



## CHARGE READY New Construction Rebate Program Guidelines

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# Rebate Program Overview



Southern California Edison’s (SCE) Charge Ready New Construction Rebate (NCR) program provides qualified participants, generally property owners or developers, with a one-time rebate to offset expenses for Electric Vehicle (EV) charging infrastructure improvements that go beyond California’s CALGreen code.

This may include funding for the purchase and installation of approved charging stations or the infrastructure costs for the creation of additional EV-capable parking spaces that goes beyond code requirements. While other SCE programs may be open to multi-family developments in need of infrastructure updates, this rebate program is focused exclusively on new developments mandated to install EV capable spaces under the CALGreen code. NCR is intended to act as a financial bridge from the EV infrastructure mandated by the CALGreen code to operational charging stations.

The program will strive to achieve the installation of up to 15,000 EV charging ports or connectors through the support of site-specific infrastructure projects. Project applications will be accepted for the duration of the four-year program, ending no later than 12/31/2025, or when program funds are exhausted, whichever comes first. SCE does not perform any electrical work related to the installation of EV charging equipment under this program.

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# How the Rebate Program Works

The rebate program provides up to \$3,500 per port for the installation of customer-side make-ready electrical infrastructure work and EV charging equipment that exceeds the CALGreen building code. The rebate is targeted to developers of multi-family properties meeting the specified program requirements. The rebate amount paid by SCE will not exceed the participant’s actual costs. Participants will purchase, install, and own the charging equipment and are responsible for any charging station and installation costs exceeding the rebate offer.

## CALGreen building code

Current code requires that all new multi-family properties **facilitate future installations and use of EV chargers**.<sup>1</sup> Periodically, changes are made to the CALGreen code; updated code requirements can be found on their website. CALGreen building code requires new construction for multi-family properties completed after 1/1/2017 to dedicate a percentage of the planned parking spaces to EV parking and to install a raceway capable of accommodating a 208/240-volt circuit dedicated to EV charging, an electrical system service capacity sufficient to charge all EVs for all required EV spaces.

## Going above CALGreen building code

SCE will provide a one-time rebate to new construction multi-family developments for exceeding CALGreen building code by installing the remaining electrical infrastructure and charging equipment so that the new building has operational EV charging capabilities upon completion. To qualify for the rebate, sites must exceed code by:

- Installing operational charging stations.
- Installing additional infrastructure going above and beyond the required EV Capable requirements as defined in CALGreen requirements.

## What Qualifies for Rebate

The rebate will apply to the following items:

- Charging Equipment Purchase – the purchase of qualifying equipment, as listed on SCE’s **Approved Product List (APL)**.
- Charging Equipment Installation – the installation of the equipment.
- Infrastructure costs supporting the installation of the charging equipment if this infrastructure exceeds CALGreen Code.

<sup>1</sup> More information can be found at: <https://codes.iccsafe.org/content/CAGBSC2019/chapter-4-residential-mandatory-measures>

The rebate only applies to any EV capable work above code and any charging equipment installed, after the acceptance of a project's application. Three scenarios with rebate eligibility are listed below for illustrative purposes:

**Scenario 1:**

- Customer site has 100 parking spaces.
- 2019 CALGreen code mandates 10% of parking spaces be EV capable; therefore 10 parking spaces must be EV capable.
- Customer installs 10 charging station ports on the 10 EV capable parking spaces.
- Customer may be eligible to receive a rebate for the purchase price and installation cost of the charging equipment up to \$3,500 per port installed.
  - 10 ports \* \$3,500 per port = Up to \$35,000

**Scenario 2:**

- Customer site has 100 parking spaces.
- 2019 CALGreen code mandates 10% of parking spaces be EV capable; therefore 10 parking spaces must be EV capable.
- Customer installs 10 charging station ports on the 10 EV capable parking spaces and installs 5 additional EV capable parking spaces.
- Customer may be eligible to receive a rebate for the purchase price and installation cost of the charging equipment up to \$3,500 per port installed.
  - 10 ports \* \$3,500 per port = Up to \$35,000
  - Customer is not eligible for a rebate for the 5 additional EV parking spaces that went above the CALGreen code because charging ports were not also installed.

