

TRANSPORTATION ELECTRIFICATION PROGRAMS (TEP) RIDER (CONTINUED)  
ELECTRIC

Definitions cont.: Class Billing Determinants: The billing determinants used to calculate the TEPR rate for each class are the projected billing determinants for the respective customer class for the 12 months following the effective date of the TEPR.

TEPR Filings: The TEPR filings will be calculated using the formula below and will include any required support.

The TEPR formula:

$$(R + E \pm OU) / BDc$$

Where:

R = Rebate Revenue Requirement.  
E = Administrative and General Expenses.  
OU = Over/Under Recovery Amounts.  
BDc = Class Billing Determinants.

Additional Annual Filing Requirements: On or before April 1 and October 1 of each year, the Company will file the TEP Semi-Annual Report. The first TEP Annual Report will be filed April 1, 2022. The TEP Annual Report will contain the necessary information for the Commission and parties to evaluate the reasonableness and prudence of actual Ready EV expenditures, as well as the Company's estimate of relevant EV revenues, and actual results for the prior Plan Year for the following metrics:

- Number of rebates given,
- Total value of rebates given by type,
- Number of customers enrolled in each EV rate,
- Locations of public Level 2 EVSE and public DCFC projects,
- Estimated capacity of participating Level 2 EVSE and public DCFC projects,
- Plan administration costs,
- Net energy and demand impacts for each of the new EV rates (RS-EV separately for EV and non-EV customers, SGS-EV, and LGS-SEV), which will include annual Class Non Coincident Peak ("NCP") demand, Class demand during the Company's 4 Coincident Peak ("CP") demand, Monthly Class billing demand, Monthly average load factor, Monthly on-peak kwh, Monthly off-peak kWh.

Advice Letter No.:	886	Decision or Authority No.	
Signature of Issuing Officer:	/s/ Nick Wagner	Issue Date:	March 31, 2025
Title:	Vice President – Regulatory	Effective Date:	June 1, 2025

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- Additional  
Annual Filing  
Requirements  
Cont:
- h. Monthly aggregate revenues for each of the new EV rates,

i. Monthly aggregate revenues that would have been collected had EV rate customers been on their respective standard rates (i.e., shadow bill),

j. Results of stakeholder meetings,

k. Summary of ongoing pilots and new programs implemented,

l. Customer survey results,

m. Aggregated customer load profile data,

n. Total distribution extension costs per EVSE project

o. Progress made during stakeholder meetings

p. Both the Modified Total Resource (“mTRC”) and Participant Cost Test (“PCT”) results

q. Behavioral charging pilot

i. Total number of cumulative customers enrolled each month,

ii. Total new number of customers enrolled each month,

iii. Monthly number and value of enrollment incentives paid,

iv. Monthly number and value on ongoing incentives paid,

v. for each month the pilot operates, the number of participants received the \$10 incentive and the number of participants eligible to receive the \$10 incentive

vi. Total monthly volumes(kWh) of on-peak and off-peak charging.

r. EV awareness by the following demographics through a survey at least once per year, but allowing for customer to opt out from answering questions regarding these demographics: Customers who identify as female, Spanish-speaking customers, Hispanic versus non-Hispanic customers, Income Qualified customers who can be identified by survey responses about household income and household size if the customers do not choose to skip those survey questions.

s. Number of inquiries received about DCFC station rebates – to date for the 2024 -2026 TEP.

t. Fleet electrification pilot (number of participants to-date and number and names of school districts that have been contacted)

u. For the eBike rebate

i. Updates on program development, implementation and modification,

ii. Number of locations engaged to date regarding rebates,

iii. Number of participating locations accepting the Company’s rebates, and

iv. Marketing and outreach materials developed and distributed to Income Qualified customers and bicycle shops related to the rebates
- N

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Additional Annual Filing Requirements Cont.:	<p>v. For dealership engagement</p> <p>i. Updates on program development, implementation and modification</p> <p>ii. The number of locations (dealerships, etc.) engaged to date, and</p> <p>iii. Marketing and outreach materials developed and distributed to Income Qualified customers and dealerships related to the Company's Ready EV Plan.</p>	N
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TEP Budget Flexibility: Pursuant to Commission Decisions on the Company's TEP, the Company is authorized to have budget flexibility in each Plan Year of the approved TEP. The budget flexibility, in a Plan Year, shall allow the Company to:

1. Shift funds between programs of the TEP, subject to a cap of 150% for any individual category, and
2. Increase the overall Ready EV budget up to 125% of the annual budget costs per year.

The Company may not shift more than 50% of budgets between programs and no budget should be shifted away from programs that serve Income Qualified customers and Disproportionately Impacted Communities. The Company will also roll over unspent funds from year to year, which will not count against the cost cap. In addition, rolled over funds from programs for Income Qualified customers and Disproportionately Impacted Communities must only be rolled over into the same budget category or into other programs specifically for Income Qualified customers and Disproportionately Impacted Communities.

TEPR Rates:	<u>Customer Class</u>	<u>Rate</u>	
	Residential	\$0.00020/kWh	
	Small General Service	\$0.00147/kWh	I
	Large General Service	\$0.01699/kW	R
	Large Power Service	\$0.00000/kW	R
	Lighting	\$0.00000/kWh	R
	Irrigation	\$0.00000/kWh	R

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