

March 5, 2015

Dear Electric Vehicle Stakeholder:

Enclosed is the second annual report on NRG Energy's (NRG) investment in California electric vehicle (EV) charging infrastructure in accordance with a 2012 settlement agreement (the Agreement) between the California Public Utilities Commission (CPUC) and NRG. The report has three principal goals: first, to communicate the successes and challenges of implementing our historic agreement with the state; second, to demonstrate the lessons learned in our EV charging business that others can incorporate into their efforts to expand EV charging in California; and third, to provide insights into the state of the EV charging business in California.

As a result of consistent and visionary policy leadership, California leads the nation's emergent EV industry. Governor Brown's executive order for 1.5 million EVs on the road by 2025 and a bold goal of 50 percent reduction in petroleum consumption; the Zero Emission Vehicle (ZEV) mandate that requires sales of EVs by major automakers; state and air district funding for vehicle rebates; research and infrastructure grants; and market planning activities like the ZEV Action Plan and regional infrastructure plans have combined to make California the crucible of the new clean vehicle industry. Californians drive 40% of all the EVs on U.S. roads, now over 100,000 and 250,000 vehicles, respectively. EV charging infrastructure is also growing. As of December 2014, California boasted 198 total public fast chargers for the Japanese "Chademo" standard and 31 for the new American/European "Combo" standard according to the Department of Energy Alternative Fuels Data Center. The state has more fast chargers than anywhere in the U.S. and more Combo fast chargers than anywhere in the world.

NRG is committed to being a leader in the EV charging industry by developing comprehensive charging services for drivers. Since launching eVgo in 2011, the company has become the largest provider of fast charging services in the United States. A significant part of the company's investment has been in California. This investment, and that of industry partners, has developed critical California infrastructure and created the most advanced EV industry in the country.

NRG is dedicated to meeting or exceeding all commitments in the Agreement. This report demonstrates that NRG is clearly on a path to accomplish those commitments with regard to installing public charging stations. Publicly available "Freedom Stations" now comprise the backbone of a California EV fast charging network that supports every model of EV on the road. We have learned many lessons about EV charging site design, property relationships, permitting, and more that are conveyed in the pages that follow.

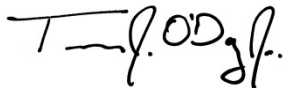
Although NRG quadrupled its pace in deploying Level 2 (208V/240V) electrical infrastructure upgrades for EV charging, called "make-readies" to multifamily buildings and workplaces, there remain significant challenges to this portion of the program. The make-ready market is not as mature as anticipated. Additionally, state policy changes and marketing activities by investor owned utilities are making it more difficult to reach the program's make-ready objectives. NRG continues to pursue many strategies to meet its commitment in Level 2 charging and is learning from the lessons described in this report.

Looking ahead through 2015, California can expect new and refreshed EV models on the road with longer range and better affordability. To support these vehicles and drivers, NRG will have accomplished three key objectives: first, development will be underway on all 200 Freedom Stations; second, the San Joaquin Valley will have a viable network of fast chargers; and third, over 250 apartment communities and workplaces across the state will have reliable charging. These commitments herald the arrival of EVs that are affordable for everyone in the state, wherever they live.

This report describes the Agreement's purpose, NRG's progress at the end of the reporting period, as well as progress to date, and also provides observations about the context and the EV market. Also new in the report is a summary of financial and charger utilization information, which was not previously available. NRG welcomes inquiries and hopes that this information sparks a dialogue to enable California to rapidly achieve and exceed its ambitious EV objectives.

At no other time in the 19 years since I started out in the electric vehicle business has California been so close to our goal of a sustained, sustainable mobility industry. I'm humbled by the opportunities before us and look ahead with great anticipation.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry O'Day". The signature is fluid and cursive, with the first name "Terry" and last name "O'Day" clearly distinguishable.

Terry O'Day
Vice President
NRG eVgo

2014 ANNUAL REPORT

Settlement Year 2 Progress Report to
California Public Utilities Commission

Electric Vehicle Charging Station Project

PUBLIC VERSION

*For the period December 6, 2013 through December 5, 2014 (the Reporting Period)
Submitted March 5, 2015 by NRG EV Services LLC on behalf of the Dynegy Parties¹*

¹ Capitalized terms not otherwise defined herein shall have the meaning ascribed to such terms in the Long-Term Contract Settlement Agreement (the “Agreement”).

EXECUTIVE SUMMARY

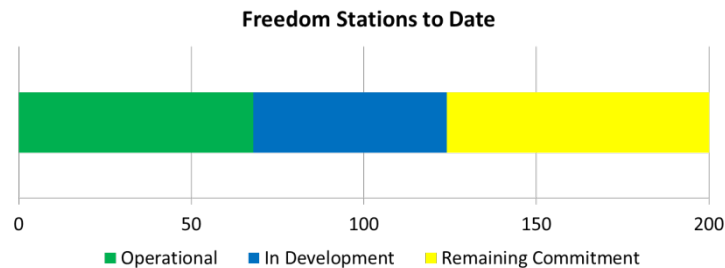
In 2012, the settlement agreement between CPUC and NRG heralded the commitment of a state and a major corporation to dedicate investment for the fledgling EV industry. The commitments laid forth in the settlement began December 5, 2012. Now two years into the Agreement, this report characterizes progress, discusses challenges, expounds on lessons and describes a well-utilized EV charging infrastructure network that is advancing the industry toward sustainable personal mobility.

At more than \$100 million, the Agreement was historic. At the time few fast charging stations, which can charge a car in less than 30 minutes, had even been installed in the United States – fewer still were charging stations for multifamily communities. Merely two years later, EVs on the road in California have topped 100,000 and almost 200 fast chargers operate statewide. While the state still has a long way to go to achieving its objectives, as EVs still represent just 5 in 1,000 total vehicles registered, an industry has undeniably taken hold.