**Scenario 3:**

- Customer site has 100 parking spaces.
- 2019 CALGreen code mandates 10% of parking spaces be EV capable; therefore 10 parking spaces must be EV capable.
- Customer installs 15 charging station ports on the mandated 10 EV capable parking spaces and installs 5 additional EV capable parking spaces (with 5 charging station ports).
- Customer may be eligible to receive a rebate for up to a cap of \$3,500 per port installed. This amount is intended to offset the purchase price and installation cost of the charging equipment, as well as the additional infrastructure going above and beyond the required EV Capable requirements as defined in CALGreen code.
  - 15 ports \* \$3,500 per port = Up to \$52,500
  - Customer is eligible for a rebate for the 5 additional EV parking spaces that went above the CALGreen code because charging ports were also installed.

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## Applying for the program

Eligible customers can submit an online application to request a reservation of program rebate funds by visiting the program enrollment website. SCE will review applications and notify applicants once approved. Participants can then move forward to complete the project work and submit the necessary documentation to SCE. Once reviewed and approved, SCE will issue the rebate check. **Applications will be accepted for the duration of the 4-year program if funding remains available. All participants must complete their project installations and submit their incentive requests within 3 years from the date of project acceptance.**

## Application Approval Process

The application will qualify for approval provided the program has remaining funding, and the site/participant meets all program requirements.



# Site and Participant Eligibility

- All participants must own, lease, or manage the site where the charging stations are installed.
- Participants will be required to show they are the property owner of the site (copy of title will suffice).
- All project sites must be located within SCE's service territory.
- The new construction site must qualify as a “multi-family site”. Qualifying multi-family sites are defined as:
  - 1 Residential properties** – Structures that are designed to accommodate two or more tenants with shared parking areas.
  - 2 Apartment Buildings** – Structure(s) containing two or more dwelling units that may also include common areas and facilities, e.g., entrances, lobby, elevators or stairs, mechanical space, walks, grounds, recreational facilities, and parking both covered and open.
  - 3 Retirement Communities, Townhomes, Condominiums** – Residential communities with shared parking areas managed by an HOA or an equivalent association.
  - 4 Mobile Home Parks** – Residential mobile home communities with shared parking areas.
  - 5 University & Military Housing** – Student or military housing units or apartments with individual cooking facilities (except conventional dormitories and barracks with cafeteria-type kitchens).
  - 6 Timeshares** – Vacation property communities with shared parking areas managed by an HOA or an equivalent association.
  - 7 Public Parking With Dedicated Overnight Resident Passes** – Public parking lots designated for nearby multi-family residents for overnight parking. Stations can be open for public use during day-time hours.
- Certificate of Occupancy – The Site's Certificate of Occupancy must have been granted on or after January 1, 2017, to qualify for application submission. This is when the initial CALGreen code went into effect.

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# Other Participant Requirements

- Participants will maintain the charging equipment in good working order for at least 10 years.
- Participants will be the SCE account holder and will be responsible for setting pricing and collect charging fees (if applicable) from drivers. Participants will need to share pricing information with SCE (if applicable). Participants or customer of record for the site will also be responsible for paying all energy costs associated with the charging equipment.
- Any related infrastructure and charging equipment installation must be performed by a C-10 licensed and insured electrical contractor in accordance with local codes, permitting and inspection requirements.
- Participants are required to register publicly accessible charging equipment with the **US Department of Energy's Alternative Fuel Data Center** and **EV Charging Station Locations mapping tool**. Only one set of information is reported between the participant and Charging Equipment Supplier.
- Participant must enroll in a demand response (DR) program, where applicable.<sup>2</sup>

<sup>2</sup> SCE currently offers the Charge Ready DR pilot (DR-CRPP tariff) program. SCE is also exploring additional vehicle grid integration (VGI) load management programs and services that may be applicable for this program.

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# Metering

EV charging station load needs to be measured by a method acceptable to SCE. This can be accomplished by, 1) the installation of a separate dedicated SCE meter for usage measurement, billing and data collection purposes, or 2) measurement by another equivalent way that is acceptable to SCE to verify charging load.

