rebates
Jersey Central Power and Light	Active	DCFC-EV Charging: Customer/Utility Make Ready	Customer Make Ready incentive cover 100% of customer make ready costs up to $6,700 per smart charging port for up to 500 public ports, incentives to cover 100% of customer make ready costs up to $5,000 per smart charging port for up to 100 workplace ports. Utility Make Ready Incentive JCP&L will install new three-phase underground primary cable, a 750 kVA pad mounted transformer (277/480V), metering CT's/PT's, new pole at approximately 124 charger locations at cost of $50,500 per location (2 ports per location).	2022		New Jersey EV Driven (firstenergycorp.com)						Rebates
Jersey Central Power and Light	Active	DCFC- Demand Charge Discount	Reduces the impact of the demand charge for DCFC. The demand charge discount will be 50% in the first and second Program years; and 25% in the third and fourth Program years.	2022		New Jersey EV Driven (firstenergycorp.com)						Rebates
Jersey Central Power and Light	Active	Residential EV Charging	Customer Make-Ready Incentive Up to $1500 for up to 2000 customers, Utility Make Ready Incentive Up to $5500 for up to 200 customers and Residential Off-Peak credit of $.02 cents per KWH for up to 2000 customer with equipment enabled to share charging data	2022		New Jersey EV Driven (firstenergycorp.com)						Rebates
Jersey Central Power and Light	Active	Mixed Use - Multi Family	Covers 100% of the Make Ready cost up to $6700 per smart charging ports up to 150 ports, Off Peak Bill credit and residential parity.	2022		New Jersey EV Driven (firstenergycorp.com)						Rebates
Jersey Central Power and Light	Active	Mixed Use - Multi Family-OBC	cover 100% of customer make ready costs up to $8,375 per smart charging port for up to 150 ports, Off Peak Bill credit and residential parity.	2022		New Jersey EV Driven (firstenergycorp.com)						Rebates
Liberty Utilities	Active	Decision 18-09-034 - Customer Online Resource Project	Liberty will develop a customer resource providing information to its California ratepayers about the benefits of electric vehicles and enrolling in electric vehicle TOU rates. Liberty will work with the regional transit agency and existing educational resources to ensure its resource provides new information to customers. https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442459116			https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442459116						ME&O
Liberty Utilities	Active	Decision 18-09-034 - Small Business Charger Installation Rebate	Liberty will offer rebates of up to $2,500 to up to 100 small commercial customers for installing L2 charging stations. Before and during implementation, Liberty is required to host at least one focus group or workshop with local small businesses to identify barriers that could prevent them from owning and operating electric vehicles. Participants are required to enroll in a TOU rate and maintain and operate the charging stations for at least 10 years https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442459116			https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442459116						Infrastructure
Liberty Utilities	Yes	Electric Vehicle Program	Supports the installation of up to nine DCFC stations around the Lake Tahoe region; provides rebates of $1,500 to the first 1,000 residential customers and $2,500 to 100 small business customers who install charging stations; customer education and outreach includes a focus group of small businesses to gather information on financial, business-related and implementation barriers; and supports the Tahoe Transportation District's procurement of EV buses within the next three to four years by fully covering the cost of utility infrastructure required for the four charging stations.	2018		https://california.libertyutilities.com/truckee/residential/drive-electric/electric-vehicle-program.html#navbar-hp-menu-el-res						Make-Ready, Rebates
Liberty Utilities	Yes	Parks and Schools Pilots	Approval for two separate pilots, one focused on deploying charging stations at public schools and the other focused on California State Parks. In both pilots, Liberty will own and install two DCFC with the remainder being Level 2 charging stations at 17 schools and three parks. The stations would be for public, fleet vehicles, and electric school buses, in addition to five dual pedestal charging stations at three parks. The pilots also include an education and outreach component, in which the company would provide information on the new EV charging equipment, EV facts, electric rates, and program information.	2019		https://california.libertyutilities.com/truckee/residential/drive-electric/electric-vehicle-program.html#navbar-hp-menu-el-res						EVSE Ownership
Liberty Utilities		Non-Road	The Non-Road Electrification Pilot Program ("Program") provides incentives to encourage adoption of qualifying electric technologies that would otherwise be powered by gasoline or diesel, including electric forklifts, electric-standby truck refrigeration units ("TRUs"), and truck stop electrification equipment to power driver cabin appliances.	2022		https://libertyutilities.com/						Incentive
Liberty Utilities		Ready Charge	The Ready Charge Pilot Program ("Program") supports the deployment of smart, network-enabled Level 2 ("L2") and direct-current fast charging ("DCFC") EV Charging Station(s) at publicly accessible commercial customer sites for shared public use. The EV Charging Station(s) installed through the Program will be owned and operated by Liberty.	2022		https://libertyutilities.com/						Rate, EVSE Ownership
Liberty Utilities		School Bus	The Electric School Bus Pilot Program ("Program") provides Level 2 (L2) or direct current fast charger (DCFC) EV Charging Stations and time-of-use electricity consumption pricing to support the operation of electric school buses at public school districts. The EV Charging Stations deployed through this Program will be installed, owned and operated by Liberty.	2022		https://libertyutilities.com/						Rate, EVSE Ownership
Liberty Utilities		Residential	Provides subscription service for 500 residential customers to install utility owned smart L2 chargers that encourage time-of-use EV charging and up to $200 rebate to customer for home wiring. A maximum of 25 Program spots will be reserved for Income-Qualified Participants	2022		https://libertyutilities.com/						Rate, EVSE Ownership, Incentive
Liberty Utilities		Commercial Electrification	The Commercial Electrification Pilot Program ("Program") supports the deployment of smart Level 2 (L2) EV Charging Stations for use by EV fleets or located at workplaces for employee or visitor charging. EV Charging Stations deployed through this Program will be installed, owned and operated by Liberty. Discounted EV TOU rates.	2022		https://libertyutilities.com/						Rate, EVSE Ownership
Madison Gas and Electric	Active	DC Fast Charging Hub	MGE owns seven DC fast chargers up to 350 kW in a parking lot in downtown Madison. Telsa also installed eight Superchargers.	2022		https://www.energy2030together.com/en/our-community-grid/fast-charger-hub-coming%C2%A0to-madison						Public Fast Charging Site
Madison Gas and Electric	Active	Public Charging Network	MGE owns 45 public charging stations that operate on the ChargePoint network. Five of the stations are DC fast chargers.	2009		https://www.mge.com/lovev/charging						Public Charging Network
Madison Gas and Electric	Active	Apartment and Workplace Charging	MGE owns and maintains chargers at apartment and workplaces. Customer pays a monthly charge. Customer has option to work with charging vendor to be reimbursed for cost of electricity used by vendors	2023								EVSE Ownership
Madison Gas and Electric	Active	Charge Ahead	MGE uses either vehicle telematics or L2 charger installed at residence to manage charging. Customer receives either a cash-back incentive or savings on their energy bill from TOU rate	2023								Managed Charging
Madison Gas and Electric	Active	Fleet Charging Pilot	MGE owns and maintains chargers at businesses for them to charge their fleet vehicles. Customer pays a monthly charge for equipment and pays for electricity.	2023								EVSE Ownership
Madison Gas and Electric	Active	EV Owners Group	Upon enrollment, receive a 50% discount when charging at MGE's public charging network	2009		https://www.mge.com/our-environment/electric-vehicles/ev-charging/electric-vehicle-charging-research						Public Charging discount
Madison Gas and Electric	Active	Charge@Home	MGE coordinates the installation of a Level 2 charging station at residential homes. MGE owns the stations and customers pay about $20 per month for ten years, with no up-front costs. Customers give MGE permission to manage their charging sessions and view charging patterns.	2016		https://www.mge.com/our-environment/electric-vehicles/charge-at-home-program						EVSE Ownership
Madison Gas and Electric	Active	EV Fleet Analysis	Fleet analysis provides business customers with a detailed report and online data that includes estimated energy usage, cost savings, reduction in greenhouse emissions, as well as recommendations for EVs and charging infrastructure based on telematics.			https://www.mge.com/newsroom/news-releases/articles/mge-s-new-ev-fleet-goals						Advisory
Madison Gas and Electric	Active	EV Fleet Rate	Commercial rate that provides reduced demand charges over a four year period to business can better understand their charging behavior an learn how to manage charging.			https://www.mge.com/lovev/fleets						Rate
Madison Gas and Electric	Active	Explore My EV	An online tool that allows customers to compare the cost to own an electric vehicle in comparison to a gasoline vehicle. The tool also provides a vehicle comparison and links to MGE programs and resources.			https://mge.wattplan.com/ev/						Advisory
MCE	Active	MCEv	The MCEv program provides rebates for eligible Electric Vehicle Supply Equipment (EVSE). Through 2022, MCEv committed or provided $5.6 million in rebates to over 1,990 charging ports in MCE's service area. Rebates are available for EVSE that are capable of being networked, and vendors providing Qualifying Equipment are required to report whether EVSE's are capable of load management and are compliant with the OpenADR2.0b communications protocol. The program does not provide any incentives for advanced load management or vehicle related demand response.	2018		https://www.mcecleanenergy.org/ev-charging/			MCE Operational Funds		info@mcecleanenergy.org	
MCE	Active	MCE Sync	MCE is piloting a residential EV charging program, MCEv Sync. The objective of this pilot is to deliver regular load-shifting away from the 4pm-9pm peak window, while also seeking to align as much EV charging as possible with high-solar daytime hours. The pilot launched on November 8th, 2021 with customer enrollment and at the end of 2022 had enrolled approximately 1,000 MCE customers who charge their EVs at home into a software platform which delivers direct load control over EV charging using vehicle telematics and networked EVSEs. To date the program has shifted 90% of EV charging events out of the 4 pm – 9 pm window. An analysis of program data through May 2022 showed that customers saved an average of $10 shifting charging to off-peak hours.	2021		https://www.mcecleanenergy.org/mce-sync/			MCE Operational Funds		info@mcecleanenergy.org	
MCE	Active	Peak FLEXMarket	MCE's Peak FLEXmarket Program is a market-driven demand flexibility program that assigns an hourly value to measured, behind-the-meter ("BTM") impacts. Peak FLEXmarket has successfully engaged new aggregators who have never participated in DR, as well as program partners who have traditionally been confined to energy efficiency project development by presenting a value proposition for load flexibility. This program is a framework with the tools to measure and value hourly reductions in energy use and is technology agnostic. There is no specific incentive for VGI, and any customer and/or aggregator can participate under the program with a behavioral offering, device-enabled strategy, or any other solution that generates verifiable results at the meter. Over five hundred customers participated under VGI-focused aggregators during 2022.	2021		https://www.mcecleanenergy.org/peak-flexmarket/			CPUC/Rate Payer		info@mcecleanenergy.org	
MidAmerican Energy Company	Active	DC Fast Charging Program	MidAmerican owned and operated network of public charging stations for electric vehicle drivers throughout service area	2019		https://www.midamericanenergy.com/electric-vehicle-fast-charging-network						Public Fast Charging Network
MidAmerican Energy Company	Active	Residential Electric Vehicle Rebate	$500 rebate for electric residential customers who purchase or lease a new electric vehicle.	2019		Electric Vehicle Rebate (midamericanenergy.com)						Rebate
MidAmerican Energy Company	Active	Residential Electric Vehicle Charger Rebate	$1500 rebate for electric non-residential customers who install a Level 2 charger.	2019		Electric Vehicle Rebate (midamericanenergy.com)						Rebate
Minnesota Power	Active	Commercial EV Charging Rate	In no month shall the Demand Charges exceed 30% of customer's total bill excluding any applicable taxes and fees. Demand is only billed during On-Peak periods.	???								Rate
Minnesota Power	Active	Qualified L2 Chgr Rebate	Rebate on purchase/install for approved chargers and participates in a TOU rate.	???		https://www.mnpower.com/ProgramsRebates/ElectricVehicles						Rebate
Minnesota Power	Active	Residential EV Service Rate	Separately metered TOU rate providing discounted rates during off-peak periods	???		https://www.mnpower.com/ProgramsRebates/ElectricVehicleRates						Rate
Minnesota Power	Active	Residential EV Service Rate	Separately metered TOU rate providing discounted rates during off-peak periods	???		https://www.mnpower.com/ProgramsRebates/ElectricVehicleRates						Rate
Minnesota Power	Active	Qualified L2 Chgr Rebate	Rebate on purchase/install for approved chargers and participates in a TOU rate.	???		https://www.mnpower.com/ProgramsRebates/ElectricVehicles						Rebate
Minnesota Power	Active	Commercial EV Charging Rate	In no month shall the Demand Charges exceed 30% of customer's total bill excluding any applicable taxes and fees. Demand is only billed during On-Peak periods.	???								Rate
Mississippi Power Company		Electric Transportation Infrastructure Services	Turnkey electric transportation infrastructure and services program offering strategy, design, procurement, implementation, and optimization support for federal electrification projects	2021								Advisory
National Grid	Completed	Phase 1 EV Charging Station Program	Make Ready program targeting L2 and DCFC installations at MUDs, public/destination locations, workplaces, environmental justice communities.	2018	through 2021	https://www.nationalgridus.com/MA-Business/Energy-Saving-Programs/Electric-Vehicle-Charging-Station-Program						Make-ready incentives and charger rebates
National Grid	Active	Fleet Advisory Services Program	National Grid is offering 100 no-cost Fleet Advisory Services to public transit and government fleets. National Grid's Fleet Advisory Service Program offers an assessment that identifies fleet vehicles ready for electrification. Public Transit customers include: Public Transit Agencies, School Buses, Head Start Vans and other publicly funded modes of transport for students, Public Universities Preference will be given to eligible fleets that serve or operate in Environmental Justice Communities. National Grid is partnering with ICF to offer the Fleet Advisory Services. Please contact FleetAdvisoryMA@ICF.com to enroll.	2020	through 2024	https://www.nationalgridus.com/MA-Business/Energy-Saving-Programs/Electric-Vehicle-Charging-Station-Program						Advisory
National Grid	Active	Connected Solutions	Demand Response program for EVs and PHEVs- Earn $25 for enrolling in the program and an additional $10-20 per peak event for each vehicle you enroll. If you do not participate in any peak events, you will still earn $20 for each year you are enrolled.	2021	no end date	https://www.nationalgridus.com/MA-Business/Energy-Saving-Programs/Electric-Vehicle-Charging-Station-Program						Demand Response / Managed Charging