This report summarizes progress and key findings in the past year to enable a broad market for EVs and EV charging to take hold. The vision for the Agreement was a comprehensive network of intra-urban fast charging stations and reliable charging at home and work for 10,000 California drivers. The lessons learned in reaching this stage can inform the later stages of the Agreement and other proposed investments in EV charging.

Public EV Charging Stations

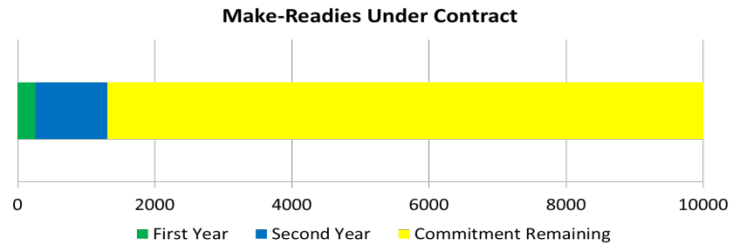
As of December 5, 2014 (the Reporting Date), NRG EV Services LLC (NRG) had a total of 106 Freedom Station sites either constructed or under development, toward a commitment of at least 200 by end of 2016. 68 of the sites are operational today for California drivers, each with multiple chargers. This is the largest universal fast charging network in the United States and stations are in each region of the state. In fact, for the new SAE Combo charging technology, which supports American and European vehicles, it is the largest in the world. 20% of stations built and under construction are in qualified underserved communities. Appendix 1 contains maps of the network.



Make-Readies for Multifamily and Workplaces

NRG had a total of 132 Make-Readies Sites under contract representing 1,052 Make-Ready Stubs, of which 77 Sites and 585 Stubs were operational as of the Reporting Date. Although one-year behind schedule, NRG quadrupled the previous year contracted sites. Despite this effort, an immature market, limitations in the design of the Agreement, and proposed

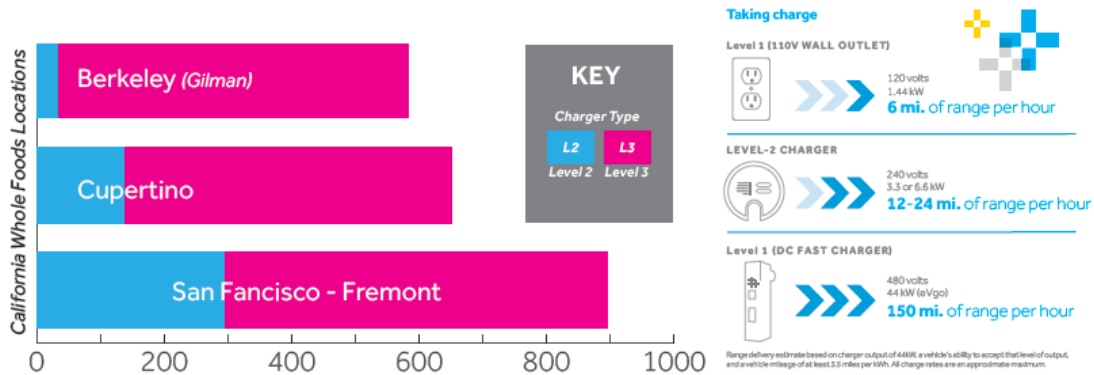
investments by California utilities have made it unlikely that NRG will achieve the installed commitment for Make-Readies.



NRG is committed to inclusiveness and in the Reporting Period achieved diversity supply spending of 23% (excluding costs for EV chargers and switchgear). Partners in each part of the state are contributing to the infrastructure. They are corporations and family businesses, some that are just starting out and some that have worked on EVs for more than two decades.

Perhaps the most exciting story to emerge in the report is that drivers are using the fast charging network to an astonishing degree. Utilization rates double every few months. It demonstrates the quality of the charging locations, the benefit of spreading the sites across the regions, and the EV drivers' need for reliable public charging.

Particularly notable is that roughly three to four times the number of EV drivers chose fast charging versus conventional level-two public charging at Freedom Station sites in the Reporting Period. At a Freedom Station, drivers have both fast charging and Level 2 charging side-by-side, making this finding especially relevant.



To date, NRG Energy has spent or committed over \$20 million toward achieving the commitments in the Agreement, a down payment on a new industry for California.

INSTALLATION OF PUBLIC EV CHARGING STATIONS (FREEDOM STATIONS)

Commitment

The largest commitment in the Agreement requires NRG to spend \$50.5 million on installing at least 200 public, fast charging stations (called Freedom Stations).² The key features of each station are at least one, but in most cases two fast chargers at 50kW each, and a level 2 charger that charges at roughly 10% that speed. At least 20 percent of stations must be placed in neighborhoods (PUMAs) falling into the lowest third of income distribution for that region. The sites support the two main types of fast charging technology known at the time the Agreement was reached to serve every vehicle-type on the road.

The Freedom Station commitments are intended to establish a deliberately planned, well-distributed network of stations that covers each region to provide EV drivers with range confidence. The Agreement anticipates fully-funded capital costs and an operating commitment by NRG in order to overcome the inherently inequitable, unplanned distribution that can come from requiring investment from local property owners.

Status and Assessment

As of the December 5 Reporting Date, a total of 106 of the required 200 Freedom Station sites were either completed, under construction, or in permitting. [Appendix A](#) provides regional maps of Freedom Station sites in operation and in development at the time of this report. The maps show that the state's vision of broad network coverage in each region has now emerged, enabling drivers to travel throughout nearly every region in the Agreement, including lower-income communities.

² Pursuant to the Letter Agreement dated December 3, 2012, NRG is required to increase the Minimum Freedom Station Count by one (1) Freedom Station for every eighteen (18) 44kW DC Fast Chargers purchased. As of the Reporting Date, the Minimum Freedom Station Count is increased by 6, to 206 Freedom Stations.