**Separate metering** for the charging stations provides many benefits and is **strongly recommended** for several reasons. These include:

## Rate Impacts

- If a dedicated meter is not installed to separately measure the loads associated with the EV charging equipment, the existing total metered load at the site will grow, imposing greater overall kW demand levels at the site. This could trigger a mandatory rate change to a more expensive rate plan. Demand charges are a component of most commercial TOU rate plans. If a dedicated meter is not installed to separately measure the increased load associated with the EV charging equipment, total demand at the participant's site will increase, resulting in higher demand charges and larger monthly bills. Consider a scenario where 10 level 2 charging ports are installed and are not separately metered. Assuming all the charging stations were being used concurrently, the resulting increase in total demand at the site could exceed 70 kW. This would likely result in much higher bills based on the participant's existing TOU rate plan, or the new TOU rate plan under which the increase in total demand might have triggered.
- SCE offers special time-of-use (TOU) EV rate plans for meters dedicated to EV charging equipment. These rate plans provide lower off-peak energy pricing, and **do NOT currently include any Demand Charges**. Demand charges for these special rate plans are scheduled to be phased back in starting late Q1 of 2024. SCE anticipates phasing in reduced demand charges that will gradually phase in over the subsequent 5 years.<sup>1</sup>
- Installing a dedicated meter to serve the EV charging equipment will provide the site host **better ability to manage costs**. Program participants are required to maintain operations of the charging stations for no less than 10 years. But most site hosts will likely continue to operate charging equipment well beyond the 10-year time frame. Having the equipment separately metered will afford site hosts the ability to select from a broader range of available rate plans over the long-term, which could result in significant overall cost savings.

## Demand Response Program Participation

- Program participants are required to enroll in a Demand Response (DR) program. Having a separate dedicated meter installed will help to isolate the impacts of (DR) event participation, or lack thereof, to the charging equipment, rather than impacting other loads or operations at the participant's site.



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## Maximizing Rebates

- The program offers a fixed rebate not to exceed the participants actual costs. Depending on the overall costs of a project, a participant may be able to maximize the total rebate received by having some, or all of the meter installation costs covered under the maximum rebate cap.

## Measuring Usage and Setting Station Pricing

- A dedicated meter installed to measure the charging station load will provide the station owner with the ability to identify the specific energy consumption and costs associated with the equipment. This will help station owners to better assess specific costs and establishing the pricing for station use. Without a dedicated meter, other circuit loads will likely increase the overall usage and billing costs making delineation much more difficult.

For all of these reasons and more, it is strongly recommended that program participants consider installing separate dedicated metering for the charging equipment if choosing to participate in the New Construction Rebate program.

# Qualifying EV Charging Equipment

- Applicants must only install equipment listed on SCE's **Approved Product List (APL)**.
- Only Level 1 and Level 2 equipment are eligible for installation under this program.
- Charging stations can be located on the premise or curbside.
- There is no port minimum requirement.
- Stations must be maintained in good working order for a minimum of 10 years.
- Stations must be networked (network communication enabled).



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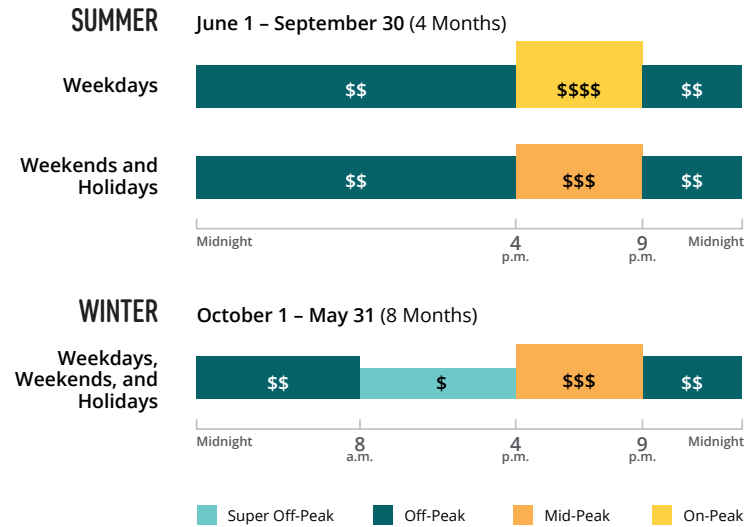
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# Rate Plan Options

Participants will be required to have the meter serving the EV charging equipment enrolled on a Time-of-Use (TOU) rate plan and a demand response program. Several TOU rate plan options are available, including rates designed for EV charging when the chargers are connected to a dedicated meter. Selecting the right plan for your operations can best be accomplished by working with an SCE representative.

## NEW STANDARD TIME-OF-USE (TOU) PERIODS



Holidays are New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, and Christmas. When any holiday falls on a Sunday, the following Monday will be recognized as a holiday. However, no change will be made for holidays falling on a Saturday.