National Grid	Active	Off-Peak Charging Program	The Charge Smart Off-Peak Charging Program will reduce drivers' electric vehicle costs and increase the efficiency and reliability of the power grid. Residential customers can enroll and recieve an off-peak charging rebate on their bill. Currently the program is in pilot stage with 500 customers, but will open to additional customers in late 2021.	2020	through 2024	https://www.nationalgridus.com/Charge-Smart-MA						Off-peak charging rebate
National Grid		DCFC Per Plug Incentive	New, publicly accessible DCFC greater than 50 kW for electric vehicles are eligible for a fixed annual incentive from National Grid. If a station is composed of more than one plug, each plug which can simultaneously dispense power with other plug is eligible to earn an incentive. The incentive declines over time and is payable annually.	2019	through end of 2025	https://www.nationalgridus.com/Upstate-NY-Business/Energy-Saving-Programs/Electric-Vehicle-Charging-Station-Program#dcfc						Charger Incentive
National Grid		EV Make-Ready Program	Provides Make-ready infrastructure incentives to support 15k L2 and 500 DCFC. Can cover from 50%-100% of the infrastrucutre costs depending on eligibility.	2020	through end of 2025	https://www.nationalgridus.com/Upstate-NY-Business/Energy-Saving-Programs/Electric-Vehicle-Charging-Station-Program#:~:text=National%20Grid's%20Make%2DReady%20Program,new%20electric%20vehicle%20charging%20stations.						Make-ready incentives
New York State Electric & Gas	Active	Fleet Assessment Service	Electrical infrastructure and rate analysis for fleet conversion to EVs	2020		Fleet Assessment Service and Medium/Heavy Duty EV Pilot Program (nyseg.com)						Advisory
New York State Electric & Gas	Active	EV Rate	Time-of-Use Rate for residential EV drivers	2020		Time of Use Program Calculator (chooseev.com)						Rate
New York State Electric & Gas	Active	Medium/Heavy-Duty Make-Ready Pilot	Incentive covering up to 90% of utility side make-ready costs	2020		Fleet Assessment Service and Medium/Heavy Duty EV Pilot Program (nyseg.com)						Make-Ready
New York State Electric & Gas	Active	L2 Make-Ready Program	Up to $6k incentive per plug toward customer side make-ready and utility side make-ready	2020		EV Charging Station Installations Are Easier and More Affordable (nyseg.com)						Make-Ready, Rebates
New York State Electric & Gas	Active	DCFC Make-Ready Program	Up to $55k incentive per plug toward customer side make-ready and utility side make-ready	2020		EV Charging Station Installations Are Easier and More Affordable (nyseg.com)						Make-Ready, Rebates
New York State Electric & Gas	Active	DCFC Incentive Program	Annual declining per-plug incentive meant to help off-set electricity delivery costs. Paid annually through 2025.	2019		DC Fast Charging Incentive Program (nyseg.com)						Incentives
Northern States Power Minnesota	Active	Accelerate At Home	The EV Accelerate At Home residential electric customers are provided a Level 2 charger from Xcel Energy without paying any costs upfront for the charger, standard installation, and set-up of the charger. These customers pay a bundled service charge that appears on their monthly Xcel Energy bill. Electricians vetted by Xcel Energy and licensed by the State of Minnesota arrive at the customer's home to hardwire and program the Level 2 charger.	2020		https://ev.xcelenergy.com/ev-accelerate-at-home-mn						Make-Ready

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Northern States Power Minnesota	Active	EV Subscription Service	allows customers to charge off-peak for a preset monthly fee, encouraging offpeak charging and offering customers certainty in monthly charging costs.	2019		https://ev.xcelenergy.com/subscription-pilot-mn/						Subscription
Northern States Power Minnesota	Active	Accelerate Your Fleet	Advisory Services to support electrification of fleets within Xcel's service territory.	2020		https://co.my.xcelenergy.com/s/business/ev/fleet						Advisory
Northern States Power Minnesota	Active	EV Dealer Network	In an effort to help our customers wherever they are on their EV journey, Xcel Energy launched an EV Dealer Network. Through the network, Xcel Energy is offering services that directly address barriers that dealers face regarding EVs including staff training, customer education via showroom signage and displays, co-marketing to support advertising and awareness, and on-site program enrollment.	2020		https://ev.xcelenergy.com/dealers						Advisory
Northern States Power Minnesota	Active	EV Optimization Pilot	The pilot seeks to manage the grid impacts of EVs by working with customers to schedule daily EV charging based on the customer's selection of a preferred schedule that ensures charging occurs during off-peak hours.	2022								Pilot
Northern States Power Minnesota	Active	Public Charging Infrastructure	The participating site hosts represent municipalities, private companies such as auto dealerships, school districts, and counties.	2019								
Northern States Power Minnesota	Active	MDU EV Service Pilot	Funding for line extension and EV supply infrastructure	2020								Pilot
Northern States Power Minnesota	Active	DCFC Stations	The Company has been approved to install, own, and operate 21 DCFC charging stations, as proposed and approved in Docket No. E002/M-20-745.	2022								
Northern States Power Wisconsin		Voluntary EV Charger Service Program	a program for qualifying residential customers with an electric vehicle who are on the Company's Time of Day Service Rate	2019								Residential
Northern States Power Wisconsin		Commercial EV Service Pilot	allows the Company to study an alternative to Wisconsin's current extension rules for medium and large EV customers.	2019								Pilot
Northern States Power Wisconsin		FEAP Pilot		2019								Advisory
Northern States Power Wisconsin		EV Home Service	program for qualifying residential customers with an electric vehicle who are not on the Company's Time of Day Service Rate	2019								Residential
Northern States Power Wisconsin		Accelerate At Home	The EV Accelerate At Home residential electric customers are provided a Level 2 charger from Xcel Energy without paying any costs upfront for the charger, standard installation, and set-up of the charger. These customers pay a bundled service charge that appears on their monthly Xcel Energy bill. Electricians vetted by Xcel Energy and licensed by the State of Wisconsin arrive at the customer's home to hardwire and program the Level 2 charger.	2020		https://ev.xcelenergy.com/ev-accelerate-at-home-wi						Make-Ready
Northern States Power Wisconsin		Accelerate Your Fleet & On-The-Go		2020								Make-Ready
Northern States Power Wisconsin		Accelerate Your Fleet	Advisory Services to support electrification of fleets within Xcel's service territory.	2020		https://co.my.xcelenergy.com/s/business/ev/fleet						Advisory
NYSERDA and Nuvve	Completed	V2G, V1G Demonstration	Demonstrate the real-world benefits of vehicle-to-grid (V2G) services on fleets at college campuses. Details: – Funded by NYSERDA – 3 V1G vehicles and 3 V2G electric vehicles used to provide bidirectional grid services on the CUNY Queens College campus Partners: NYSERDA Queens College, City University of New York Genesis Engineering Dr. Steven Letendre, PhD SERVICES – Demand charge management – Emergency backup power with solar integration – Simulated frequency regulation https://nuvve.com/projects/nyserda/			https://nuvve.com/projects/nyserda/						Technology demonstration
Orange & Rockland Utilities		Fleet Assessment Service	If you are an owner or operator of a vehicle fleet registered in New York State and you are considering converting your fleet to plug-in electric vehicles, you are eligible to apply through this website for assistance from your utility service provider to help prepare your fleet for electric vehicle charging.	2020		https://www.oru.com/en/our-energy-future/technology-innovation/electric-vehicles/ny-commercial-ev/electric-vehicle-make-ready-program						Advisory
Orange & Rockland Utilities		NY WorkPlace Charging	Workplace charging program installs Level 2 smart chargers for employees	2022								EVSE Ownership
Orange & Rockland Utilities		EV Make-Ready Program	associated with installing Level 2 or DC fast charging stations at your commercial facility, multifamily building, or parking area. Chargers which meet minimum program requirements are eligible to recover up to 50% of the cost. Chargers which are publicly accessible and have non-proprietary plugs may receive up to 90% of the cost, and if located in a disadvantage community are eligible for up to 100% of the cost.	2020		https://www.oru.com/en/our-energy-future/technology-innovation/electric-vehicles/ny-commercial-ev/electric-vehicle-make-ready-program						Make-Ready, Rebates
Orange & Rockland Utilities		Charge Smart	For managed charging program incentivizes customers who purchase a residential charger on the company's website for charging during times of renewable generation.	2020		https://ny.myorustore.com/content_charge_smart_program.html						EVSE Incentive
Orange & Rockland Utilities		DCFC PPI	The DCFC Per-Plug Incentive Program (DCFC PPI) provides an annual declining per-plug incentive to qualifying public DCFC operators. The purpose of the incentive is to support DCFC while utilization is relatively low by offsetting electric delivery cost.	2019		https://www.oru.com/en/our-energy-future/technology-innovation/about-electric-vehicles/electric-vehicle-fast-charging-per-plug-incentive						EVSE Incentive
Orange & Rockland Utilities		EV Time of Use (TOU) Price Guarantee	You can switch your whole home to our time-of-use rate for one year with no risk. After you've been billed on time-of-use for 12 months, we'll compare what you paid under time-of-use rates with what you would have paid under our standard residential rate. If you paid more, we'll credit your account for the difference.	2019		https://www.oru.com/en/our-energy-future/technology-innovation/electric-vehicles/ny-residential-ev/electric-vehicles-your-bill						Rate
Orange & Rockland Utilities		MHDV Pilot Program	This Pilot Program is designed to reduce diesel emissions by encouraging the conversion of medium- and heavy-duty fleets to electric vehicles (EVs) in the utilities' service territories. The Pilot Program focuses particularly on disadvantaged communities (DACs) and offers incentives to mitigate the cost of developing EV charging capacity for qualifying medium- and heavy-duty fleets.	2020		https://www.oru.com/en/our-energy-future/technology-innovation/electric-vehicles/ny-commercial-ev/electric-vehicle-make-ready-program						Make-Ready, Rebates
Ovo Energy and Cenex UK	Completed	Three-year trial of vehicle-to-grid (V2G) chargers at UK homes and revealed that the technology could help motorists reduce electricity bills by up to £725 per year.	A 3-year trial, which covered 320 homes beginning in 2018. V2G technologies of various kinds, programmed to provide grid balancing services through Ovo Energy's Kaluza smart energy platform, were offered to motorists with electric vehicle (EV) models including the Nissan Leaf and e-NV200. On average, it was found that individuals with one-way smart chargers saved £120 on their annual electricity bill, with this figure rising to £340 for basic V2G charging. When the Kaluza smart platform was programmed to offer different response patterns, the savings benefit rose to up to £725.	2018	2021	https://www.edie.net/worlds-largest-v2g-trial-finds-that-ev-drivers-could-cut-725-off-electricity-bills/						Technology demonstration
Pacific Gas & Electric	Completed	Clean Fuel Rebate: For Residential EV Customers	PG&E customers with EVs are eligible to receive an $800 Clean Fuel Rebate for their use of electricity as a clean transportation fuel. The Clean Fuel Rebate comes from a State of California program called the Low Carbon Fuel Standard. The goal of the Standard is to reduce greenhouse gas emissions from transportation by encouraging the adoption of cleaner transportation fuels, including electricity. This rebate will be transitioned to the statewide Clean Fuel Reward program by 2020.		Dec-20						Allison Donnelly, ACDH@pge.com	Program
Pacific Gas & Electric	Completed	Electric School Bus Renewables Integration.	PG&E will deploy make-ready infrastructure to serve a fleet of electric school buses in a disadvantaged community. In addition to providing make-ready infrastructure for charging stations, PG&E will test how charge management software can be used to integrate onsite renewable generation. Charge management software will be utilized to align the charging of the buses with excess renewable energy mid-day and thereby reduce energy costs and GHG emissions.	2018	2020		Please see column D	2.2M	TEBA (SB 350)	Olivine, Pittsburg USD	Dick Kim, R3KB@pge.com	Infrastructure
Pacific Gas & Electric	Ongoing	EV Charge Network Program	Make-ready and utility-owned charging infrastructure for workplaces and multi-family dwellings. Includes incentives for charger purchase in some customer segments. Up to 7500 level 2 chargers deployed over 3 years. www.pge.com/evcharge	Jan-18	Sep-21	www.pge.com/evcharge					Laura Espinoza, LXEK@pge.com	Infrastructure
Pacific Gas & Electric	Active	EV Fleet Program	Make-ready infrastructure for medium-, heavy-duty, and non-road fleets that have commitments to purchase corresponding electric vehicles. Includes charger purchase incentives for transit, school bus, and disadvantaged community sites. Targets approximately 700 sites and 6500 vehicles over 5 years. www.pge.com/fleetready	Oct-18	Ongoing	PG&E fleet program for electric vehicles (pge.com)		$254M			Kati Pech, K3PM@pge.com	Infrastructure
Pacific Gas & Electric	Completed	Home EV Charger Information Resource.	PG&E provides EV information it provides on its website, including checklists to help customers who are considering purchasing charging stations or looking for contractors to install them. Information should be translated into other languages PG&E customers speak.			Electric Vehicles - Charging (pge.com)		0.2M	TEBA (SB 350)		Alex Sadler, AISD@pge.com	ME&O
Pacific Gas & Electric	Completed	Idle Reduction Technology.	PG&E will deploy make-ready infrastructure to serve up to 30 transport refrigeration units at one site in a disadvantaged community. In addition to providing make-ready infrastructure for charging stations, PG&E will provide a rebate for the EVSE and will provide technical assistance. PG&E will test how to minimize total cost of ownership for a fleet of transport refrigeration units and will test the maturity of charging stations for this vehicle technology.	May-18	2020			1.7M	TEBA (SB 350)		Dick Kim, R3KB@pge.com	Infrastructure
Pacific Gas & Electric	Completed	Medium or Heavy-duty Fleet Customer Demonstration	PG&E will deploy make ready infrastructure to serve a fleet of electronic transit buses in a disadvantaged community. In addition to providing make-ready infrastructure for charging stations, PG&E will provide a rebated for EVSE and will also provide a rebated and make ready infrastructure to deploy battery storage on site. PG&E will test how to minimize total cost of ownership for an electric fleet through a combination of tools, including different types of charging, load management software and battery storage. PG&E will produce a handbook of lessons learned.	May-18	2020			3.36M	TEBA (SB 350)		Dick Kim, R3KB@pge.com	Infrastructure
Pacific Gas & Electric	Active	evPulse for PG&E (LCFS Resilient Charging Pilot)	Resilient Charging is a Low Carbon Fuel Standard (LCFS) funded pilot designed to provide EV resiliency in the face of increasing wildfires. It is a two-phased pilot, with the following goals: Phase One 1.Identify EV drivers in High Fire Threat Districts (HFTDs) and areas that have been affected by Public Safety Power Shutoff (PSPS) events Phase Two 2.Develop a baseline for EV driver charging behavior before a PSPS event 3.Test customer experience and valuation of a third-party platform (WeaveGrid) that provides proactive communication and managed charging of EVs as a resiliency service	Jul-22	Dec-23	https://join.pge.ev-pulse.com/		$4.76M	LCFS	WeaveGrid	Michelle Huang, MZHD@pge.com	Infrastructure