The following table summarizes total public charging progress over Settlement Years 1 and 2:

<i>DC Fast Charging Station Progress</i>	2013				2014				2015
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	3/5/15
Sites with Permits Submitted			6	22	12	2	22	17	13
Sites with Permits Approved			6	3	6	2	8	17	15
Sites under Construction			2	5	11	9	6	16	14
Sites Completed	0	0	1	10	15	36	46	56	68
Completed Sites w/ SAE Combo*							3	23	51
Completed Sites w/ working credit card readers**								3	37
Completed sites with credit card readers and SAE combo								2	32
Cumulative Settlement Target				40				100	

* Scheduled to have all retrofits complete by end of April 2015.

** Half of sites will have credit card swipe readers by March 5, 2015; additional sites require adding power to the site, with installation complete by end of May 2015.

Freedom Station sites are required to be built in four regions of California. The chart below provides a current snapshot of regional distribution.

As of 3/5/15 DC Fast Charging Construction Activity	Permit Packages Ordered*	Permits Submitted	Permits Received	Construction Starts scheduled /commenced	Energized	Total	Settlement Target
LA Basin	5	6	12	8	31	62	110
San Diego	0	1	0	1	10	12	20
San Joaquin Valley	1	2	1	0	2	6	15
San Francisco	2	4	2	5	25	38	55
Grand Total	8	13	15	14	68	118	200

* Permit Packages are the completed plans, designs, authorizations, easements, and other requirements for a submission to an authority having jurisdiction for land use permitting.

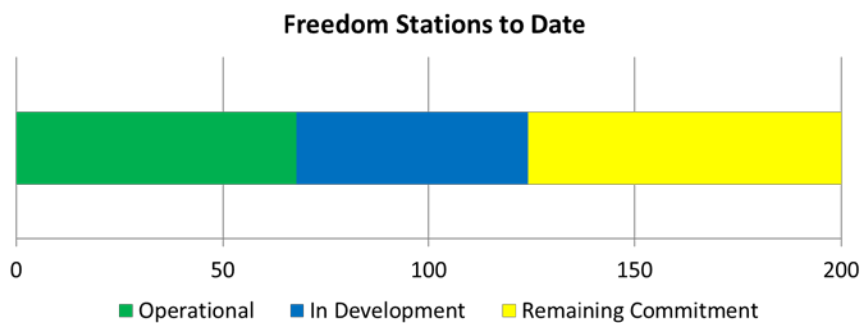
Based on the progress demonstrated in this chart through Year 2, NRG has confidence in meeting the minimum Freedom Station requirement of 200 Freedom Stations, of which 160 would be operational by the end of Year 4. The chart below summarizes that view. The sections that follow provide detail on the key factors in each step of public fast charging development with assessments related to each step and requirement, as relevant.

As of the date of the report, NRG has enough property host relationships to complete the commitment set forth in the Agreement, as described in the chart below.

Freedom Station Host Agreements

Mar. 5 2015

Existing Sites	68
Under Construction	40
Total	[108]
	2015+2016
Existing Host Properties (190 @ 50%)	95
	Total
Potential Freedom Stations with Existing Hosts	203



Site Acquisition and Permitting Details

Development of the network begins with identifying a quality site for drivers and acquiring an agreement from the property owner and/or tenants to allow NRG to install the Freedom Station. The standards for Freedom Station site selection are high. The site must be on a major thoroughfare (typically less than half a mile from the freeway exit), have good visibility and lighting, and an excellent retail engagement so drivers have something to do while charging. Each site receives a security assessment conducted by an independent security firm. Inherently, these standards reduce the universe of potential locations in order to create a high quality, open and accessible network for drivers. In contrast to past public programs without such standards, the network developed under the Agreement is expected to create higher utilization and increased demand for electric vehicles.

Achieving the necessary agreements for the property proved to be a significant early challenge. Both retailers and property owners (tenants and landlords) were sought for relationships. In almost all cases, agreement from both the landlord and one or more retail tenants was required. For example, developing Freedom Station sites for a selected sample portfolio³ of a major California retail property owner produced the following results:

- 22 properties
 - 17 meet site location and power requirements
 - 15 meet security requirements

³ See confidential [Appendix B](#) for details.

- 9 meet host requirements
 - 5 received approval from tenants to move to permitting

In many locations, landlords or retailers have objected to EV charging stations onsite, and the objections continue as recently as this month. Common objections include limited parking, inviting public to use the property, requests for rental payments that compensate for total loss of parking space (thousands of dollars per year), and line of site to the retail façade. Even when all parties are in agreement and working cooperatively, approvals typically require months of communications.

Permitting Freedom Station sites through local jurisdictions has not caused significant delays except in specific instances. In the cities of San Francisco, Los Angeles, and a few others, same-day permitting is sometimes available, representing the best-in-class for well-designed projects. Several cities, however, have taken on much more involved reviews, driven by local interpretations of EV charging in local zoning law, specific area planning requirements related to the neighborhood or district the site falls within; Americans with Disabilities Act (ADA) requirements, unfamiliarity with EV charging; or other special code requirements discussed below.

Certain Freedom Station sites have been in the permitting stage for months. Sites in Oxnard, San Clemente, San Dimas, and Mill Valley are still in permitting, have had many rounds of changes related to ADA, parking constraints, and suggestions by the city to alter original design. In rare instances, cities have required discretionary approvals and Conditional Use Permits (CUPs), which can add months to the approval process. The City of Brea required a CUP, for example, which delayed permitting by three months.

In Riverside County, the Western Riverside Council of Governments (WRCOG) administers a transportation impact fee (TIF) that applies to all local projects with any determined impact on traffic. The first Freedom Station proposed in this region (in Corona) was delayed for five months while WRCOG determined how to apply this fee to EV charging stations. Without a recognized category for EV charging, the stations were considered similar to gas pumps. Each charging port was assessed a \$20,000 TIF (\$40,000 to \$60,000 for the Freedom Station). WRCOG staff and council were quick to recognize the problem and the council ultimately waived the TIF for EV charging based on their strong support for electric vehicles. These actions required five months – two committee meetings, the requisite agenda noticing, WRCOG adoption, and finally adoption by the local cities that comprise the WRCOG. Today, three Freedom Station sites are operational or in development in WRCOG.