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# Usage and Pricing Information

Participants are required to contract with a qualified electric vehicle Charging Equipment Network Service Provider from SCE's **Approved Network Providers list** to record and transmit EV charging usage data. Participants are permitted to change or update their charging equipment and network service provider at any point in the future at their own expense.

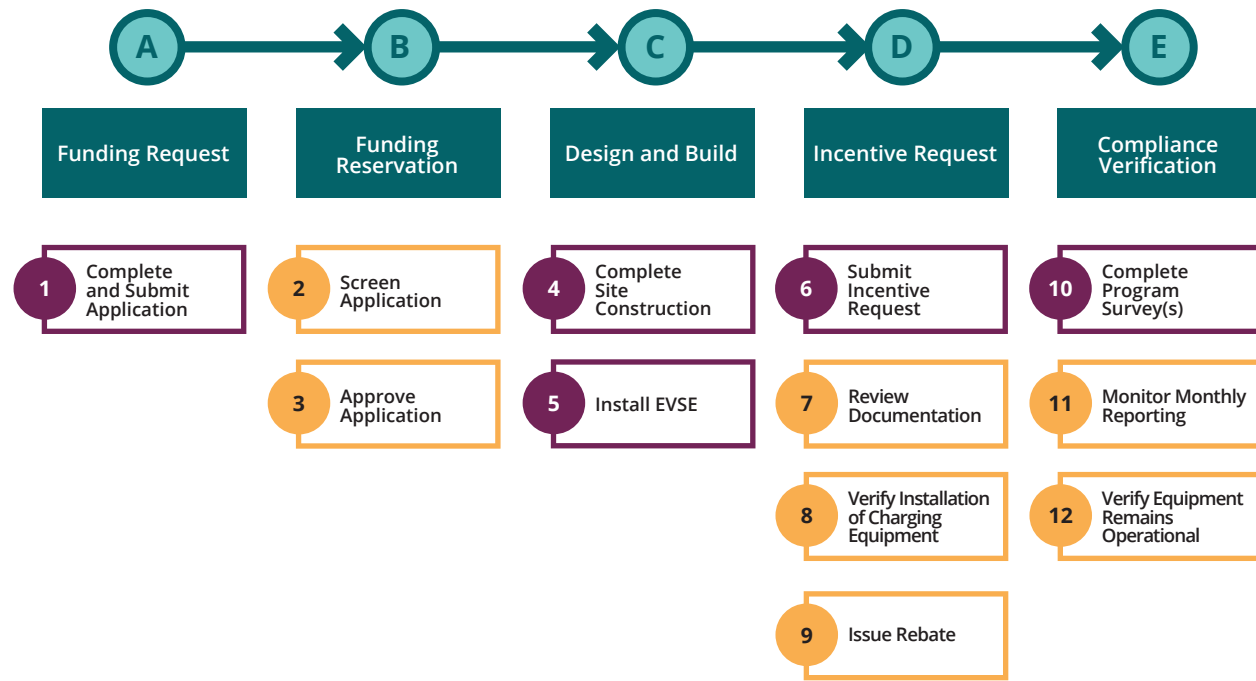
- Participants are required to obtain the consent of their Network Service Provider to provide SCE with access to certain information, including but not limited to, port level usage information. Participants must also agree to provide SCE with the option to collect or receive this data directly from the Program participant's contracted EV Network Service Provider. Participants are required to report charging equipment usage and other related information following the instructions and templates provided by SCE.
- Program participants will be required to authorize SCE to act on program participant's behalf to voluntarily grant a third-party access to receive billing records, billing history, charging equipment usage data, and all meter usage data used for bill calculation for all meters participating in the Charge Ready program. Third parties include but are not limited to the CPUC and program evaluators. This authorization expires ten years from the charging equipment's in-service date.

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# New Construction Rebate Program Process

The following process diagram outlines the activity flow from the initial starting point of application submission through the issuance of the New Construction Rebate check.

PROCESS DIAGRAM:  
New Construction Rebate



Legend

SCE

Customer

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## A. Funding Request

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### 1. Program Enrollment Application

Description	The online application can be accessed through the online program <b>enrollment portal</b> . This is the project submission phase, also referred to as the project funding request.
Customer Activities	<ul style="list-style-type: none"> <li>• Complete the online application which is accessible through the program enrollment portal.</li> <li>• Accept the program terms and conditions located within the application.</li> </ul>
Documents Required	<ul style="list-style-type: none"> <li>• If your Certificate of Occupancy has already been obtained, please upload photos demonstrating the CALGreen Code-required EV readiness of the site (e.g. Conduit terminations at parking spaces, Spare breaker space in electrical panel, etc.) and the parking spaces where charging stations will be installed.</li> </ul>
SCE Activities	Upon receipt, SCE will send a confirmation email to applicant.