Pacific Gas & Electric	Active	Emergency Load Reduction Program (ELRP)	The ELRP is a 5-year pilot to ensure adequate electric power in the event of extreme weather during times of greatest need. The adoption of this pilot was driven by the July 30, 2021, Governor Newsom Emergency Proclamation "urging all state energy agencies to ensure there is adequate electricity to meet the needs of Californians in 2022." The 2022 ELRP, among other requirements adopted, "...expanded on electric vehicle potential by allowing aggregation of vehicle to grid managed charging and discharge to support the grid at net peak."	May-21		https://elrp.olivineinc.com/	Please see column D				John Hernandez, J6H6@pge.com	Bi-directional charging
Pacific Gas & Electric	Active	DHARTP CEV Rate Proceeding to Consider Exports	PG&E's proposed DAHRTP-CEV Pilot rate is a rate rider that would replace the current TOU generation rates on Schedules BEV-1 and BEV-2 with a generation rate derived from CAISO's day-ahead hourly wholesale market, forecasted load and GHG-free generation. Rates related to distribution, transmission, and non-bypassable charges would continue to be assessed as specified in the original BEV schedules. The generation rate includes an energy portion, a capacity portion, and a non-time-differentiated revenue neutral rate adder.	Oct-23			What technical and operational challenges must PG&E overcome to make the DAHRTP-CEV Pilot rate available to customers? What is the cost of that work? Can participating PG&E CEV Account Holders technically integrate with PG&E's proposed DAHRTP-CEV Pilot rate? What is the cost of that work? Does the proposed rate provide cost savings to participating PG&E CEV Account Holders, Which use cases can achieve the greatest savings without diminishing the end-use customer experience? Does the proposed rate provide system benefits? Does the proposed rate provide both system and customer benefits simultaneously?		GRC		Oriana Tiell, OST2@pge.com	Bi-directional charging
Pacific Gas & Electric	Completed	EPIC 2.03B - Smart Meter - Vehicle to Home	The goal of this project was to complement EPIC 2.03 solar photovoltaics (PV) smart inverter assessment project by including electric vehicle related technology. EPIC2.03.b – Vehicle to Home demonstration focused on charging and discharging of theEVs in response to a demand respond event (providing load drop by islanding the house) or hard islanding events in different configurations. It was completed Feb. 2018.		Feb-18						Damian Inglin	Technology demonstration
Pacific Gas & Electric	Completed	EV Fast Charge Program	Make-ready infrastructure for public DC Fast Charging plazas. Includes incentives for charger purchase in disadvantaged communities sites. Budget estimates to deploy approximately 50 sites and 230 DCFC chargers over 5 years.	2020							Sam Piell, S4PS@pge.com	Infrastructure
Pacific Gas & Electric	Completed	Submetering Pilot	Study the potential for using submetering to provide rates and bills specific to the owners of PEVs. The pilot was conducted in two phases evaluating the strengths and weaknesses of subtractive billing for Single- and Multiple-Customers-of record (SCOR/MCOR). Focus was on mapping service offerings across stakeholders, assessing accuracy, and evaluating customer satisfaction with the procut. Verified with SME's (Albert Phan/Albert Yan) that this pilot had no VGI elements.	Sep-14	Apr-18						Dick Kim, R3KB@pge.com	Technology demonstration
Pacific Gas & Electric	Completed	V2G EVSE AC Pathway	The objective of this project was to develop a temporary interconnection pathway for pilots seeking V2G AC interconnection that will ensure the necessary safety precautions	Dec-20				N/A	N/A	N/A	N/A	Bi-directional charging
Pacific Gas & Electric	Ongoing	Demand Response Emerging Technology Pilot that relates to EV	1) EV study for ADR incentive - Develop an ADR incentive for residential EV Charging Station, 2) DER Technology for DR - Understand using DER (such as EV and battery) for DR and its barriers in order to collect information for existing DR program enhancements	1-Oct	Nov-21						Albert Chiu, AKC6@pge.com	Technology demonstration
Pacific Gas & Electric	Completed	EPIC 3.27 Multi-Purpose Meter	Project focuses on accurate, affordable utility grade EV charging submeter in support of Plug-In Electric Vehicle Submetering Protocol. Not directly VGI related but a foundational work for EV charging.	Nov-20	Nov-21						Damian Inglin	Infrastructure
Pacific Gas & Electric	Active	Empower EV	To support EV adoption in low-moderate income communities, PG&E will provide EV chargers at no cost and additional installation funding for PG&E residential customers who have low-moderate incomes. PG&E will target low-moderate income communities with the program's EV Marketing, Education and Outreach (ME&O).	Early 2023		PG&E Empower EV program (pge.com)	Serve 2000 households	4M	Balancing Account		Alex Sadler, AISD@pge.com	Infrastructure
Pacific Gas & Electric	Active	EV Charge 2	PG&E's proposal builds on the success of its recently completed EV Charge Network program by proposing to instal new infrastructure for up to 16,000 additional L2 and DCFC charging ports, supporting multifamily housing residents in particular with onsite, workplace and public destination charging options. https://www.pge.com/en_US/about-pge/media-newsroom/news-details.page?pageID=0bf4775e-6dc5-4d62-acc2-5c01bc021597&ts=1644451806047	Early 2023	During 2029	https://www.pge.com/en_US/about-pge/media-newsroom/news-details.page?pageID=0bf4775e-6dc5-4d62-acc2-5c01bc021597&ts=1644451806047		276M			Maya Wolf, MMWL@pge.com	Infrastructure
Pacific Gas & Electric	Ongoing	EV Schools and Parks	PG&E will deploy EV charging infrastructure that enables EV drivers to charge EVs on campuses where they learn or work and that enables state park visitors and employees to charge at the park	Nov-19	End 2023	PG&E electric vehicle resources (pge.com)		5.76M for Schools and 5.54M for Parks	Balancing Account	N/A	Tom Skawski, T8SC@pge.com	Infrastructure
Pacific Gas & Electric	Active	PG&E-GM Vehicle-to-Home Pilot	In the pilot, PG&E and GM will test a retrofit GM electric vehicle (EV) at PG&E's Applied Technology Services (ATS) facility in San Ramon, Calif. in early 2023 and test in a field demonstration at small subset of customers' homes following the lab testing.	2023	End 2023	PG&E Corporation - PG&E and General Motors Collaborate on Pilot to Reimagine Use of Electric Vehicles as Backup Power Sources f	Test bidirectional EV charging		GRC	GM	Kristin Landry, K5LH@pge.com	Technology demonstration
Pacific Gas & Electric	Active	PG&E-Ford Vehicle-to-Home Pilot	In the pilot, PG&E and Ford will test Ford's F-150 Lightning EVs and bidirectional charging systems in a field demonstration at a small subset of customers' homes beginning in spring 2023.	2023	End 2023	PG&E Corporation - PG&E and Ford Collaborate on Bidirectional Electric Vehicle Charging Technology in Customers' Homes (pgecor	Test bidirectional EV charging		GRC	Ford	Kristin Landry, K5LH@pge.com	Technology demonstration
Pacific Gas & Electric	Proposed	DRP DIDF and Partnership Pilot	The existing Distribution Investment Deferral Framework (DIDF) currently provides opportunities for Distributed Energy Resources (DERs), including EVs, to defer distribution investments. The Proposed Partnership pilot would explore alternative sourcing methods to procure aggregated Behind-The-Meter (BTM) DERs to defer distribution investments.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Aggregated Distribution Service (from EVs)
Pacific Gas & Electric	Proposed	GRC Phase 1 Grid Mod 2020, 2023	D.18-03-023 in the CPUC's DRP proceeding requires each IOU to submit a Grid Modernization Plan in the distribution chapter of its GRCs to identify grid modernization investments that integrated DERs, including EVs, into the IOU's grid consistent with the DRP goals of avoiding or deferring the costs of distribution investments and enhancing the ability of DERs including EVs to support grid reliability and safety. PG&E's first Grid Modernization Plan was approved in PG&E's 2020 GRC and its next Grid Modernization Plan will be submitted with PG&E's 2023 GRC in June, 2021.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Grid Modernization
Pacific Gas & Electric	Active	V2X Residential Pilot	Demonstration pilot for V2X light-duty EVs. Backup power, customer bill management, system real-time energy, system renewable integration and EV export for grid services, in succession	Apr-23		www.pge.com/vgi	Up to 1000 Customers Enrolled, implementation of VGI Dynamic Rate	7.5M	Balancing Account	Ford, GM	Rudi Halbright, RUHS@PGE.COM	Bi-directional charging
Pacific Gas & Electric	Active	V2X Commercial Pilot	Demonstration pilot for V2X medium and heavy-duty EVs. Backup power, customer bill management, system real-time energy, system renewable integration and EV export for grid services, in succession	Apr-23		www.pge.com/vgi	Up to 200 Customers Enrolled, implementation of VGI Dynamic Rate	2.7M	Balancing Account	Ford, GM	Rudi Halbright, RUHS@PGE.COM	Bi-directional charging

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Pacific Gas & Electric	Active	Microgrid pilot	Proposed pilot and development of production-ready technology which leverages BTM DERs for resiliency in a PSPS. Project would develop coordination between an FTM generator (or battery) and BTM resources during grid islanding. This project would focus on BTM solar and storage, but would support, and may also test, V2G or other BTM technologies. Potential to grow project to a "Feeder of the Future" in support of cleaner PSPS.	2023		www.pge.com/vgi	Hundreds of customers paritcipating in PSPS microgrids to provide a portion of power during outages	1.5	Balancing Account	N/A	Chris Moris, CGM0@pge.com	Infrastructure, Microgrid Controls
Pacific Gas & Electric	Active	PG&E Commercial electric vehicle day-ahead hourly real time pricing pilot (DAHRTP-CEV pilot)	PG&E's DAHRTP-CEV Pilot aims to gather information regarding the technical and operational feasibility, cost and benefits associated with a proposed day ahead hourly real time rate	1-Oct	24-Mar	N/A		9.6M	Dynamic and Real Time Pricing Memorandum Account (DRTPMA)	N/A	Oriana Tiell, OST2@pge.com	Technology demonstration
Pacific Gas & Electric	Active	Pre Owned EV Rebate Program	Post-purchase rebate for pre-owned EVs. $1,000 base rebate, additional $3,000 for income-qualified customers.	2/1/2023		https://evrebates.pge.com/	45K rebates	86M	LCFS	N/A	Allison Donnelly, ACDH@pge.com	Program
Pacific Gas & Electric	Active	Multifamily EV Charging Installation Incentive Program	Direct install of L1 / L2 chargers at MFH & SMB sites to increase access to charging for underserved customers	Early 2023			Up to 450 sites / 2,000 ports to increase access to charging	25M	LCFS	N/A	Yen Tran, YXT9@pge.com	Program
Pacific Gas & Electric	Active	Residental Charging Solutions	Education and financial support to help Resi customers install EV charging equipment while avoiding panel upgrades	Second half 2023			Up to 10,000 rebates to help customers charge EV without needing panel upgrade	7.3M	LCFS	N/A	Alex Sadler, AISD@pge.com	Program
Pacific Gas & Electric	Active	BMW ChargeForward	Objective of this project is to optimize smart charging to reducing customer charging bills and maximizing renewable energy integration, while reducing the impact to the grid. The project also analyzes the response of customers to incentives. The testing phase aims to explore the technical feasibility and cost-effectiveness of bi-directional charging.	July, 2015	Ongoing	BMW ChargeForward		N/A	BMW	BMW	Sarah Swickard, SZSL@pge.com	One-directional, Bi-directional charging
Pacific Power	Active	Oregon Technical Assistance Program	Free technical assistance studies to support EVSE feasibility analysis			Charging Station & Fleet Planning Technical Assistance (pacificpower.net)						Technical Assistance
Pacific Power	Active	Oregon Clean Fuels Program-Grant Program	Grant programs for nonresidential customers interested in expanding TE and must benefit residential customers	2020		Grant opportunities (pacificpower.net)						Grant Programs
Pacific Power	Active	EVSE Rebate Program (Residential & Commercial)	Provide incentives for L2 chargers for residential and commercial customers	2022		Electric Vehicles (pacificpower.net)						Rebates
Pasadena Water & Power	Active / Planning	EV Charger Incentives	PWP provides incentives for both residential and commercial EV chargers. In the next 18 months, PWP will have six large public charging facilities (over 20 chargers), many of which include DC Fast Charging. PWP is working with other utilities through the Southern California Public Power Association to develop a Rewards program for customers that charge at the right time using the smart meters. PWP would use the smart EV chargers to collect data, as PWP does not currently use AMI metering for residential customers.									Infrastructure
PECO	Active	DC Fast Charging Discount Rate (Pilot)	Pilot discount rate for DC Fast Charging demand for commercial customers installing fast charging infrastructure for public or workplace fleets, available July, 2019 through June 20, 2024 providing 50% discount for 36 months from the installation or until the pilot ends, whichever comes first.	2019		https://www.peco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehiclesL3.aspx						Rate
PECO	Active	L2 Charging Pilot	Up to $3K per port for customer-side make-ready by C&I customers. Customer to provide PECO with charging transactional data for two years. Max 20 ports per customer. Total $500k in funding.	2022								Rebates
PECO	Active	DC Fast Charging Discount Rate (Pilot)	Pilot discount rate for DC Fast Charging demand for commercial customers installing fast charging infrastructure, available July 2019 through June 2024 providing up to 50% discount for 36 months from the installation or until the pilot ends, whichever comes first.	2019		https://www.peco.com/EV						Rate
PECO	Active	Transit Charging Pilot	Incentives ($1M total) for EVSE ≥250kW dedicted to public transit buses. Transit Agency to provide PECO with charging transactional data for three years.	2022								Rebates
PECO	Active	EV Registration Incentive	$50 EV Registration Incentive	2013		https://www.peco.com/EV						Vehicle Registration Incentive
PECO	Active	Education and Outreach	Conduct proactive EV education and outreach to increase customer knowledge of the Company's EV offerings including the EV Toolkit, the EV-FC Rider, the EV registration incentive, the L2 Program, and the Transit Charging Program utilizing a variety of communication channels including, but not limited to, bill inserts, email, social media, website updates, and printed materials	2022								Education
PECO	Active	EV Registration Incentive	$50 EV Registration Incentive	2013		https://www.peco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehiclesL3.aspx						Vehicle Registration Incentive
PECO	Active	DC Fast Charging Discount Rate (Pilot)	Pilot discount rate for DC Fast Charging demand for commercial customers installing fast charging infrastructure, available July 2019 through June 2024 providing up to 50% discount for 36 months from the installation or until the pilot ends, whichever comes first.	2019		https://www.peco.com/EV						Rate
PECO	Active	Level 2 Charger Rebate	$500 Credit to installation or energy cost	2018		https://www.peco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehiclesL3.aspx						Rebates
PECO	Active	EV Registration Incentive	$50 EV Registration Incentive	2013		https://www.peco.com/EV						Vehicle Registration Incentive
PECO	Pending	Transit Charging Pilot	Incentives ($1M total) to public transit charging infrastructure development costs including purchase and installation of equipment (with min capacity of 250kW) and make-ready costs. Transit Agency to provide PECO with charging transactional data to PECO for three years	TBD 2022								Rebates