Even mundane permitting or easement requirements can extend EV infrastructure timelines. An extreme example of this type of approval delay occurred in Huntington Beach. Here, NRG had an agreement with Walgreens for the site and a signed consent from property owner. A notarized signature of the property owner was required for an easement from the power source to the Freedom Station, due to the need for a new transformer. At the time the construction team was ready to obtain the easement, the owner had moved to the Philippines, where she lives many months of the year. Getting a notarized signature required that property owner to spend an entire day visiting the U.S. embassy in the Philippines, which is quite a distance from her home there.

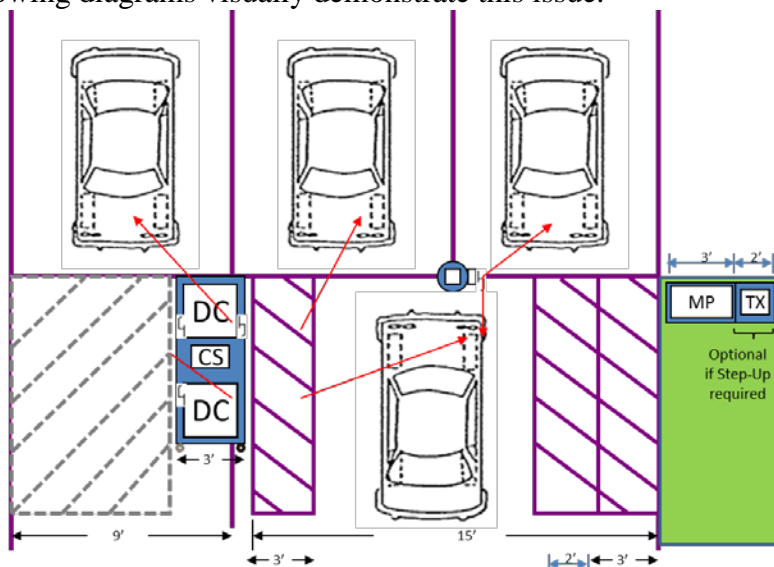
This added 10 months to the approval process. Despite this hurdle, that Freedom Station is now operational with many thanks due to Walgreens and the property owner.

The most significant, regularly encountered permitting challenge is designing a site to accommodate Americans with Disabilities Act (ADA) accessibility. All Freedom Station sites are designed to meet the highest achievable standard for ADA accessibility, given site constraints. However, meeting full ADA requirements can be difficult in certain locations and it often takes multiple design iterations to get the city, property owner, property manager, and station operator to agree to a site design that meets all parties' stringent requirements. Periodically, permits have been difficult or impossible to obtain as ADA requirements could not be harmonized with the other parties' needs. These conflicting needs can add months to a project, but despite these challenges, eVgo's experience over the past two years shows that thoughtful placement and design can achieve ADA-accessibility. These lessons learned are discussed in more detail below.

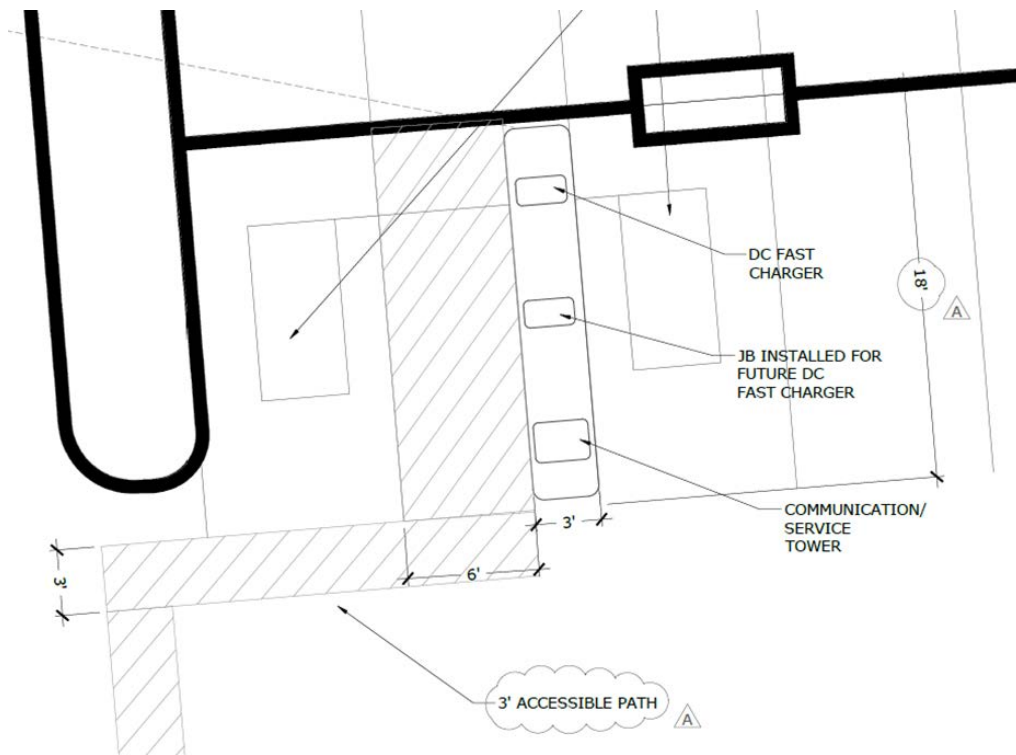
The following hypothetical example demonstrates ADA permitting challenges and possible solutions. As background, there are three basic elements of ADA design: 1) accessibility to the charging station and payment systems (three feet of space in front of machine and reachable heights for controls), 2) van-accessible space adjacent to the passenger-side of the vehicle (five feet), and 3) a pathway from the chargers to the retail storefront.