**B. Funding Reservation**

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	2. Screen Application	3. Approve Application
Description	Several factors will help SCE to determine project eligibility and prioritization. This includes but is not limited to the level of remaining program funds.	After evaluating the application, SCE team will determine its approval.
Customer Activities	Respond to any application related inquiries received from SCE.	None.
Documents Required	None.	None.
SCE Activities	<ul style="list-style-type: none"> <li>• Review applications.</li> <li>• Reach out to customer if any additional information is needed.</li> <li>• Determine if application moves to next step.</li> </ul>	Notify customer of determination through an email communication.

### C. Design and Build Phase – Customer Builds Multi-Family Property

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	4. Construct Multi-family Property with EV capable parking spaces	5. Participant Installs EV Charging Equipment
Description	Participant builds multi-family property with EV capable spaces. Some customers may have completed this step prior to submitting an application. Multi-family properties with a Certificate of Occupancy after 1/1/2017 are eligible to apply.	Participant is required to install the vehicle charging equipment listed on the <b>APL</b> and ensure it is fully operational.
Customer Activities	Participant completes construction of customer-side make-ready.	<ul style="list-style-type: none"> <li>• Secure permits for charging equipment installation.</li> <li>• Participant installs qualifying (SCE APL listed) charging equipment.</li> </ul>
Documents Required	None.	None.
SCE Activities	None.	None.



**D. Issue Rebates**

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**6. Submit Incentive Request**

Description	Participant submits incentive request and uploads the required documentation.
Customer Activities	<ul style="list-style-type: none"> <li>• Access the program enrollment portal to submit rebate request.</li> <li>• Upload documentation including final invoices for charging equipment purchase and installation.</li> </ul>
Documents Required	<ul style="list-style-type: none"> <li>• Upload a copy of the final charging equipment purchase order, paid invoice, or sales receipt for charging equipment. The purchase price for the charging equipment should be separately listed from any installation costs. The receipt should include the purchase date, the charging station make and model, serial #s of the charging equipment, and individual unit pricing and delivery date.</li> <li>• Upload a copy of the paid invoice for the installation of the charging equipment. Installation costs should be listed separately from the equipment purchase price. At a minimum, the invoice should include the date, name of the company or the C-10 licensed contractor that performed the installation, and the related cost.</li> <li>• Upload photos of the newly installed charging equipment.</li> <li>• Upload copy of the Site Plan showing the location of the installed charging stations.</li> <li>• Upload copy of evidence of final inspection/sign-off.</li> <li>• Upload copy of price estimates for any Infrastructure costs supporting the installation of the charging equipment if the infrastructure exceeds CALGreen requirements. At a minimum, the cost estimates should include a description of the associated materials and labor cost components.</li> <li>• Upload document showing proof of ownership of the property. (i.e. property title)</li> <li>• Upload copy of Certificate of Occupancy, if issued between January 1, 2017 to August 1, 2021.</li> </ul>
SCE Activities	Upon receipt, SCE will send a confirmation email to applicant.

**D. Issue Rebates (continued)**

	<b>7. Review Documentation</b>	<b>8. Verify Installation of Charging Equipment (If selected for inspection)</b>	<b>9. SCE Issues Rebate</b>
Description	Following receipt of the incentive claim, SCE will review submitted documentation.	SCE may choose to perform a limited number of site visits to inspect charging equipment installation.	After review and acceptance of the rebate claim submission, SCE will move forward with issuing rebate payment.
Customer Activities	Respond to SCE if any additional information is being requested.	If your site is selected for visual inspection, assist SCE by responding to a site visit request.	None.
Documents Required	None.	None.	None.
SCE Activities	<ul style="list-style-type: none"> <li>Review documentation for completeness.</li> <li>Follow up with participant if necessary, for any additional required information.</li> </ul>	Perform site inspection of charging equipment installation.	Issue Rebate Check.