PECO	Pending	Education and Outreach	Conduct proactive EV education and outreach to increase customer knowledge of the Company's EV offerings including the EV Toolkit, the EV-FC Rider, the EV registration incentive, the L2 Program, and the Transit Charging Program utilizing a variety of communication channels including, but not limited to, bill inserts, email, social media, website updates, and printed materials	TBD 2022								Education
PECO	Active	L2 Charging Pilot	Up to $3K per port for customer-side make-ready by C&I customers. Customer to provide PECO with charging transactional data for two years. Max 20 ports per customer. Total $500k in funding.	2022								Rebates
PECO	Active	Transit Charging Pilot	Incentives ($1M total) for EVSE ≥250kW dedicted to public transit buses. Transit Agency to provide PECO with charging transactional data for three years.	2022								Rebates
PECO	Active	Education and Outreach	Conduct proactive EV education and outreach to increase customer knowledge of the Company's EV offerings including the EV Toolkit, the EV-FC Rider, the EV registration incentive, the L2 Program, and the Transit Charging Program utilizing a variety of communication channels including, but not limited to, bill inserts, email, social media, website updates, and printed materials	2022								Education
PECO	Pending	L2 Charging Pilot	Make-ready Incentives $3K or 75% for sites located in PA Environmental Justice Areas or $2K or 50% for other locations per port) to all C&I customers. Customer to provide PECO with charging transactional data to PECO for two years. Max 20 ports per customer. Total $500k in funding	TBD 2022								Rebates
Peninsula Clean Energy	Active	EV Reach Codes - ALMS	PCE, in collaboration with SVCE and San Mateo County's Office of Sustainability, produced EV Reach Codes and is promoting their adoption locally. These codes emphasize level 1 and low power level 2 charging and ALMS as strategies to wide scale electrification in new construction by avoiding the costs of increased electric infrastructure. https://bayareareachcodes.org/	2019	NA	https://bayareareachcodes.org/			Peninsula Clean Energy	TRC (technical assistance)	pkobernick@peninsulacleanenergy.com	Policy
Peninsula Clean Energy	Active	EV Ready	As part of PCE's "EV Ready" program, an EV infrastructure partnership with CALeVIP, PCE's technical assistance is heavily utilizing the use of advanced load management systems (ALMS) such as circuit sharing and panel sharing to expand Level 2 EVSE while avoiding costly electrical infrastructure upgrades. Level 1 charging is also being regularly recommended to provide the most widespread access to EV charging without significant infrastructure upgrades, particularly at multifamily housing. Level 1 projects are currently averaging ~$3,000/port (including panel upgrades), a fraction of the cost of traditional Level 2 charging. EV Ready is a 4-year program that launched in winter 2020.	2020	2024	https://www.peninsulacleanenergy.com/ev-ready/	3,500 EV charging ports installed	$16 million	Peninsula Clean Energy	CLEAResult (site design assistance)	pkobernick@peninsulacleanenergy.com	Infrastructure
Peninsula Clean Energy	Active	Managed Charging Pilot	Vehicle telematics-based software for residential EV charging. PCE tested the technical capabilities of Flex Charging's approach in 2020 with PCE customers and achieved a 50% reduction in off-peak charging through this proof of concept pilot. PCE is preparing to launch a significantly expanded phase 2 of the pilot with ev.energy, which will also be testing various incentive strategies and approach, with analysis to be conducted by the University of California, Davis and Peninsula Clean Energy.	4/2023 (next phase)	Feb-24	TBD		$550,000	Peninsula Clean Energy	ev.energy (platform provider)	pkobernick@peninsulacleanenergy.com	Technology demonstration
Peninsula Clean Energy	Active	Public EV Fleets	Technical assistance and funding to assist public agency fleet managers electrify their fleets. Includes vehicle replacement planning, charging needs assessment, total cost of ownership comparison, managed charging planning, site designs, etc. Also includes charge management services provided to the fleet through the Mobility House.	Dec-22	Dec-25	https://www.peninsulacleanenergy.com/public-ev-fleets-program/	Up to 9 fleet engagements	$650,000	Peninsula Clean Energy	Optony (technical assitance), the Mobility House (charge management)	pkobernick@peninsulacleanenergy.com	Infrastructure
Peninsula Clean Energy	Launching	V2B demonstration	PCE is developing a vehicle to building (V2B) demonstration, which will use electric vehicles deployed to municipal fleets to support critical municipal facilities in power shut offs and other grid failures.	2023	TBD	TBD		$250,000	Peninsula Clean Energy		pkobernick@peninsulacleanenergy.com	Technology demonstration
PEPCO	Yes	Electric Bus Chargers	Pepco DC has received approval from the DC Public Service commission to implement a combined $4.78M portfolio of electric vehicle offerings across the residential, non-residential and public market segments. Up to 5 bus depot charges and 1 on-route charger to support the use of Electric Buses.	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramDC.aspx						EVSE
PEPCO	YEs	Public Charging	Pepco DC has received approval from the DC Public Service commission to implement a combined $4.78M portfolio of electric vehicle offerings across the residential, non-residential and public market segments. Make-ready infrastructure for up to 35 public Smart Level 2 and 20 DCFC charging stations.	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramDC.aspx						Make Ready
PEPCO	Yes	Taxi/Rideshare Chargers	Pepco DC has received approval from the DC Public Service commission to implement a combined $4.78M portfolio of electric vehicle offerings across the residential, non-residential and public market segments. Up to 10 Smart Level II EVSE and 2 DC Fast Chargers to support the Electric Taxi/Rideshare deployment.	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramDC.aspx						EVSE
PEPCO	Active	Commercial Demand Charge Credit	a multifamily, fleet, and workplace demand charge credit on qualifying customer owned L2 or DCFC EV chargers	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rate
PEPCO	Active	Utility-owned public charging	350 installations of utility owned, publicly available L2 smart chargers and DCFCs sited at county and municipal public locations across the service territory	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						EVSE Ownership
PEPCO	Active	Commercial L2 smart charger discount	discounted L2 smart charger and one time free installation per site for 250 multifamily applicants with a voluntary green rider adder	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rebates
PEPCO	Active	Residential Whole House TOU Rate	unlimited Whole House EV TOU rate	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rate
PEPCO	Active	Residential L2 Charger Rebate	1,000 rebates of $300 for customers with an eligible L2 EV smart charger	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rebates
PEPCO	Active	Residential discounted EV charger and installation	discounted EV charger and installation for 137 SOS residential applicants	2019		https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx						Rebates
Portland General Electric	Active	Technical Assistance	Free advisory services for business customers (including multifamily) interested in installing EV charging.	2018								Advisory
Portland General Electric	Active	Electric Avenue	Build-out of six utility-owned EV charging site locations in PGE's service territory, each with L2 and multiple DCFC chargers.	2018		https://portlandgeneral.com/energy-choices/electric-vehicles-charging/charging-your-ev						Make-Ready, EVSE Ownership
Portland General Electric	Active	Drive Change Fund	Competitive grant fund of ~$2.5 MM per year to support TE projects by non-profits, schools, governments and community organizations.	2019		https://portlandgeneral.com/about/who-we-are/community/drive-change-fund						Grants
Portland General Electric	Active	Heavy-Duty EV Charging Demonstration Sites	Support for sites that offer public and fleet fast charging services.	2021		https://portlandgeneral.com/news/2020-12-01-daimler-trucks-north-america-portland-general-electric-announce						Make-Ready
Portland General Electric	Active	Electric School Bus Fund	Competitive grant fund of ~$X MM per year to support school bus electrification. Recipients receive advisory services and grant funds for an electric school bus and charging infrastructure.	2019		https://portlandgeneral.com/energy-choices/electric-vehicles-charging/pge-electric-school-bus-fund						Advisory, Grants
Portland General Electric	Active	Business EV Charging Rebates	Rebate of $1,000 per qualified L2 port ($2,300 for income-qualified multifamily) for non-residential customers.	2020		https://portlandgeneral.com/energy-choices/electric-vehicles-charging/business-charging-fleets/ev-charging-pilot-program-business						Rebates
Portland General Electric	Active	Residential Smart Charging Program	Rebate of $500 ($1,000 for income-qualified) for purchase installation of qualified L2 home charger. Alternative $50 rebate for previously installed qualified charger. Smart charging component rewards residential customers for shifting or reducing their home EV charging at peak times. Enrolled customers are eligible for a $25 reward each season (winter/summer) that they participate.	2020		https://portlandgeneral.com/energy-choices/electric-vehicles-charging/charging-your-ev/ev-charging-pilot-program-home						Rebates, Demand Response
Portland General Electric	Active	Fleet Partner	Turnkey solution for transitioning fleet to electric, including custom incentives. Two Phases: Plan and Build. PLAN includes EV feasibility assessment, charging analysis, fuel cost/clean fuel credit analysis, site assement, preliminary designs and cost estimates, summary of incentives all presented in a Fleet Partner Study. BUILD includes turnkey final design and construction of ready made infrastructure, incentives based on forecasted energy use of the chargers, PGE ownership of make-ready infrastructure.	2021		https://portlandgeneral.com/fleet-charging						Advisory, Make-Ready
Portland General Electric	Active	Transit Pilot	PGE supported the electrification of a transit bus line by providing advisory services and owning/operating/maintaining the bus chargers at two locations.	2018		N/A						Make-Ready, EVSE Ownership
Portland General Electric	Active	Right of Way Charging Pilot	Level 2 charging at utility poles in neighborhoods with multifamily housing as well as single-family homes that lack off-street parking.	2020		https://portlandgeneral.com/energy-choices/electric-vehicles-charging/charging-your-ev						Make-Ready, EVSE Ownership
PowerSecure		Energy Services	Behind-the-meter services for EV infrastructure and charging	2016								Advisory
Public Service Company of New Mexico	Active	2022-2023 TEP: Multifamily Housing L2 Installation Incentive	Up to $2,500 per port for the installation of multifamily housing L2 chargers. Chargers located in LMI communities may receive up to $5,000 per port.	2022		https://webapps.dnv.com/ev_pnm/commercial/						Make-Ready
Public Service Company of New Mexico	Active	2022-2023 TEP: Workplace/Fleet L2 Installation Incentive	Up to $2,500 per port for the installation of workplace or fleet L2 chargers.	2022		https://webapps.dnv.com/ev_pnm/commercial/						Make-Ready
Public Service Company of New Mexico	Active	2022-2023 TEP: Customer Education and Outreach	$1M budget for customer education and outreach to inform customers of the benefits of EVs as well as specific PNM programs. This includes ride and drive events, school education, and traditional marketing efforts.	2022		https://www.pnm.com/electric-vehicles						Customer Outreach
Public Service Company of New Mexico	Active	2022-2023 TEP: Mass Transit Charging Installation Incentive	A total budget of $1.5M reserved for charging infrastructure for mass trasit that serves LMI communities.	2022		https://webapps.dnv.com/ev_pnm/commercial/						Make-Ready
Public Service Company of New Mexico	Active	2022-2023 TEP: Public L2 Installation Incentive	Up to $2,500 per port for the installation of publicly available L2 chargers.	2022		https://webapps.dnv.com/ev_pnm/commercial/						Make-Ready
Public Service Company of New Mexico	Active	2022-2023 TEP: Whole-Home EV Pilot Rate	Reduced cost of energy for EV drivers from 10:00PM-5:00AM. Rate is applied at the billing meter, so all home loads shifted will qualify.	2022		https://webapps.dnv.com/ev_pnm/electric-rates/						Rate
Public Service Company of New Mexico	Active	2022-2023 TEP: Residential Smart Charger	$500 towards the cost of a qualified smart charger. Low- to moderate (LMI) customers can receive an additional $2000 towards the cost of installation.	2022		https://webapps.dnv.com/ev_pnm/residential-ev-charger-rebates/						Rebate
Public Service Company of New Mexico	Active	2022-2023 TEP: Non-Residential Charging Station Pilot Rate	Volumetric-only (no demand charge) TOU rate for meters dedicated solely for EV charging.	2022		https://webapps.dnv.com/ev_pnm/electric-rates/						Rate
Public Service Company of New Mexico	Active	2022-2023 TEP: Public DCFC Installation Incentive	Up to $25,000 per station for the installation costs. Station must have both CCS and CHAdeMO ports.	2022		https://webapps.dnv.com/ev_pnm/commercial/						Make-Ready
Public Service Company of Oklahoma	Active	Charging Infrastructure Referral Program	3rd Party Referral program to buy/lease charging equipment	2022		Pending						EVSE Ownership
Public Service Company of Oklahoma	Active	Commercial Electric Vehicle Rate	Commercial rate	2022		Rates (psoklahoma.com)						Rate
Public Service Company of Oklahoma	Active	Commercial Time of Day Fleet Rate	Commercial TOD Fleet tariff	2022		Rates (psoklahoma.com)						Rate
Public Service Company of Oklahoma	Active	EV Whole Home Rate	Whole-home TOD rate	2022		Rates (psoklahoma.com)						Rate
Public Service Company of Oklahoma	Active	Residential EV Level 2 Charger Rebate	Energy Star Certified EV Level 2 Charger rebate ($200-$250 on qualified chargers)	2018		https://powerforwardwithpso.com/rebates/						Incentives
Public Service Electric & Gas Company	Active	DCFC Program	Up to $100,000 rebate for customer side make ready installation costs and up to $50,000 reduction in utility side make ready work performed by PSE&G	2021		www.pseg.com/ev						Rebates
Public Service Electric & Gas Company	Active	DCFC Program	Distribution demand charge rebate of 75% in Years 1 and 2 (2021, 2022) and 50% in Years 3 and 4 (2023, 2024) up to a total of $5M maximum	2021		www.pseg.com/ev						Rates
Public Service Electric & Gas Company		Off-Peak EV Charging	Residential Off-Peak Credit for charging during off-peak periods	2021								Rates
Public Service Electric & Gas Company	Active	Public EV Charging	Up to $30,000 rebate for customer side make ready installation costs and up to $10,000 reduction in utility side make ready work performed by PSE&G	2021		www.pseg.com/ev						Rebates
Public Service Electric & Gas Company	Active	Residential Smart EV Charging	Up to $1,500 rebate for customer side make ready installation costs and up to $5,000 reduction in utility side make ready work performed by PSE&G	2021		www.pseg.com/ev						Rebates
Public Service Electric & Gas Company	Active	Multifamily EV Charging	Up to $30,000 rebate for customer side make ready installation costs and up to $10,000 reduction in utility side make ready work performed by PSE&G	2021		www.pseg.com/ev						Rebates
Public Service Electric & Gas Company	Active	Government EV Charging	Up to $30,000 rebate for customer side make ready installation costs and up to $10,000 reduction in utility side make ready work performed by PSE&G	2021		www.pseg.com/ev						Rebates
Public Service of Colorado		Home Wiring Rebate	Through the Home Wiring Rebate program, launched on August 5, 2021, residential electric customers can receive a rebate of up to $500 (income-qualified customers can receive an enhanced rebate of $1,300) to offset the cost of upgrading their wiring to accommodate an eligible Level 2 charger at their home.	2021		https://ev.xcelenergy.com/home-wiring-rebate						Rebate