Providing three feet for equipment, three feet for accessibility in front of the equipment, and five feet on the passenger side of the vehicle requires turning three parking spaces into one, with open space on the backside of the charging equipment. For many sites, even the existing parking count is not in compliance with current, increased parking codes that have been adopted since the site was developed. Therefore, many times the site cannot lose even one parking space if it hopes to obtain a City approval. Other times, the code may show that the site is adequately parked, but the parking area may enjoy a very high utilization and the property owner will object to reducing customer parking opportunities during peak shopping times.

The following diagrams visually demonstrate this issue.



In the theoretical diagram above, accessibility clearances result in two lost parking spaces.



In the revised actual drawing above, the property loses just one parking space.

Construction and Commissioning Details

During the Reporting Period from December 6, 2013 – December 5, 2014, NRG completed construction at 46 additional Freedom Station sites, for a total of 56 Freedom Stations. The details of these installations are set forth in [Appendix C](#).

Construction in Northern California slowed substantially in 2014 as a result of interconnection challenges at PG&E. At present, three Freedom Station sites stand fully built by NRG and are awaiting PG&E to complete work and provide energy to the site. In fact, one site has been standing for more than 137 days awaiting PG&E tie-in.

Through mid-2014, NRG was constructing Freedom Station sites via a bus tap. The bus bars we have been attaching to are located in the main distribution switchgear after the utility section but before the customer meter. This allows for a separate utility meter and account. This solution was suggested by the PG&E telecommunications team as a best practice utilized for siting cell phone towers, which have similar speed and network coverage needs as the Freedom Station network. Very little utility work is required in these installations. Twelve of the first 25 sites were constructed in this manner.

The typical Freedom Station site design migrated to a direct tie-in to an onsite utility transformer at the direction of PG&E. This is a more involved type of installation, but is common elsewhere in the state. In such a case, the work required by the utility is the tie-in to the transformer, which typically requires a half-day of work onsite. In order to design the solution, a site visit is required by PG&E, NRG, the host, and the electrical contractor/engineer. In some cases, scheduling a PG&E site visit to remote parts of the service territory, particularly the San Joaquin Valley took two months. After the site visit in which the interconnection plan is developed, the project enters an “estimating” process, during which PG&E designs its component of the electrical tie-in and prices the work its team conducts.

NRG has been told that typically estimating requires five weeks for PG&E customers. The actual average duration of the estimating phase for PG&E Freedom Station sites is now 85 days, or 12 weeks. In SCE, actual duration of estimating has been running around 50 days. It is even less in SDG&E, though fewer examples are available. Once the contracts are received, a check is sent to PG&E. When all site dependencies are cleared, such as electrical inspection, then the “construction” process begins.

Prior to mid-2014, the one instance of a transformer tie-in for a Freedom Station in PG&E territory was in Pacifica, and construction work there required just 21 days. PG&E has told NRG that a typical construction timeline is 4 to 6 weeks. Sites submitted to construction after mid-2014, however, are averaging over 100 days to complete. One of the sites in Redwood City has been waiting for electrical tie-in construction for over 137 days, leading to complaints from drivers and the store. This work is now scheduled to be completed March 7th. Additionally, the cost of the work conducted by the utility is an order of magnitude greater in PG&E than in SCE or SDG&E. A summary of how the utilities compare is provided below.

NRG and PG&E have weekly calls to review progress.

Average Interconnection Time*		
	Estimating	Construction
PG&E	84 days	100+ days
SCE	50 days	21 days

* SDG&E had too few projects for comparison

Part of the challenge in construction is that PG&E requires electrical tie-in work for transformer taps during core business hours (i.e. 8am to 5pm). Shutting down retail clients during business hours impedes their ability to conduct business, causing strain on the property host. PG&E is the only utility among the more than 50 in the United States that NRG eVgo works with that will not conduct this work at night or early morning. NRG eVgo typically pays the overtime rates for utilities to conduct the work at night.

Low-Income Public Use Microdata Areas “PUMA” Details

In each geographical region, NRG is required to install 20 of the 200 Freedom Stations in Public Use Microdata Areas (PUMAs) where the median income is in the lowest 1/3 of all PUMAs in such a region.

Eleven of the 56 completed Freedom Stations (20%) are located in qualified low-income PUMA regions, with 6 in the San Francisco Bay Area, 2 in the LA Basin, and 3 in San Diego County. Of the 106 Freedom Station sites completed or under development reported above, 20 (or 19%) are located in qualified low-income PUMA regions, with 9 in the San Francisco Bay Area, 7 in the LA Basin, 3 in San Diego County, and 1 in the San Joaquin Valley.

SAE Combo Rollout Status

NRG now includes at least one SAE combo standard (CCS) charger at each new Freedom Station, as required by the Agreement. Work has begun to retrofit all Freedom Station sites built prior to CCS availability.

During the second year of the Agreement, NRG identified the top manufacturers of the new CCS standard chargers, issued Requests for Information, and developed a Request for Proposals that addressed all the relevant needs for the hardware and software required for service to drivers in a Freedom Station. An award was made to ABB, with a secondary award to Broadband Telecom Power (BTC) and purchase orders were negotiated. Three purchase orders to ABB were issued and one to BTC. A summary of the key dates is below.

CCS Deployment:

RFI Issued: 2/19/14

RFP Issued: 4/11/14

RFP Awarded: 4/25/14

POs Issued: 7/7/14; 11/4/14; 2/2/15

To advance this schedule and get ahead of expected challenges with the new technology, NRG purchased equipment from key vendors, deployed ABB chargers in three Freedom Station sites (Fashion Valley San Diego, Hermosa Beach, Nob Hill Mountain View), and allowed drivers to test this equipment ahead of full vetting and purchasing. Feedback from automakers suggested that the ABB technology, the first to receive Underwriters' Laboratories (UL) certification, was the most advanced and compatible with their vehicles. NRG's early commitment to purchase and test the chargers in real-world usage allowed eVgo to: provide early construction and IT team training, develop more accurate permit documents for local jurisdictions, more seamlessly integrate with utilities, and document and incorporate critical driver experience feedback and data that informed NRG's purchasing process. As a result of this step, NRG got a jump on the problems that arose with the new technology, described below.