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	10. Complete Program Participation Survey(s)	11. Monitor Monthly Reporting	12. Verify Charging Equipment Remains Operational
Description	SCE may issue program related information request(s) and/or surveys at various times throughout the duration of the program.	The participant is required to collect and share usage and other charging equipment data with SCE and data may be used for program reporting.	The participant is required, at its own expense, to operate and maintain the charging equipment in working order at the originally installed location for a minimum of 10 years. SCE may perform periodic monitoring to ensure the equipment remains operational.
Customer Activities	<ul style="list-style-type: none"> <li>• Provide responses as requested (may be received in electronic or paper format).</li> <li>• Please attempt to respond in a timely manner.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to provide charging equipment and related data monthly by following the Data Portal Interval Template and the Data Portal Session Data Template <b>provided by SCE</b>. Please also reference the Charging Equipment Usage Data Monthly Report Instructions.</li> <li>• Work with SCE to resolve any compliance issues that may surface.</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain the charging equipment in working order for a minimum of 10 years.</li> <li>• Replace or repair charging equipment, if required, to ensure equipment remains operational.</li> <li>• Work with SCE as necessary to resolve any non-conformance issues.</li> </ul>
Documents Required	None.	Continue submitting monthly data in the form, format and frequency designated by SCE.	None.
SCE Activities	Develop surveys, distribute, process responses, and follow-up as necessary.	<ul style="list-style-type: none"> <li>• Continue to receive and process monthly charging equipment and other related data.</li> <li>• Follow-up with participant as necessary.</li> <li>• Resolve any non-compliance issues.</li> </ul>	<ul style="list-style-type: none"> <li>• Periodic monitoring to ensure charging equipment is operational.</li> <li>• Resolve any issues related to non-conformance.</li> </ul>

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Program Applicants will be required to sign the New Construction Rebate Program Agreement. This Agreement obligates the Program Participant to comply with the requirements, terms, and conditions of the program during the 10-year commitment period. If, within the commitment period, the Program Participant terminates their lease, sells the property, or otherwise relinquishes their interest in the property, the Program Participant will still be required to fulfill all responsibilities and obligations under the terms of the New Construction Program Agreement unless and until they transfer those responsibilities and obligations through assignment to another entity possessing an interest in the property site. SCE has developed a “Charge Ready Assignment and Assumption of Participant Agreement Addendum” that can be used for this purpose. Any Program Participant ending their tenancy or otherwise relinquishing their interest in the property site where the EV charging equipment was installed, within the 10-year commitment period, should utilize the assignment and assumption agreement to transfer those obligations. Program Participants should contact their SCE representative to obtain a copy of the assignment and assumption agreement and assist in the process.

# Glossary of Terms

**Account Manager:** An SCE employee in the Business Customer Division (BCD) organization serving as the SCE liaison for business customers. Each Account Manager is typically assigned as an account representative for a particular industry segment (i.e., government, hospitals, schools, etc.)

**APL:** See Approved Product List.

**Approved Product List:** The list of charging stations approved by SCE and meeting SCE’s technical requirements. Program participants must select charging stations from the Approved Product List to qualify to receive applicable rebates. SCE does not provide any expressed, implied, or prospective warranty, including any warranty of merchantability or fitness for any particular use or application, of any EV charging equipment. The APL can be found at [www.sce.com/APL](http://www.sce.com/APL). SCE reserves the right to modify the APL at any time.

**BCD (Business Customer Division):** The Business Customer Division (BCD) of Customer Service is the primary contact for SCE’s business customers and serves as their Trusted Energy Advisor by meeting the energy-related needs of the various commercial, industrial, government, and agricultural customers.

**CALGreen:** CALGreen is the first-in-the-nation mandatory green building standards code. In 2007, California Building Standards Commission (CBSC) developed green building standards in an effort to meet the goals of California’s landmark initiative AB 32. For more information, please visit: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>

**Charging Equipment Approved Product List:** See “Approved Product List”.

**Charging Equipment Rebate:** Financial reimbursement paid to eligible participant, or its designee, intended to offset costs associated with the purchase and installation of approved charging equipment.

**Charging Station – (EV Charging Station):** EV Charging Equipment interconnects with the electricity grid at a charging site to an electric vehicle, whether using alternating current (AC) or direct current (DC). An individual charging station unit may contain one or more charging ports for the purpose of connecting the electric vehicle to a grid connected power source capable of recharging the vehicle’s battery pack. The individual connectors of the Charging Station are referred to as ports. Each charging station may charge one or more vehicles depending on the number of ports with which each unit is equipped. For dual-port stations, power cannot be throttled during non-DR events and each port must be able to deliver full power to both vehicles that are charging simultaneously. For example, a dual-port L2 station rated at 7.2kW must be able to deliver 7.2kW of power to both vehicles when two vehicles are charging simultaneously.