Public Service of Colorado	Yes	Charging Perks & Static Optimization	Incentive gift cards for EV customers who sign up for managed charging program.	2021		https://ev.xcelenergy.com/Charging-Perks						Incentive
Public Service of Colorado		Residential Rates	Time varying rate for load management.									Rate
Public Service of Colorado		Income Qualified EV Purchase or Lease Rebate	The EV Rebate is available to the Xcel Energy's income-qualified customers and provides $3,000 off the purchase or lease of a pre-owned EV and $5,500 off the price of a new EV purchase or lease.	2021		https://ev.xcelenergy.com/ev-rebate-co						Rebate
Public Service of Colorado		EV Dealer Network	In an effort to help our customers wherever they are on their EV journey, Xcel Energy launched an EV Dealer Network in March of 2021. Through the network, Xcel Energy is offering services that directly address barriers that dealers face regarding EVs including staff training, customer education via showroom signage and displays, co-marketing to support advertising and awareness, and on-site program enrollment.	2021		https://ev.xcelenergy.com/dealers						Advisory
Public Service of Colorado		Accelerate At Home	The EV Accelerate At Home program launched on August 5, 2021. Through the program, residential electric customers are provided a Level 2 charger from Xcel Energy without paying any costs upfront for the charger, standard installation, and set-up of the charger. These customers pay a bundled service charge that appears on their monthly Xcel Energy bill. Electricians vetted by Xcel Energy and licensed by the State of Colorado arrive at the customer's home to hardwire and program the Level 2 charger. The electricians also inform the customer of their eligibility for the Home Wiring Rebate.	2021		https://ev.xcelenergy.com/ev-accelerate-at-home-co						Make-Ready
Public Service of Colorado		Optimize Your Charge	Xcel Energy launched the Optimize Your Charge program on August 5, 2021. Optimize Your Charge is an off-peak charging incentive program. Customers charge during a window they have selected for at least 25 percent of the time, and in return they receive an annual credit on their electric bill of $50 for each year that they participate in the program.	2021		https://ev.xcelenergy.com/optimize-your-charge						Rate
Public Service of Colorado		School Bus Electrification	School districts can earn a rebate to offset the costs for procuring qualifying electric school buses, and costs to install the EV infrastructure for charging the school bus fleet	2021		https://www.xcelenergy.com/staticfiles/xe-responsive/Marketing/electric-school-bus-rebate-info-sheet.pdf						Grant
Public Service of Colorado		Advisory Services	Residential and MFH (education & outreach); fleets (assessments & outreach); community advisory services (plan & implementation).									Advisory
Public Service of Colorado		EV Rebates	Income qualified rebate $5,500 for new EV; $3,000 for used EV.			https://ev.xcelenergy.com/ev-rebate-co						Rebates
Public Service of Colorado		Commercial S-EV Rate	Rate for commercial EV charging stations.	2019								Rate

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Public Service of Colorado		Fleet Electrification Advisory Program (FEAP)	Advisory services for any business or organization ready to develop an electrification plan for their fleets.			https://www.xcelenergy.com/staticfiles/xe-responsive/Programs%20and%20Rebates/Business/FEAP%20one%20pager.pdf						Advisory
Public Service of Colorado		Shared Parking - Full Service	The Company will install, own, and maintain EV Supply Infrastructure and charging equipment that the site host selects from a Company-approved list and is otherwise consistent with program requirements. Public Service will provide a new meter dedicated to the shared EV parking and will serve the load through an approved commercial rate, plus a fixed monthly charge that is designed to recover the cost of the charging equipment and ongoing data services									EVSI
Public Service of Colorado		Assigned Parking - Full Service	unlike the shared parking program, this option is designed for individual EV drivers (residents) with a dedicated parking space and charger—allowing the Company to allocate usage charges associated with that charger to the EV driver's own utility bill (as opposed to the building owner's bill).									EVSI
Public Service of Colorado		New Construction Rebate	rebates to developers of new MFH buildings that exceed local and State building code requirements to accommodate EV charging.									Rebate
Public Service of Colorado		Accelerate your Fleet & On-The-Go		2021								Make-Ready
Public Service of Colorado		Accelerate Your Fleet	Advisory Services to support electrification of fleets within Xcel's service territory.	2021		https://co.my.xcelenergy.com/s/business/ev/fleet						Advisory
Public Service of Colorado		Multifamily EV solutions	Existing multifamily properties hosting charging for residents and guests can work with an EV Concierge to participate in one of the Company's multifamily infrastructure programs. The infrastructure can be built so that bills for electricity go to either the whole property or individual drivers. For new construction multifamily properties in the design phase, a rebate of up to $2000 is available to help fund certain incremental EV equipped parking spots that are not required by building code. Eligible customers who are income-qualified or reside in a higher emissions community can apply for a rebate of up to $2,200 for each level 2 charger.	2021		https://co.my.xcelenergy.com/s/business/ev/multifamily-charging						Make-Ready
Public Service of Colorado		Primary General EV Pilot	The pilot will provide EV supply infrastructure via a new, dedicated line of service and, similar to other Fleet and Workplace commercial programs will offer optional level 2 charging equipment for a monthly fee. The Company will require that applicants to the Primary Pilot establish a defined area on their premise for the secondary system to support EV charging, not intermingle with the primary system, and commit to have all ownership delineation clearly marked to support safety for customers, for the Company, and for any Company vendors.									EVSI
Public Service of Colorado		Fleet & Workplace	optional charger service- the cost of the EV Charging Service will equal the levelized cost of providing, operating, maintaining, and recovery for Company-provided and installed charging equipment; income- qualified- rebates, incentives and rates									EVSI; rebates
Public Service of Colorado		Public and Community Charging Hub EV Solutions	Public and Community Charging Hub EV Solutions help expand Level 2 and fast charging options for EV drivers away from home. Businesses, municipalities, and community-focused organizations can receive no- to low-cost design and construction of EVSI as well as comprehensive advisory services. Community Charging Hub customers that meet income-qualified criteria or are in a higher emissions community can earn rebates up to $2,200 for each eligible Level 2 charging port (4 port minimum) and up to $31,200 for each DCFC port.	2021		https://co.my.xcelenergy.com/s/business/ev/public-fast-charging						Make-Ready/EVSE Ownership
Public Service of Colorado		Commercial S-EV Rate	Applicable to drivers taking service from the charging stations that the Company owns and operates, the Company will file a separate Advice Letter in 2021 to establish a rate that EV drivers would pay at Xcel Energy public DCFC stations. The proposed rate will feature a predictable time-varying rate and will work to balance pricing competitiveness regarding privately-owned public DCFC stations with the need to charge fair rates at stations funded by customers.									Rate
Public Service of Colorado		Public DCFC	Applicable to drivers taking service from the charging stations that the Company owns and operates, the Company will file a separate Advice Letter in 2021 to establish a rate that EV drivers would pay at Xcel Energy public DCFC stations. The proposed rate will feature a predictable time-varying rate and will work to balance pricing competitiveness regarding privately-owned public DCFC stations with the need to charge fair rates at stations funded by customers.									Rate
Public Service of Colorado		Small Commercial Rebate	The Company will also offer a solution for Small Commercial customers that may not be able to commit to a minimum of four charging ports in order to receive EV Supply Infrastructure services									Rebate
Puget Sound Energy	Active	Up & Go Fleet Electrification	Fleet advisory services	2021		https://www.pse.com/pages/electric-cars/fleet-electrification						Advisory
Puget Sound Energy	Active	Up & Go Education & Outreach Pilot	Provides information about electric vehicles and electric vehicle charging.	2019		https://www.pse.com/pages/electric-cars						Education
Puget Sound Energy	No	Up & Go EV Fleet & Commercial Charging Program	Pending regulatory approval - Installs Level 2 and DCFC smart chargers for C&I fleets. Installation, warranty, and maintenance covered by PSE and provided by a PSE Service Partner. Make ready incentive dollars are available for Host's that would like to own and operate EVSE. EV incentives will also be available for highly impacted communities, vulnerable populations and the community based organizations, government agencies and tribal entities that serve them.	2023		https://www.pse.com/EVFleet						EVSE ownership, Make Ready Incentives, EV incentives
Puget Sound Energy	No	Up & Go EV Multifamily Charging Program	Pending regulatory approval - Installs Level 2 smart chargers for tenant charging. Installation, warranty, and maintenance covered by PSE and provided by a PSE Service Partner. Make ready incentive dollars are available for Host's that would like to own and operate EVSE. EV incentives will also be available for highly impacted communities, vulnerable populations and the community based organizations, government agencies and tribal entities that serve them.	2023		https://www.pse.com/pages/electric-cars/host-an-ev-charger						EVSE ownership, Make Ready Incentives, EV incentives
Puget Sound Energy	Active	Up & Go EV Public Charging Pilot	PSE owned/operated network of public charging stations for electric vehicle drivers throughout service area	2019		https://www.pse.com/pages/electric-cars/charging-with-pse						Public fast charging
Puget Sound Energy	Active	Up & Go EV Equity-Focused Pilot	Partnerships with community-based organizations, government agencies and tribal entities	2020		https://www.pse.com/pages/electric-cars						EVSE ownership, EV incentives
Puget Sound Energy	No	Up & Go EV Workplace & Fleet Charging Pilot	Workplace and fleet charging program installs Level 2 smart chargers for employee and/or fleet charging. Installation, warranty, and maintenance covered by PSE and provided by a PSE Service Partner.	2019		https://www.pse.com/pages/electric-cars/host-an-ev-charger						EVSE ownership
Puget Sound Energy	No	Up & Go EV Residential Charging Pilot	Free Level 2 (240 volt) smart charger for home charging with 75% of installation costs up to $2,000. Education and incentives for off-peak charging.	2019		https://www.pse.com/pages/electric-cars						EVSE ownership, off-peak charging incentives
Puget Sound Energy	No	Up & Go EV Multifamily Charging Pilot	Program installs Level 2 smart chargers for tenant charging. Installation, warranty, and maintenance covered by PSE and provided by a PSE Service Partner.	2019		https://www.pse.com/pages/electric-cars/host-an-ev-charger						EVSE ownership
Redwood Coast Energy	Active	Eureka City Schools project	In 2020 the California Energy Commission (CEC) awarded Eureka City Schools (ECS) a grant to replace an old diesel-powered school bus with an all-electric school bus and charging station at their Corps Yard. The CEC grant required the electric bus and EV charging equipment to be capable of vehicle-to-grid (V2G) bidirectional charging and discharging; specifically, the bus will be able to receive remote updates enabling grid-interconnected V2G functions (e.g., vehicle-to-building functions connected to the utility system). The charging station will be enrolled under the standard commercial electric rate available.	Dec-21	TBD	NA	Lower cost of energy with increased resilience for ECS's commercial kithchen and corporation yard. Level 3 charging for electric school bus with VGI capability to support resilience.	$806,733.00	CEC grant and loan	NA	mavcollie@redwoodenergy.org	Technology demonstration/Bidirectional charging
Rialto Unified School District and Nuvve	Active	V2G School Bus project	Demonstrate the vehicle-to-grid (V2G) benefits of energy to fleet services such as school districts. While investing in electric school buses has a higher initial cost, V2G helps reduce the costs over time and are a safer, less pollutant solution for kids riding buses. https://nuvve.com/projects/rialto-electric-school-buses/			https://nuvve.com/projects/rialto-electric-school-buses/						Infrastructure
Rochester Gas and Electric Corporation	Active	Transit Bus Make-Ready Program	Incentives covering up to 100% of customer side and utility side make-ready costs	2020								Make-Ready
Rochester Gas and Electric Corporation	Active	EV Rate	Time-of-Use Rate for residential EV drivers	2020		Time of Use Program Calculator (chooseev.com)						Rate
Rochester Gas and Electric Corporation	Active	DCFC Incentive Program	Annual declining per-plug incentive meant to help off-set electricity delivery costs. Paid annually through 2025.	2019		DC Fast Charging Incentive Program (rge.com)						Incentives
Rochester Gas and Electric Corporation	Active	Fleet Assessment Service	Electrical infrastructure and rate analysis for fleet conversion to EVs	2020		Fleet Assessment Service and Medium Heavy Duty EV Pilot Program (rge.com)						Advisory
Rochester Gas and Electric Corporation	Active	Make-Ready Program	Up to $6k incentive per plug toward customer side make-ready and utility side make-ready	2020		EV Charging Station Installations Are Easier and More Affordable (rge.com)						Make-Ready, Rebates
Rochester Gas and Electric Corporation	Active	DCFC Make-Ready Program	Up to $55k incentive per plug toward customer side make-ready and utility side make-ready	2020		EV Charging Station Installations Are Easier and More Affordable (rge.com)						Make-Ready, Rebates
Rochester Gas and Electric Corporation	Active	Medium/Heavy-Duty Make-Ready Pilot	Incentive covering up to 90% of utility side make-ready costs	2020		Fleet Assessment Service and Medium Heavy Duty EV Pilot Program (rge.com)						Make-Ready
Rockland Electric		NJ WorkPlace Charging	Workplace charging program installs Level 2 smart chargers for employees	2023								EVSE Ownership
Sacramento Metropolitan Air Quality Management District	Active	Infrastructure Incentives (Carl Moyer, CAPP, & $2 DMV) (could cover VGI)	Incentives are available to help fund charging and fueling infrastructure through the Carl Moyer Program and the Community Air Protection Funds. Funding is primarily focused on private infrastructure. Services: – Ancillary services (regulation up and down) Details: – Funded by the U.S. Department of Energy – 8 Blue Bird bidirectional electric buses – Charged by Nuvve's PowerPort 3-phase AC bidirectional charging station http://www.airquality.org/Businesses/Incentive-Programs			http://www.airquality.org/Businesses/Incentive-Programs						Infrastructure
San Diego Gas & Electric	Active	Green Shuttle	Supports charging infrastructure for local electric shuttle buses operating on a fixed-route and trials dynamic Public Grid Integration Rate, which includes the CAISO day-ahead wholesale energy price.	Approved January 2018.	Ongoing	https://www.sdge.com/residential/electric-vehicles/electrification-projects-overview	Supports charging infrastructure for local electric shuttle buses operating on a fixed-route and trials dynamic Public Grid Integration Rate, which includes the CAISO day-ahead wholesale energy price.	$4,921,063	Ratepayer	N/A	ev@sdge.com	Infrastructure