Three challenges encountered with the technology affected field deployment of CCS chargers.

First, equipment delays from ABB affected CCS rollout during the reporting period. NRG's purchase orders to ABB provided firm delivery schedules with financial penalties. A summary of the contracted delivery schedule versus actual is provided below. During the reporting period, 19 ABB dual hose chargers – which can support both CHAdeMO and CCS – were installed into existing or new Freedom Station sites, resulting in 22 total CCS chargers available

to the public. NRG has completed the purchasing of all chargers necessary for all new and retrofitted Freedom Station sites expected through June 2015.

ABB PO Number	Expected Date	Arrival Date	Total Units
4501525765 - July 7, 2014 (40)	<i>10 due by August 15, 2014</i>	10/08/14	12
	<i>10 due by September 5th 2014</i>	10/14/14	7
	<i>10 due by September 19, 2014</i>	10/23/14	2
	<i>10 due by September 30, 2014</i>	11/05/14	3
4501554838 - November 4, 2014 (20)	<i>Due dates 12/15 and 12/30 2014</i>	12/05/14	10
	<i>Delivery date was expected 6-8 weeks</i>	12/16/14	4
	<i>Over half of this order was received after due date</i>	12/24/14	3
		01/06/15	13
		01/30/15	1
ABB Chargers received through 1/30/15:			55

Second, technical challenges with the new CCS standard were discovered during eVgo's deployment and have been resolved. In particular, the communications technology used by the charger to identify a driver, initiate a charge, stop a charge, and communicate results to the network and the other onsite equipment had many software bugs. For example, certain vehicle models reported that once a charge was initiated, in order to stop a charge, the driver had to use the red emergency stop button or call the NRG call center to release the connector from the vehicle. Site commissioning at multiple Freedom Stations was delayed by several weeks to address these issues with ABB. While difficult, the software glitches have been resolved in recent 2015 ABB software releases and eVgo, and other ABB customers, should not have these problems going forward.

Third, a previously unknown integration problem from one automaker was identified by drivers on the pre-deployment chargers. Complaints from drivers at Freedom Stations resulted in an investigation into a common failure for this vehicle. Results determined that the standard connector does not completely fit into the vehicle securely enough to initiate a charge. This particular vehicle model has been adjusted in the factory for new buyers. The user-problems were addressed in close collaboration with ABB and automakers and are a poignant example of how the Agreement produced valuable progress in the field for this first-of-its-kind technology. The downside was Freedom Station deployment was temporary delayed while the issues were diagnosed and resolved. Diagnosing and fixing these challenges in the field, in collaboration with software vendors, hardware vendors, and multiple automakers takes time and slowed deployment of completed sites.

During the time these problems were being addressed, NRG cleared other barriers to deployment. In particular, each retrofit site was broken into a three-step process. The first step is acquiring a permit from the jurisdiction for placement of the new equipment. The second step is “civil” construction and retrofit, which includes pouring a new footing, establishing the bolt-down pattern, moving any other equipment, etc. The third step is installing and commissioning the charger. Although the most efficient approach is to conduct steps two and three together once all equipment is in hand, to speed delivery of retrofits, NRG conducted steps one and two in advance of equipment deliveries. As a result, NRG completed roughly 42 additional retrofit permits and 32 civil installations ahead of pending equipment deliveries.

Additionally given the equipment delays, NRG has prioritized sending the new equipment to new Freedom Station sites over retrofitting existing sites. The decision reflects two factors. First, the new sites would need retrofitting immediately after completion if they were built without the CCS charger. Second, retrofits cost roughly \$8,000 to \$10,000 more than installing the charger in the first instance, so it is simply more cost-efficient and a better use of the settlement funds.

Credit Card Payment Upgrades Rollout Status

Credit card payment systems are now being installed at all stations. As of the date of this report, 37 sites now have operational credit card readers. Remaining sites are expected to be completed by end of May. Additional readers will be installed after remaining sites are retrofitted to increase power at the reserved portal in the communications cabinet. In 2014, NRG purchased credit card reader equipment, conducted integration, initiated field testing, revised equipment and software, re-initiated field testing, and completed integration with ABB, Nissan, and Chargepoint equipment.

There is no off-the-shelf credit card reader equipment available for a Freedom Station that would control each of the types of equipment and communicate via a secured network with appropriate fraud protection. As a result, identification, integration, quality assurance, and security testing has taken substantial effort as difficulties were identified and resolved. Freedom Station sites currently have chargers manufactured by ABB, Nissan, BTC, Chargepoint, and LiteOn. Integrating equipment with each of these hardware vendors, plus the range of voltages for 480V, 208V, and 110V communications has been difficult.

Additionally, the equipment is outdoors. In mid-2014, NRG deployed the first credit card reader at the Emeryville Public Market. That station then had communications issues with drivers, which were corrected by onsite signage and software. This first deployment also revealed durability challenges— particularly with water-proofing. The original approach to credit card readers was to utilize a water-sealed mounting to the communications cabinet, but in certain deployments, this proved impractical. As a result, a redesigned hardware enclosure was necessary. The new enclosure was available in late 2014 and deployed at 3 sites at end of this Reporting Period.

This solution has proven effective. Operations and maintenance teams were trained on 2/17/15

for a 30 unit deployment, and as of the date of this report, 37 readers are now installed at Freedom Station sites. Remaining sites require an upgrade to the power box to accommodate this new hardware. The power box has been ordered for all retrofits. Teams will be trained on this additional retrofit, and all sites are expected to be completed by end of May.