**CPUC (California Public Utilities Commission):** The California state regulatory agency that is responsible for regulating privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies.

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**Customer-Side Make-Ready Infrastructure:** The infrastructure that includes all infrastructure on the customer-side of the meter, up to the first point of interconnection with the customer's EV charging equipment.

**Disadvantaged Communities - (DACs):** Census tracts in SCE's service territory with a top quartile score according to California Environmental Protection Agency's California Communities Environmental Health Screening Tool (CalEnviroScreen 3.0) tool, or it's equivalent. The CalEnviroScreen was released by the Office of Environmental Health Hazard Assessment (OEHHA), on behalf of the California Environmental Protection Agency (CalEPA). CalEnviroScreen identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. These communities are also referred to as "Disadvantaged". For more information, please visit <https://oehha.ca.gov/calenviroscreen/sb535>.

**DR (Demand Response):** Demand Response (DR) programs attempt to encourage a reduction of electricity use during certain time periods, typically during on-peak hours or when demand for electricity is high, and/or can provide incentives to use electricity during periods of excess generation or when demand for electricity is lower.

**EV (Electric Vehicle):** A plug-in electric vehicle that is propelled by one or more electric motors and powered by an onboard battery pack.

**EVSE (Electric Vehicle Supply Equipment):** EVSE function is to supply electric energy to recharge electric vehicles. EVSE are also referred to as EV charging stations, charging ports, or ports. EVSE are used to refuel electric vehicles or plug-in hybrid electric-gasoline vehicles. See also Charging Station.

**Final Invoice:** Statement of the total amount paid by participant to Charging Station Supplier(s) for the purchase of charging stations.

**Level 1 (L1) Charging:** Low power charging up to 1.9kW, typically at or below 120 volts. An EV with a 60-kWh battery pack will take approximately 20 hours to charge from empty to full.

**Level 2 (L2) Charging:** Medium power charging up to 7.2kW, typically delivered between 220 and 240 volts. An EV with a 60-kWh battery pack will take approximately 8 hours to charge from empty to full.

**Network Service Agreement:** A contractual agreement between a Network Service Provider and a participant for the purpose of providing Networking Services for the installed charging equipment.

**Network Services Provider:** The 3rd party entity that will provide Network Services for the EV Charging Equipment installed at the participant's site. The Network Service Provider will be required to transmit port level data and other information to SCE complying with program requirements.

**Online Program Enrollment Portal:** This is the program's enrollment site and can be found at [www.sce.com/chargeready](http://www.sce.com/chargeready).

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# Glossary of Terms (continued)

**Participant:** see Program Participant.

**Ports:** see Charging Station.

**Program:** Also referred to as the New Construction Rebate Program.

**Program Participant:** The SCE non-residential customer that applies for and is approved by SCE to participate in the New Construction Rebate program. Also referred to as Participant.

**Program Participation Agreement:** An agreement between SCE and the participant that includes the terms and conditions for participating in the program. The agreement is included in the program application.

**Rebate:** Financial reimbursement paid to eligible participant, or its designee, pursuant to this program.

**Rebate Payment:** The payment made by SCE to participant, or its designated assignee, for all applicable rebates pursuant to the program.

**Site:** The premises, owned, leased, or operated by the participant, where the charging stations will be installed.

**Site Plan:** The site plan is a bird's eye exhibit of a site with building footprints, roads, parking areas, and other above-ground structures notated. May be an engineered drawing or may just be a satellite image with notes. A site plan (in .pdf file format) is required to be submitted with a completed project incentive claim request. A site plan job aid is located [here](#).

**TOU (Time-of-Use) Rate Plans:** All TOU plans feature energy charges that vary based on the time of day, the day of the week, and the season. Some plans also include demand charges that are based on the maximum amount of electricity your business uses at once. For more information about TOU rate options, please visit <https://www.sce.com/business/rates/time-of-use>, or <https://www.sce.com/business/rates/electric-car-business-rates>.

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# CHARGE READY

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## Interested? Let's talk.

Contact your SCE Account Manager or email [chargeready@sce.com](mailto:chargeready@sce.com) if you have questions or want to find out how this program may work for you.

You can also visit [www.sce.com/chargeready](http://www.sce.com/chargeready) for more information.