San Diego Gas & Electric	Active	Power Your Drive	EV charging infrastructure program supporting approximately 3,000 Level 2 chargers in workplaces and multi-unit dwellings. All customers are served on the Schedule VGI rate, a dynamic rate that includes the CAISO day-ahead wholesale energy price.	Approved January 2016.	Ongoing	https://www.sdge.com/residential/electric-vehicles/power-your-drive	EV charging infrastructure program supporting approximately 3,000 Level 2 chargers in workplaces and multi-unit dwellings. Select customers are served on the Schedule VGI rate, a dynamic rate that includes the CAISO day-ahead wholesale energy price that influences charging behavior.	$45,000,000	Ratepayer	N/A	ev@sdge.com	Infrastructure
San Diego Gas & Electric	Active	V2G School Bus Pilot	Vehicle-to-grid (V2G) pilot testing six bidirectional chargers and battery electric school buses at a local school district. Project will test a variety of V2G use cases including peak shaving and energy export.	Approved August 2019.	Ongoing	https://www.sdgenews.com/article/vehicle-grid-pilot-leveraging-big-batteries-electric-school-buses-support-grid	Vehicle-to-grid (V2G) pilot testing a variety of V2G use cases including peak shaving and energy export.	$1.2M	Ratepayer	Cajon Valley Union School District	ev@sdge.com	Infrastructure
San Diego Gas & Electric	Active	Emergency Load Reduction Program	This program is a 5-year pilot approved in D.21-03-056 and modified by D.21-12-015. The ELRP was launched in June 2021 and offers $2/kWh for incremental load reduction or export. No penalty for non-performance. EVs will be eligible to participate under multiple subgroups. SDG&E intends to enroll some customers in the PYD for Fleets Program in the ELRP.	Summer 2022.	Authorized through 2025	https://www.sdge.com/emergency-load-reduction	The Emergency Load Reduction Program (ELRP) offers $2/kWh for load shedding and grid exports during emergency conditions. EVs are eligible to participate. SDG&E is actively working to enroll EV customers in the ELRP, especially customers in the PYD for Fleets Program.	N/A	Ratepayer	N/A	ev@sdge.com	Incentive
San Diego Gas & Electric	Active	VGI rate	Schedule VGI rate, a dynamic rate that includes the CAISO day-ahead wholesale energy price. This Schedule is applicable to customers charging an Electric Vehicle that is: 1. a currently registered Motor Vehicle, as defined by the California Motor Vehicle Code, which is a battery electric vehicle (BEV) or plug-in hybrid electric vehicle (PHEV), and 2. charged through SDG&E owned and operated Electric Vehicle-Grid Integration Pilot Program facilities (VGI Program Facilities) located at applicable sites, defined as workplaces and multi-unit dwellings (MuD) (applicable sites).	Approved January 2016.	Ongoing	https://www.sdge.com/sites/default/files/elec_elec-scheds_vgi.pdf	VGI rate used in PYD Pilot and PYD Extension directly exposes drivers to CAISO day-ahead price and system and circuit adders, both of which incentivize grid friendly charging.	N/A	Ratepayer	N/A	ev@sdge.com	Rates
San Diego Gas & Electric	Pending	Power Your Drive Extension Program	EV charging infrastructure program supporting approximately 2,000 Level 2 chargers in workplaces, multi-unit dwellings, and public locations. Offers the Schedule VGI rate, a dynamic rate that includes the CAISO day-ahead wholesale energy price.	Approved April 2021.	Ongoing	https://www.sdge.com/sites/default/files/regulatory/Power%20Your%20Drive%20Extension%20Program.pdf	EV charging infrastructure program supporting approximately 2,000 Level 2 chargers in workplaces, multi-unit dwellings, and public locations. Offers the Schedule VGI rate, a dynamic rate that includes the CAISO day-ahead wholesale energy price.	$43,500,000	Ratepayer	N/A	ev@sdge.com	Infrastructure
San Diego Gas & Electric	Pending	Vehicle-to-Grid Export Compensation rate application	Application for routine V2G-Export rate (A.21-12-008, now consolidated with A.21-12-006) that offers compensation based on hourly CAISO day-ahead energy price and capacity adder for non-NEM grid exports from commercial EV customers. The V2G-Export rate will compensate for grid exports only, as an optional rate available to bundled customers for separately metered EV charging outside of single-family homes taking distribution service on Schedule EV-HP. The proposed V2G-Export rate encourages EV adoption and supports California's transportation electrification and climate goals by offering additional financial benefits from operating EVs.	Anticipated Summer 2023.	N/A	https://www.sdge.com/rates-and-regulations/proceedings	If approved, the V2G-Export rate (A.21-12-008, consolidated with A.21-12-006) should further accelerate the adoption and use of VGI technology to support grid reliability during peak demand events.	N/A	Ratepayer	N/A	ev@sdge.com	Rates
San Diego Gas & Electric	Proposed at PUC	Vehicle-Grid Integration Emerging Markets and Technology Program	Filed October 13, 2021. Joint Advice Letter SCE 4610-E: The Joint Utilities request Commission authorization of a VGI Emerging Markets and Technologies (EMT) Program with a combined budget of $10 million over an initial two-year period ($5 million per year). The EMT Program is an activity evaluation framework that the Joint Utilities will utilize to assess pre-commercial technologies that would advance VGI, support the Commission's VGI strategy, and gain knowledge of technologies, markets, and other areas in order to enable the development of customer programs to accelerate VGI.	n/a	n/a	https://tariff.sdge.com/tm2/pdf/3872-E.pdf	The EMT Program is an activity evaluation framework that the Joint Utilities will utilize to assess pre-commercial technologies that would advance VGI, support the Commission's VGI strategy, and gain knowledge of technologies, markets, and other areas in order to enable the development of customer programs to accelerate VGI.	$10,000,000	Ratepayer	N/A	ev@sdge.com	Technology demonstration
San Diego Gas & Electric	Pending	Vehicle to Everything (V2X) Equipment Rebate	On December 19, 2022 SDG&E filed the Second Low Carbon Fuel Standard Holdback Implementation Plan in compliance with Decision 20-12-027 to propose two new LCFS holdback programs. One of which is the Vehicle to Everything Equipment Rebate Program. The V2X Equipment Rebate Program reduces the cost of bidirectional charging equipment through after-purchase rebates for bidirectional capable EVSE. SDG&E proposes distributing up to 500 rebates at $2,000 each in the two-year program.	Anticipated 2024	Anticipated 2026	n/a	The V2X Equipment Rebate Program reduces the cost of bidirectional charging equipment through after-purchase rebates for bidirectional capable EVSE. SDG&E proposes distributing up to 500 rebates at $2,000 each in the two-year program. The goal of this program is to demonstrate the value V2X/bidirectional LD EVs possess for customers experiencing an interruption in electrical service.	$1.7M	LCFS	N/A	ev@sdge.com	Residential infrastructure
San Jose Clean Energy	Active	CALeVIP	SJCE contributed $4M in match funding to CALeVIP projects in San Jose, with $10M also coming from CEC funding. Approximately 35% of the funding will be invested in low-income and disadvantaged communities. Approximately 1,400 L2 chargers and 100 DCFC will be installed by 2025.This program is currently fully subscribed with a waitlist. DCFC chargers will likely be installed on their own service with a dedicated meter on an EV-TOU rate. To, date several DCFC projects that incorporate battery storage have been installed at gas stations.	Dec-20	n/a	Electric Vehicles - San Jose Clean Energy			Ratepayer		info@sanjosecleanenergy.org	Infrastructure
Silicon Valley Clean Energy	Active	Multifamily EV Charging Installation Incentive Program	This program provides $1.4M towards incentives for EV charging infrastructure installed in multifamily properties. Eligible sites can access rebates for level 1 and level 2 charging equipment, panel upgrades, load management technology, and pre-wiring for future charging installations. The program launched in June 2022 for properties participating in SVCE's FutureFit Assist EV Charging technical assistance program and opened eligibility to all multifamily properties in December 2022. Although no charging installations were completed in 2022, the program has approved applications for 121 L1 ports and 14 L2 ports to be installed across 14 multifamily properties in 2023. In 2023, an additional $7.5M has been allocated for new construction affordable housing EV charging infrastructure built to reach code standards. https://www.svcleanenergy.org/multifamily-charging/	June 2020	N/A	https://www.svcleanenergy.org/multifamily-charging/		$1,400,000	Ratepayer		info@svcleanenergy.org	Infrastructure
Silicon Valley Clean Energy	Active	Future Fit Assist: EV Charging	The Future Fit Assist: EV Charging program from SVCE offers free support to multifamily and small/medium commercial properties in considering EV charging. The assistance includes site analysis and consideration of various charging technologies to understand which are the best fit - this includes advanced load management systems (ALMS) as a method for limiting infrastructure upgrades. 47 sites have gone through the program and SVCE is working to connect them with existing funding sources for project installation. https://www.svcleanenergy.org/ev-charging-assist/	August 2020	N/A	https://www.svcleanenergy.org/ev-charging-assist/		$500,000	Ratepayer		info@svcleanenergy.org	ME&O
Silicon Valley Clean Energy	Pending	Priority Zone DCFC	This program will provide up to $700,000 towards incentives for the installation of 14 (100 kW+) direct current fast chargers (DCFCs) in proximity to high-priority and high-density multifamily buildings in communities where currently little-to-no local access to DCFC technology exists. https://www.svcleanenergy.org/dcfastchargers	July 2022	July 2024	https://www.svcleanenergy.org/dcfastchargers		$700,000	Ratepayer		info@svcleanenergy.org	Infrastructure
Silicon Valley Clean Energy	Active	GridShift: EV Charging	The GridShift: EV Charging application automatically helps customers minimize the carbon intensity and cost of energy used for residential EV charging, using telematics to adjust charging based on grid conditions. SVCE is delivering this product in partnership with ev.energy, a firm whose software optimizes EV charging schedules around a number of jointly identified variables including renewable generation, cost, grid constraints and customer preferences. Customer enrollment began in fall 2020 and included over 80 vehicles as a pilot. SVCE since expanded this offering to a full program and by the end of 2022 enrolled 644 active users and is working with ev.energy to continue to increase connectivity to reach additional EV manufacturers. https://www.svcleanenergy.org/gridshift-ev/	October 2019	N/A	https://www.svcleanenergy.org/gridshift-ev/		$400,000	Ratepayer		info@svcleanenergy.org	Technology demonstration
Silicon Valley Clean Energy	Active	CALeVIP	SVCE is contributing $6M in match funding to CALeVIP projects in SVCE service territory (with $6M also coming from CEC funding). In 2022, 167 L2 chargers and 9 DCFC were installed. DCFC chargers will likely be installed on their own service with a dedicated meter on an EV-TOU rate. https://www.svcleanenergy.org/calevip	December 2020	N/A	https://www.svcleanenergy.org/calevip/		$6,000,000	Ratepayer		info@svcleanenergy.org	Infrastructure

*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Silicon Valley Clean Energy	Active	Innovation Onramp	SVCE's Innovation Onramp program for providing grants to launch innovative pilots entered its fourth year and completed many of the active pilots. The most recent application rounds had focused on resilience and a seed round funding of smaller building decarb technologies. The aforementioned pilot with ev.energy originated through the Innovation Onramp program, as well as a small pilot with NeoCharge testing outlet splitters. SVCE shares program results online and continues to incorporate learnings into future VGI program offerings. All of SVCE's innovation programs including Innovation Onramp and other initiatives are self-funded and have cumulatively been budgeted at $2,400,000. https://www.svcleanenergy.org/innovation/	March 2019	N/A	https://www.svcleanenergy.org/innovation/		2,400,000	Ratepayer		info@svcleanenergy.org	Technology demonstration
Sonoma Clean Power	Active	GridSavvy	SCP created the GridSavvy program to take advantage of the DER capabilities of the Level 2 EV charging stations that it has deployed to customers, along with other grid interactive appliances such as smart thermostats and water heaters. Through the GridSavvy program, SCP is able to dispatch approximately 1,500 level 2 car charging stations and can call up to 24 hours of events per month. No GridSavvy events were called in 2022 due to a change in demand response provider. SCP distributed approximately $80,000 of incentives during 2022, in the form of $5 monthly bill credits.	Approved October 13, 2016	Ongoing	https://sonomacleanpower.org/programs/gridsavvyrewards	The goal is to be able to shift peak load and reduce SCP's resource adequacy needs.	500000	Self-funded		programs@sonomacleanpower.org	Infrastructure
Southern California Edison	Active	1082 (Schools)	SCE plans to install make-ready infrastructure at approximately 40 k-12 school facilities and provide approximately 250 charging ports for Light-duty EVs. Requires TOU rates.	Program launched November 2020	Pilot is currently authorized through November 2022	https://www.sce.com/evbusiness/pilot-programs	Increase the availability of light-duty Electric Vehicle (EV) charging stations at selected school sites.	$10M	Ratepayer	N/A	chargeready@sce.com	Infrastructure
Southern California Edison	Active	1083 (State Parks)	SCE plans to install, operate and maintain charging stations and accompanying make-ready infrastructure at approximately 27 State park and beach locations. Requires TOU rates.	Program launched February 2021	Pilot is currently authorized through February 2023	https://www.sce.com/evbusiness/pilot-programs	Increase the availability of light-duty Electric Vehicle (EV) charging stations at selected state park sites.	$10M	Ratepayer	N/A	chargeready@sce.com	Infrastructure
Southern California Edison	Active	Charge Ready Light Duty (also known as Charge Ready 2) (requires customers to enroll in DR for certain market segments)	Large-scale deployment of light-duty charging infrastructure at workplaces, destination centers, MUDs and fleets. Program consists of multiple program offerings that will install 30-40K ports total: - Customer Infrastructure & Rebate - infrastructure programs where SCE constructs the utility and customer-side make-ready infrastructure, customers have an option to perform the customer-side made-ready themselves for a rebate of 80% of what SCE would have spent. A rebate is also available toward the cost of charging stations and their installation. Approx. 19,500 K L1 or L2 ports with ~205 DCFC ports - Turnkey - SCE is offering a turnkey program for multifamily dwellings in Disadvantaged Communities where SCE will install, own, and operate the charging stations. Approx. 2,500 L1 or L2 ports - New Construction Rebate - $3,500 per port new construction rebate (serving up to 15,000 ports) Participants must enroll in TOU and a eligible DR program	Program launched to customers on July 12, 2021	Approximately 4 year program for applications, end date not confirmed	www.sce.com/chargeready	Supports charging infrastructure adoption for light-duty vehicles by providing funding and support for make-ready infrastructure. Rebates also available for charging stations and their installation. Will contribute to over 30K ports installed in SCE's service area. DAC and multifamily targets are established in the program.	$436M	Ratepayer	N/A	chargeready@sce.com	Infrastructure
Southern California Edison	Active	Charge Ready Demand Response Pilot	The Charge Ready Demand Response Pilot initially included all Charge Ready Pilot and Bridge customers and used EVSE as a demand response resource to reduce electric loads during specific event time periods. The Charge Ready DR Pilot is also an option for some other Charge Ready programs (Light Duty, 1082, 1083) to participate in demand response.	Pilot launched May, 2018	Pilot is currently authorized through 2022	www.sce.com/chargeready	Utilize EVSE as a Demand Response (DR) resource to reduce load primarily in grid emergency situations. The pilot will determine effectiveness of pricing and control strategies and the best long term DR solution for EV charging stations.	$430K	Ratepayer	N/A	ramesh.prabhakar@sce.com	Infrastructure