INSTALLATION OF MAKE READY STUBS AND MAKE READY ARRAYS

Commitment

The second largest commitment in the Agreement, at \$40 million, is to install Level 2 (208V/240V) EV charging infrastructure upgrades for multi-family communities and workplaces. The Agreement requires at least 10,000 parking spaces in at least 1,000 properties to be built. Called a “make-ready,” the infrastructure includes power (30A) delivered to each parking space with a universal “stub” that can support any type of charging station (EVSE), but does not include the EVSE itself, which would be funded by the rental community or driver. Outreach to mixed-income communities and installation in public interest workplaces (i.e. nonprofit hospitals, community colleges) is required.

The Agreement intended to penetrate a barrier to EV deployment in rental communities and increase accessibility of EV charging by installing charging infrastructure ahead of demand. More than half of the residents in most mid-to-large cities in California live in multifamily housing, so for electric vehicle sales to reach scale, these residents will need a reliable charging solution at home or work. The Agreement envisioned a reliable charging solution to be a dedicated one; in other words, a single driver for each charger. Multifamily residents also tend to be younger or older than the average and less wealthy, thus the commitment implicitly expands access to a broader driver demographic.

Status and Assessment

Overall, NRG has 132 Make-Readies Sites under contract, representing 1,052 Make-Ready Stubs. Of these, 585 Make-Ready Stubs have been installed at 77 sites, as set forth in confidential Appendix D.⁴ As of the date of this report, NRG now has 773 operational stubs and 1,202 under contract.

The following table summarizes progress over Settlement Years 1 and 2:

<i>Make-Readies Progress</i>	2013	2014	3/5/15
Stubs Completed	56	585	773
Total Stubs Under Contract	258	1,052	1,202
Cumulative Settlement Target	1,000	4,000	

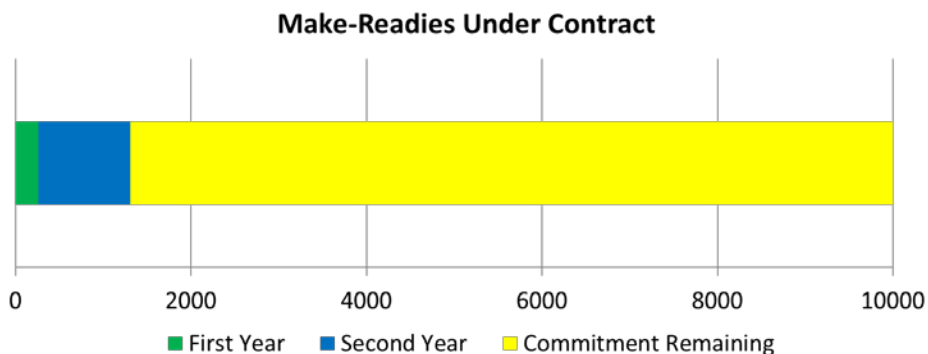
⁴ Pursuant to Section 4(b)(vi)(B) of the Agreement, NRG has established a website which identifies each installed Make-Ready Array’s location and Start-Up Period expiration date. See <http://www.nrgevgo.com/california-rev-progress/>.

During the Reporting Period, NRG increased Make-Readies stubs under contract almost four-fold and completed sites more than ten-fold. The Agreement contains distribution requirements for Make-Readies in terms of site types (multi-family housing, workplace, and public interest) as well as geography, with additional discretion to meet market demands. The snapshot of the distribution of Make-Ready Stubs is provided in the table below.

As of 12/5/14	Under Contract			Installed		
	Work Place	Multi Family	Total	Work Place	Multi Family	Total
SCE	226	57	283	116	19	135
SDG&E	28	271	299	14	173	187
PG&E	206	264	470	108	155	263
Total	460	592	1,052	238	347	585

Based on this data, eVgo’s make ready installation pace is at least one year behind schedule, and the Agreement requires large increases in the target milestone over the next three years (3,000 stubs in each of Years 2, 3, and 4). NRG is investing in a major new marketing program in early 2015, adding contractors and building on existing relationships to continue its push to deploy the make-ready commitment. The efforts undertaken and challenges encountered are detailed in the following sections.

Even with increased efforts, based on the evidence to date, NRG does not anticipate meeting the Make-Readies construction commitment by the end of the Agreement. Two factors dominate the findings and have been reported to CPUC by NRG throughout the past year. First, constraints on the Make-Ready design imposed by the Agreement impair its attractiveness to property hosts, particularly public-interest workplaces. In particular, the dedicated charging requirements, in which one vehicle must be dedicated to one charger, runs against the grain of the market. Second, overall market maturity in this segment is considered one to two years behind expectations. These constraints are examined in the sections that follow.



An additional challenge arose in late 2014 as a result of California utility investment proposals to the CPUC. Three multifamily portfolio property owners have turned away from discussions for Make-Readies in the last two quarters and cited pending utility programs as the principal reason. The chilling effect of these programs, even while pending, appears to be a serious new challenge added to those already reported to date. Details of those conversations have been provided separately.

Site Acquisition Details

Development of Make-Readies begins with identifying a quality site(s) for drivers and acquiring an agreement(s) from the property owner and/or tenants to allow NRG to perform the work. NRG has invested in six principal outreach channels in each of the regions and market segments to identify properties and open discussions.

1. Direct sales

The most significant channel is a team of direct sales professionals dedicated to marketing and designing solutions for Make-Ready prospects in California. The team works from lists provided by Pearce-Eislen, Costar, business journals, construction trade journals, and other sources to reach out to property owners for make-readies.

2. Marketing events

In 2014, the sales team sponsored and attended a broad range of events including Biz Now, Institute for Real Estate Management, Drive the Dream, AltCar, AltExpo, multiple employer ride-drives, community colleges conferences, multifamily housing conferences, Westside Urban Forum, LA Business Council, San Diego Cleantech, Garden Communities ride-and-drives, and even co-chaired the San Joaquin Valley EV Partnership.

