

SCE's Perspective on TE Forecast Considerations

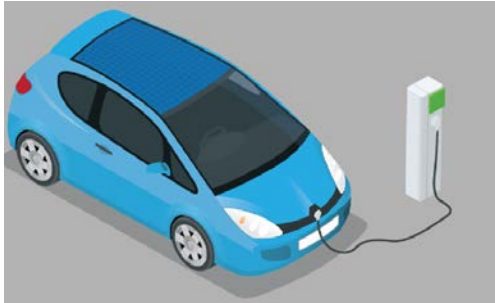
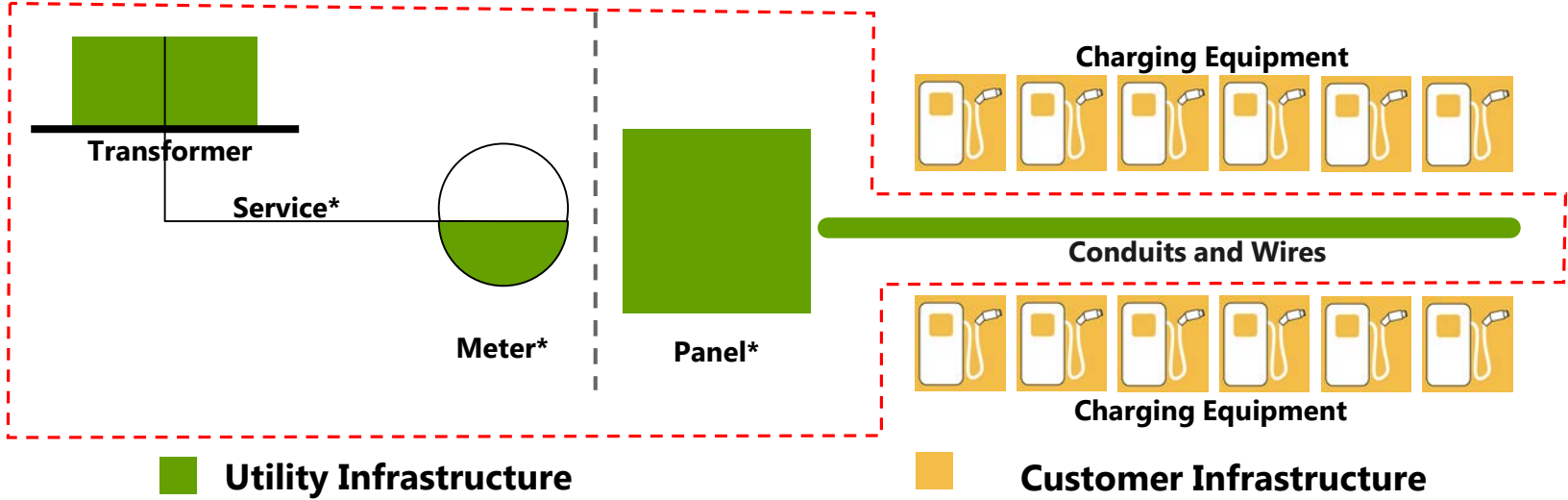
Demand & DER Forecasting

July 12, 2018

Key Considerations for TE Forecasting

- Develop scenarios that meet the state's long-term decarbonization goals to better support CPUC's IRP modeling.
- Account for latest policy changes
 - The governor's recent executive order sets a target of getting 5 million zero-emission vehicles on the roads in California by 2030.
 - CPUC's recent decision on transportation electrification project funding.
- Create scenarios which would capture the range of uncertainties: from organic adoption to adoption with policy support, incentives, programs, and investments etc.

Latest Policies on EV Infrastructure & Incentive Programs



Purchase Incentives

- Governor’s recent executive order sets a target of getting 5 million zero-emission vehicles on the roads in California by 2030 with a \$2.5 billion investment during the next 8 years to continue state subsidies for car purchases and bring 250,000 vehicle charging stations and 200 hydrogen fueling stations to California by 2025.
- CPUC’s recent decision approving \$738 million in IOU’s transportation electrification projects.
- SCE recently proposed \$760 million Charge Ready 2 program to expand electric vehicle infrastructure to support the installation of 48,000 more charging ports.

- Clean Vehicle Rebate Project (CVRP)
- Low Carbon Fuel Standard (LCFS)
Utility Rebate Programs
- SCAQMD “Replace Your Ride”
Incentive Program

Future Managed EV Load Shapes

- Expected EV charging load changes over time to help maximize GHG reduction and minimize system costs
 - TOU rate impacts by 2021
 - Increasing workplace & public charging
 - Flexible charging programs
 - Daytime charging incentives