Southern California Edison	Active	Charge Ready Transport	Providing low to no-cost make-ready infrastructure and charging station rebates to customers with medium-duty or heavy-duty vehicles. Partial rebates are only available to some customers. Approved Product List includes EVSEs with bi-directional charging capabilities.	Program launched May, 2019	Program is currently authorized through 2024	Charge Ready Transport Program (sce.com)	SCE's Charge Ready Transport (CRT) Program provides funding and support for make-ready EV charging infrastructure for customers procuring/converting at least two medium- or heavy-duty (MDHD) vehicles to electric. Program aims to support the electrification of 8,490 MDHD EVs. Charging Equipment Rebates may also be available for eligible customers to help offset the cost of charging equipment.	$356M	Ratepayer	N/A	ChargeReadyTransport@sce.com	Infrastructure
Southern California Edison	Active	EPIC - GT-18-0015 Vehicle-to-Grid Integration Using On-board Inverter Project	The project demonstrates interconnection requirements, modernizes device and control standards, operates OEM supplied V2G-related technologies (as well as smart charging or V1G) and standards, and utility and third party controls to demonstrate how V2G direct current (V2G-DC) and V2G alternating current (V2G-AC) capable EVs and EV chargers can connect and charge/discharge to the grid, as well as disconnect from and island from the grid to support resiliency. The demonstrations consist of both customer support and grid support use cases.	Dec-19	Dec-24	N/A	This project advances V2G AC, or on-board inverter, based architecture function and standards in partnership with automotive and EV charging original equipment manufacturers (OEMs). In addition, it provides the first demonstration of distributed energy resource management system (DERMS)-based IEEE 2030.5 controls from the SCE Grid Management System with both AC and DC (off-board inverter) systems.	$5M	EPIC	Automotive, charger, controls, EVSE OEMs (i.e. Stellantis)	florin.tiru@sce.com	Infrastructure
Southern California Edison	Active	EPIC - GT-18-0016 Distributed Plug-in Electric Vehicle Charging Resources	Will demonstrate technology and techniques to leverage energy storage systems (ESS) in order to alleviate fast-charging impacts to the grid, address the potential to reduce customer demand charges, and explore the advantages and disadvantages of using new or used batteries for integrated energy storage applications.	19-Dec	Dec-23	N/A	This project studies the integration of energy storage systems with high-power, high-impact EV charging systems. This project demonstrates the use of batteries to support customer bill management as well as several utility VGI grid support use cases, including renewables integration, grid infrastructure deferrals, and energy market services.	$3M	EPIC	None	brian.jones@sce.com	Infrastructure
Southern California Edison	Active	EPIC - GT-18-0017 Service & Distribution Center of the Future	Will demonstrate a fleet service center supporting large EV charging demands, while also integrating elements such as ESS, PV, and controllable loads such as electrified space and water heating - all controlled by a facility energy management system (FEMS) to maintain safe and reliable operation and minimize costs. The Project will demonstrate advanced transportation electrification service techniques and inform future planning and charging infrastructure deployment. The FEMS will also aggregate customer controllable resources and integrate with SCE's Grid Management Systems (GMS) to demonstrate distribution system operator (DSO) use cases.	Dec-19	Dec-25	N/A	Multiple VGI use cases are demonstrated here, including power-off grid resiliency and local grid balancing and renewables integration. The intended outcome is to demonstrate the use and function of a utility controlled microgrid system integrating DERs and supporting a large fleet depot of electric vehicles.	$5M	EPIC	Automotive, charger, controls, EVSE OEMs	hugo.bernardo@sce.com	Infrastructure
Southern California Edison	Active	TOU-D-Prime Tariff	For households with an electric vehicle, residential battery, or heat pump This rate has a higher fixed daily basic charge compared to other TOU rates, but lower off-peak variable charges. This is ideal for customers who use clean energy technologies and can shift that usage to lower-cost times. This rate is not eligible for Bill Protection. https://pages.email.sce.com/RatePlanOptions/en#:~:text=TOU%2DD%2DPrime%20Plan%20Overview&text=This%20rate%20has%20a%20higher,not%20eligible%20for%20Bill%20Protection.	Mar-19	N/A	https://www.sce.com/sites/default/files/inline-files/TOU-D-PRIME_Fact_Sheet_0320_WCAG.pdf	This Time-Of-Use (TOU) rate plan has the same periods as our TOU-D-4-9PM rate plan option, but offers the lowest off-peak rates of all TOU rate plans. In lieu of a minimum daily basic charge and baseline credit, TOU-D-PRIME has a fixed daily basic charge equivalent to approximately $13 per month — which allows for lower Super Off-Peak and Off-Peak rates.			N/A	N/A	Tariff
Southern California Edison	Active	TOU-EV-7, 8, 9 Tariffs	Commercial market sector TOU tariffs for separately-metered rate options specifically for charging electric vehicles. These rates may help lower your bill, particularly if most of your charging takes place between 9 p.m. and 4 p.m. (next day). Rate Option 1: TOU-EV-7 TOU-EV-7 is available to customers with charging demands of 20 kilowatts (kW) or less. Rate Option 2: TOU-EV-8 TOU-EV-8 is available to customers with charging demands above 20 and up to 500 kW. Rate Option 3: TOU-EV-9 TOU-EV-9 is available to customers with charging demands exceeding 500 kW. https://www.sce.com/sites/default/files/inline-files/TOU-EV-7_8_9%20Rate%20Fact%20Sheet_WCAG_0.pdf	Mar-19	N/A	https://www.sce.com/sites/default/files/inline-files/TOU-EV-7_8_9%20Rate%20Fact%20Sheet_WCAG_0.pdf	These rates may help lower your bill, particularly if most of your charging takes place between 9 p.m. and 4 p.m. (next day).			N/A	N/A	Tariff
Southern California Edison	Completed	Charge Ready Pilot and Bridge (requires customers to participate in DR for certain market segments)	Initial pilot to study issues with the deployment of make ready infrastructure for approximately 1,400 charging stations and bridge funding to extend the Charge Ready Pilot by approximately another 1,400 charging stations at workplaces, MUDs, Destination centers and fleets. Requires TOU rates and participation in DR for all sites.	Pilot launched on 5/27/2016	N/A	https://www.sce.com/evbusiness/chargeready	Supported charging infrastructure adoption for light-duty vehicles by providing funding and support for make-ready infrastructure. Rebates were also available for charging stations and their installation. DAC and multifamily targets are established in the program.	$44M	Ratepayer	N/A	ChargeReady@sce.com	Infrastructure
Southern California Edison	Proposed at PUC	Residential V1G Pilot	Filed July 15, 2021. Advice Letter 4542-E: A large scale residential unidirectional managed charging (V1G) pilot to accelerate the adoption of load modifying demand response, resource adequacy, ancillary, and other services by aggregators and IOUs.	N/A	N/A	N/A	Demonstrate reliability of telematics-based V1G grid services. Qunatify effectiveness and value of EV V1G services including incentive levels, customer behovioral characteristics, third party administrative costs, and understand performance baseline for different customer segments, time of day and location.	$8.04M	Ratepayer	N/A	N/A	Incentive
Southern California Edison	Proposed at PUC	Medium-Duty and Heavy-Duty (MD/HD) VGI Pilot	Filed July 15, 2021. Advice Letter 4542-E: Explores options for behind the meter (BTM) storage services, in support of vehicle to building (V2B) functionality.	N/A	N/A	N/A	Demonstrate that Medium and Heavy-Duty (MD/HD), non-public transit vehicles, (Class 2-8) could provide energy resiliency or other services. Demonstrate methods for MD/D vehicles to provide resiliency services by leveraging excess vehicle storage. Demonstrate billing optimization while not impacting EV usage. Increase market recognition of VGI opportunities to reduce charging costs	$3.01M	Ratepayer	N/A	N/A	HD vehicles and infrastructure
Southern California Edison	Proposed at PUC	Distributed Energy Resource (DER) VGI Pilot	Filed July 15, 2021. Advice Letter 4542-E: Explores integration with municipal fleets and provides nanogrid services.	N/A	N/A	N/A	Demonstrate how stationary integrated storage could reduce customer EV charging billing. Demonstrate how local storage integrated with charging can increase energy resiliency for customers. Reduce installation barriers for V2G. Increase market recognition of VGI.	$3.65M	Ratepayer	N/A	N/A	Infrastructure
Southwestern Electric Power Company	Yes	Residential EV Charging Rebate Program	Level 2 charger rebate program ($250 for Energy Star Certified EVSEs)	2021		https://www.swepco.com/clean-energy/electric-cars/charging-station						Rebate
Southwestern Electric Power Company	Active	Residential EV Charging Rebate Program	Level 2 charger rebate program ($250 for Energy Star Certified EVSEs)	2019		https://www.swepco.com/clean-energy/electric-cars/charging-station						Level 2 charger rebate
Southwestern Electric Power Company	Pending	Residential	Plug In Electric Vehicle (PEV) Isolated PEV meter required. Subtractive PEV meter provides off-peak kWh discount.			https://www.swepco.com						Rate
Southwestern Electric Power Company	Active	Residential	Plug In Electric Vehicle (PEV) Isolated PEV meter required. Subtractive PEV meter provides off-peak kWh discount.	2022		https://www.swepco.com						Rate
Southwestern Electric Power Company	Active	Residential EV Charging Rebate Program	Level 2 charger rebate program ($250 for Energy Star Certified EVSEs)	2019		https://www.swepco.com/clean-energy/electric-cars/charging-station						Level 2 charger rebate
Southwestern Public Service Co	Active	Make-Ready for Public Fast Charging	EVSI for public charging stations.	2021								Make-ready
Southwestern Public Service Co	Active	EV Optimization (Static)	EV Optimization rewards customers for participating in managed charging through a year-end rebate.	2021								Credit
Southwestern Public Service Co	Active	Public Fast Charging	SPS will own and operate a limited number of public fast charging stations to address any gaps in public fast charging stations.	2021								
Southwestern Public Service Co	Active	Advisory: Fleets and Communities	Analytics support to fleet managers to assess how their vehicles are being used and which vehicles are suitable for conversion to EVs.	2021								Advisory
Southwestern Public Service Co	Active	Advisory: Residential	Efforts to raise awareness of EVs and inform customers to make right decisions on EVs and level 2 charging.	2021								Advisory
Southwestern Public Service Co		Accelerate Your Fleet	Advisory Services to support electrification of fleets within Xcel's service territory.	2021								Advisory
Southwestern Public Service Co		Accelerate Your Fleet & On-The-Go		2021								Make-Ready
Southwestern Public Service Co	Active	Home Wiring Rebate	up to $500 for the Home Wiring Rebate	2021								Rebate
Southwestern Public Service Co	Active	Home Charging Service	Customers pay a bundled service charge applied to their bill to obtain charging equipment and have it installed and maintained by SPS.	2021								Bundled Fee
Southwestern Public Service Co	Active	Residential—Low-Income Rebate	up to $1,300 for Low-Income Charging Rebate	2021								Rebate
Tennessee Valley Authority	Yes	EV Rate	An optional wholesale EV rate for our Local Power Companies (LPCs) aimed at encouraging the development of charging infrastructure in the Valley. The updated policies enable LPC investment in public charging infrastructure and allow for the conditional resale of electricity, for transportation purposes only, by any charging developer on a kWh basis. The optional wholesale rate was developed with high power EV charging in mind and provides a stable option for those developing charging infrastructure	2022		N/A						Rate
Tennessee Valley Authority	Y	Fast Charge Network	TVA is partnering with state agencies and the 153 local power companies (LPCs) of the Tennessee Valley to deploy electric vehicle fast charging locations at least every 50 miles along interstates and major U.S. and State travel corridors across the seven states we serve (TN and parts of AL, KY, MS, GA, NC and VA). TVA's Fast Charge Network program provides 80% reimbursement to local power companies who deploy eligible EV fast chargers along major travel corridors in their region. TVA provides various program materials such as charger technical requirements, site selection guidelines and accessibility guidelines to assist local power companies in their deployment of chargers. To date, two LPCs have installed a total of four (4) DCFC ports along interstates in their territories. Together, TVA, state agencies and LPCs will complete this "every 50 mile" foundational network by the end of 2026.	2022		https://energyright.com/ev/fast-charger-program/						Rebate
Tennessee Valley Authority	Yes	EV Fleet Advisor Pilot	The TVA EnergyRight EV Fleet Advisor program (EVFA) provides TVA customers with consulting services to support electrification of their vehicle fleet and furthers TVA's mission of electrifying the Tennessee Valley and helping to manage the regions' natural resources. Whether you're well into transitioning your fleet and just need direction on the next steps or you're at the very beginning and need help understanding the ins and outs of electric vehicles, chargers and managing an electric fleet, the EVFA will help you get to the next step. For this test phase of the program, TVA has partnered with an industry expert to perform these fleet analytics services.	2022		N/A						Advisory
Tennessee Valley Authority	Y	EV Fleet Advisor Pilot	The TVA EnergyRight EV Fleet Advisor program (EVFA) provides TVA customers with consulting services to support electrification of their vehicle fleet and furthers TVA's mission of electrifying the Tennessee Valley and helping to manage the regions' natural resources. Whether you're well into transitioning your fleet and just need direction on the next steps or you're at the very beginning and need help understanding the ins and outs of electric vehicles, chargers and managing an electric fleet, the EVFA will help you get to the next step. For this test phase of the program, TVA has partnered with an industry expert to perform these fleet analytics services.	2022		N/A						Advisory
Tennessee Valley Authority	Yes	Fast Charge Network	TVA is partnering with state agencies and the 153 local power companies (LPCs) of the Tennessee Valley to deploy electric vehicle fast charging locations at least every 50 miles along interstates and major U.S. and State travel corridors across the seven states we serve (TN and parts of AL, KY, MS, GA, NC and VA). TVA's Fast Charge Network program provides 80% reimbursement to local power companies who deploy eligible EV fast chargers along major travel corridors in their region. TVA provides various program materials such as charger technical requirements, site selection guidelines and accessibility guidelines to assist local power companies in their deployment of chargers. To date, two LPCs have installed a total of four (4) DCFC ports along interstates in their territories. Together, TVA, state agencies and LPCs will complete this "every 50 mile" foundational network by the end of 2026.	2022		https://energyright.com/ev/fast-charger-program/						Rebate
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*Incentive programs listed may overlap because SCE is listing the state agency's proceeding that allocates the fund and the agency that disperses the fund.

Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Tennessee Valley Authority	Active	EV Fleet Advisor Pilot	The TVA EnergyRight EV Fleet Advisor program (EVFA) provides TVA customers with consulting services to support electrification of their vehicle fleet and furthers TVA's mission of electrifying the Tennessee Valley and helping to manage the regions' natural resources. Whether you're well into transitioning your fleet and just need direction on the next steps or you're at the very beginning and need help understanding the ins and outs of electric vehicles, chargers and managing an electric fleet, the EVFA will help you get to the next step. For this test phase of the program, TVA has partnered with an industry expert to perform three fleet analytics services.	2022		N/A						Advisory
Tennessee Valley Authority	Active	EV Fleet Advisor Pilot	The TVA EnergyRight EV Fleet Advisor program (EVFA) provides TVA customers with consulting services to support electrification of their vehicle fleet and furthers TVA's mission of electrifying the Tennessee Valley and helping to manage the regions' natural resources. Whether you're well into transitioning your fleet and just need direction on the next steps or you're at the very beginning and need help understanding the ins and outs of electric vehicles, chargers and managing an electric fleet, the EVFA will help you get to the next step. For this test phase of the program, TVA has partnered with an industry expert to perform three fleet analytics services.	2022		N/A						Advisory
Tennessee Valley Authority	Active	Fast Charge Network	TVA is partnering with state agencies and the 153 local power companies (LPCs) of the Tennessee Valley to deploy electric vehicle fast charging locations at least every 50 miles along interstates and major U.S. and State travel corridors across the seven states we serve (TN and parts of AL, KY, MS, GA, NC and VA). TVA's Fast Charge Network program provides 80% reimbursement to local power companies who deploy eligible EV fast chargers along major travel corridors in their region. TVA provides various program materials such as charger technical requirements, site selection guidelines and accessibility guidelines to assist local power companies in their deployment of chargers. To date, two LPCs have installed a total of four (4) DCFC ports along interstates in their territories. Together, TVA, state agencies and LPCs will complete this "every 50 mile" foundational network by the end of 2024.	2022		https://energyright.com/ev/fast-charger-program/						Retain
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Tennessee Valley Authority	Active	EV Fleet Advisor Pilot	The TVA EnergyRight EV Fleet Advisor program (EVFA) provides TVA customers with consulting services to support electrification of their vehicle fleet and furthers TVA's mission of electrifying the Tennessee Valley and helping to manage the regions' natural resources. Whether you're well into transitioning your fleet and just need direction on the next steps or you're at the very beginning and need help understanding the ins and outs of electric vehicles, chargers and managing an electric fleet, the EVFA will help you get to the next step. For this test phase of the program, TVA has partnered with an industry expert to perform three fleet analytics services.	2022		N/A						Advisory
Tennessee Valley Authority	Active	Fast Charge Network	TVA is partnering with state agencies and the 153 local power companies (LPCs) of the Tennessee Valley to deploy electric vehicle fast charging locations at least every 50 miles along interstates and major U.S. and State travel corridors across the seven states we serve (TN and parts of AL, KY, MS, GA, NC and VA). TVA's Fast Charge Network program provides 80% reimbursement to local power companies who deploy eligible EV fast chargers along major travel corridors in their region. TVA provides various program materials such as charger technical requirements, site selection guidelines and accessibility guidelines to assist local power companies in their deployment of chargers. To date, two LPCs have installed a total of four (4) DCFC ports along interstates in their territories. Together, TVA, state agencies and LPCs will complete this "every 50 mile" foundational network by the end of 2024.	2022		https://energyright.com/ev/fast-charger-program/						Retain
Tennessee Valley Authority	Active	EV Rate	An optional wholesale EV rate for our Local Power Companies (LPCs) aimed at encouraging the development of charging infrastructure in the Valley. The updated policies enable LPC investment in public charging infrastructure and allow for the conditional resale of electricity, for transportation purposes only, by any charging developer on a kWh basis. The optional wholesale rate was developed with high power EV charging in mind and provides a stable option for those developing charging infrastructure	2022		N/A						Rate
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Pilots and Programs Related to VGI - through 12/31/22

Agency/Org	Status	Pilots and Programs	Description	Project Start Date (Month/Year)	Project End Date (Month/Year)	Project Website Link (If Applicable)	Intended Outcomes/Objectives	Funding Amount	Funding Source	Partnerships	Project Contact Info (If Applicable)	Infrastructure / Vehicle Procurement
Tennessee Valley Authority	Active	Fast Charge Network	TVA is partnering with state agencies and the 153 local power companies (LPCs) of the Tennessee Valley to deploy electric vehicle fast charging locations at least every 50 miles along interstates and major U.S. and State travel corridors across the seven states we serve (TN and parts of AL, KY, MS, GA, NC and VA). TVA's Fast Charge Network program provides 80% reimbursement to local power companies who deploy eligible EV fast chargers along major travel corridors in their region. TVA provides various program materials such as charger technical requirements, site selection guidelines and accessibility guidelines to assist local power companies in their deployment of chargers. To date, two LPCs have installed a total of four (4) DCFC ports along interstates in their territories. Together, TVA, state agencies and LPCs will complete this "every 50 mile" foundational network by the end of 2026.	2022		https://energyright.com/ev/fast-charger-program/						Rebate
Tennessee Valley Authority	Active	EV Fleet Advisor Pilot	The TVA EnergyRight EV Fleet Advisor program (EVFA) provides TVA customers with consulting services to support electrification of their vehicle fleet and furthers TVA's mission of electrifying the Tennessee Valley and helping to manage the regions' natural resources. Whether you're well into transitioning your fleet and just need direction on the next steps or you're at the very beginning and need help understanding the ins and outs of electric vehicles, chargers and managing an electric fleet, the EVFA will help you get to the next step. For this test phase of the program, TVA has partnered with an industry expert to perform these fleet analytics services.	2022		N/A						Advisory
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Tennessee Valley Authority	Active	Fast Charge Network	TVA is partnering with state agencies and the 153 local power companies (LPCs) of the Tennessee Valley to deploy electric vehicle fast charging locations at least every 50 miles along interstates and major U.S. and State travel corridors across the seven states we serve (TN and parts of AL, KY, MS, GA, NC and VA). TVA's Fast Charge Network program provides 80% reimbursement to local power companies who deploy eligible EV fast chargers along major travel corridors in their region. TVA provides various program materials such as charger technical requirements, site selection guidelines and accessibility guidelines to assist local power companies in their deployment of chargers. To date, two LPCs have installed a total of four (4) DCFC ports along interstates in their territories. Together, TVA, state agencies and LPCs will complete this "every 50 mile" foundational network by the end of 2026.	2022		https://energyright.com/ev/fast-charger-program/						Rebate
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Torrance School District and Nuvve	Active	V2G School Bus Project	Demonstrate the vehicle-to-grid (V2G) and vehicle-to-building (V2B) benefits of energy and building management to fleet services such as school districts. While investing in electric school buses has a higher initial cost, V2G and V2B help reduce the total cost of ownership and are a safer, less pollutant solution for kids riding buses. Partners: Torrance Unified School District Transpower San Diego Unified School District Funding: – Funded by California Energy Commission and South Coast Air Quality Management District – Deployment of (6) V2G-capable buses; buses are retrofitted BlueBird models with bidirectional, on-board inverters, 96 kWh battery + 22 kW capacity Demonstrate: – Revenue opportunity for frequency response and other grid-wide services – Cost optimization for demand charge management and time of use optimization – Cost mitigation for local energy generation and stationary storage Details: – Deployment of (6) V2G-capable buses; buses are retrofitted BlueBird models with bidirectional, on-board inverters, 96 kWh battery + 22 kW capacity https://nuvve.com/projects/torrance-electric-school-buses/			https://nuvve.com/projects/torrance-electric-school-buses/						Infrastructure
Tucson Electric Power	yes	Smart EV Charging Rebate	The Program provides incentives as well as technical support to commercial businesses, multi-family complexes and nonprofit customers that purchase and install EV charging ports at their location. Customers located in lower-income areas receive higher rebates. Rebates are received at the completion of the project.	2020		https://www.tep.com/smart-ev-charging-program/						EVSE and Project Cost Rebates
Tucson Electric Power	yes	Home EV Chargers Rebate	TEP residential customers who purchase a Level 2 or DC Fast Charger with one-way or two-way communications* can claim a rebate of up to $500, depending on the amperage	2020		https://www.tep.com/ev-rebates/						EVSE and Project Cost Rebates
U.S. Department of Defense	Completed	LA Air Force base	In November 2017, the Department of Defense (DoD) completed the final phase of a multi-year Plug In Electric Vehicle-Vehicle to Grid (PEV-V2G) Program. PEV-V2G coupled bi-directional compatible electric fleet vehicles and charging stations at four DoD sites in the continental United States—Los Angeles Air Force Base (LAAFB), Fort Hood, Joint Base (JB) Andrews and JB McGuire-Dix-Lakehurst (MDL). The PEV-V2G program had three major goals: 1. Demonstrate V2G technology can work 2. Evaluate how V2G supports or interferes with mission operations 3. Determine if/how PEVs can achieve cost parity with conventional vehicles, by collecting and analyzing data quantifying the impact of V2G implementation in differing environments and energy markets. https://apps.dtic.mil/dtic/tr/fulltext/u2/1043201.pdf									Infrastructure
UCSD INVENT and Nuvve	Completed	Light Duty V2G Demonstration	Demonstrate the real-world benefits of advanced vehicle grid integration (VGI) applications for electric vehicles (EVs) by demonstrating that EV owners can share their batteries when not needed (i.e., when parked and sufficiently charged). Partners: Nissan Mitsubishi Motors Hitachi BMW NREL PG&E SDG&E SUNSPEC Alliance Details – $4 million in funding from the California Energy Commission (CEC) – 50+ EVs over three years across California https://nuvve.com/projects/ucsd-invent/									Technology demonstration
United Illuminating	Yes	Managed Charging Program	Enrollment incentive plus annual participation incentive for avoiding charging during peak times	2022		Find the Best Electric Vehicle Charging Options for Your Home (uinet.com)						Rebates, Managed Charging Incentives
United Illuminating	Yes	DCFC Make-Ready	Up to $250k incentive per site toward customer side make-ready, utility side make-ready, and L2 charger.	2022		Find the Best Electric Vehicle Charging Options for Your Business (uinet.com)						Make-Ready, Rebates
United Illuminating	Yes	L2 Make-Ready	Up to $40k incentive per site toward customer side make-ready, utility side make-ready, and L2 charger.	2022		Find the Best Electric Vehicle Charging Options for Your Business (uinet.com)						Make-Ready, Rebates
Volta	Active	Zero Emission Vehicle Awareness Initiative										
Western Riverside Council of Governments	Completed	April 2021 SoCal Alt Car Expo	SoCal Alt Car Expo, in partnership with the Western Riverside Council of Governments (WRCOG), promotes private and public sector alternative fuel best practices, programs, case studies, and technologies replicable across various sectors and subregions. This year, in April 2021, this event will be held virtually and include panel discussions on vehicle grid integration, smart cities, microgrid, best practices and case studies.									ME&O

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List of V2X Electric Vehicle Supply Equipment*		
Manufacturer	Model	Description
Ford/Sunrun	Ford Pro Charger + Home Integration System	19.2kW charge, 9.6kW discharge, CCS, Single Phase
Rhombus	RES-DCVC60-480	60 kW, CCS, Three Phase
Rhombus	RES-DCVC125-480	125 kW, CCS, Three Phase
Nuvve	RES-HD60-V2G	60 kW, CCS, Three Phase (same h/w as Rhombus w/Nuvve s/w
Nuvve	RES-HD125-V2G	125 kW, CCS, Three Phase (same h/w as Rhombus w/Nuvve s/w
Fermata	FE-15	15 kW, CHAdeMO, Three Phase

** List is limited to solutions that are currently available and are UL Approved.*