3. Advertising and Dealerships

NRG has established relationships with more than 100 auto dealerships in California marketing electric cars. The dealers are familiar with the make-ready offering so that drivers who inquire about purchasing an EV are directed toward the make-ready offering. Additionally, NRG has purchased advertising in California Apartment Association magazine, Biz Now, various nonprofit and trade association events, and dealership point-of-purchase materials.

4. Press activity

Earned media can be the most effective way to reach an audience for cost and reach. NRG has conducted press events or press outreach with Kaiser Permanente, Coca-Cola, Sony Pictures Entertainment, Sequoia Equities, Hermosa Beach, Representative Janice Hahn, and many more.

5. Internet marketing

Website, email campaigns, and social media have all been activated to promote the message. The most viewed online video for NRG ever distributed is its “We’re Committed to California” video featuring the EV investment.

6. Case studies

NRG has commissioned case studies of completed sites in workplace and multifamily and distributed the case studies to California Plug-In EV Collaborative, chambers of commerce, apartment associations and other related channels. A sample of case studies completed and in process is below.

- HG Fenton

- Sony Electronics
- Greystar
- Wareham
- Pinnacle 360 Residences
- Pacific Urban
- Kaiser Sacramento Morse Ave
- Stoneridge
- Lake Merced
- Sequoia
- Costa Verde

A key challenge is to convince property owners that EV charging is a problem they need to address now. The premise of the Make-Ready commitment was to install the infrastructure with upgradeable capacity in advance of significant vehicle demand. Unfortunately this relied on property owners' agreement that installations ahead of demand would be valuable to them. This has proven a hard sell. Thus, overall market maturity is a key determinant.

The single most successful outreach strategy has been identifying an EV driver (or would-be EV driver) who lives and works at a property and is willing to become a project champion with the local management. In those cases, the property owner perceives a more prescient demand push. As a result, NRG developed a local marketing program in 2014 that will launch in early 2015. The program will target the key local markets with EV demand and high rental housing density to generate champions who can convince workplaces and multifamily properties to install charging.

Finally, a key expected area of outreach that never materialized is utility account representatives. In each region, NRG met with utilities to promote the program. In SDG&E in particular, NRG has accompanied account representatives in the community and conducted training, but no significant leads have materialized from this marketing channel.

Once in discussion with a property owner, NRG contracts with an electrical contractor to design and assess properties under consideration. This analysis is typically required at the outset to determine feasibility, location of services, cost of the infrastructure, key operating characteristics, and equipment types. Through November 2014, NRG has conducted a total of 600 site assessments. Of these sites, 324 are Multi-Family Housing Sites, 195 are Workplace Sites, and 81 are Public Interest sites. Altogether, they would represent approximately 4,000 Make-Ready Stubs. Of these 600 sites, to date, only one out of six has agreed to go forward with make-ready installation.

The sales cycle for these properties is exceptionally long. In some cases, large agreements have taken more than two years of discussion. This is a reflection of market maturity, discussed earlier, as the property owners generally do not feel time pressure to complete the negotiation and install.

Additionally, NRG has established master agreements with key partners, like Kaiser Permanente and the California Community Colleges Foundation. The agreements contemplate site-level

decision-making that requires very extensive design, development and approval prior to installation. This process although tedious can produce results over a long development horizon.

Key Challenges

In addition to the market maturity challenge discussed, two categories of challenges are paramount to meeting the committed Make-Ready volume, as previously reported to CPUC. The Agreement's limitation on charging infrastructure that is dedicated as one-vehicle to one-charger is a confinement that seemed appropriate in abstract discussion about the EV charging market, but has not proven successful in the field. Many properties are unable to operate in this manner, particularly hospitals (which are 24-hour, 3-shift operations), colleges (which have many part-time users with variable schedules), and congested properties with reserved parking costs. Removing this technical limitation would have an immediate impact on deployment by enabling shared solutions to be matched to these properties.

The second major challenge is the impact of utility investment programs that are being promised to the very same property owners targeted for the Make-Ready offering in the Agreement. These proposed programs have had a chilling effect on the make ready market. Specific examples have been provided to CPUC staff describing portfolios that have turned away from Make-Readies on the hopes of a future utility program. In one case, a portfolio of more than 1,000 stubs under consideration described working with their utility on a planned deployment instead of discussing make-readies programs with NRG. These programs are already having an impact on deployment despite approvals being many months away. Until this is resolved, NRG anticipates growing impacts and an overall market slowdown.

Mixed-Income Multi-Family Housing Sites

During the Reporting Period, NRG continued a direct outreach strategy for affordable housing communities. Staff contacted multi-family developments in the Bay Area and Los Angeles that have affordable housing units or serve a mixed-income population. eVgo staff have had discussions and/or site assessments with property managers and owners representing over ten thousand housing units.

Initial feedback from those owners was not enthusiastic for retrofitted make-readies, even if fully subsidized. The explanations offered include: their tenants not being in the market for electric cars or new cars generally; tenant preferences for other types of capital improvements, such as better security, heating/cooling, and general maintenance and repairs; and inability of owners to realize increased rent from property improvements in rent-stabilized areas.

NRG continues to explore potential housing communities and welcome any and all leads to generate interest in these properties.

The major prospects at this stage are:

- National Core, one of the largest nonprofit developers of affordable housing, with nearly 9,000 units across four states

- Community Housing Works (CHW), a non-profit organization that has a successful 30-year history developing multi-family, affordable rental apartments and rehabilitating single-family homes for resale in urban, suburban and rural communities in Southern California.
- National Community Renaissance (CORE) and Community Housing Works (CHW) have broken ground for Mission Cove, an affordable housing community for families, seniors, veterans, and transitional age youth.

NRG eVgo is working with CORE and CHW's design teams to plan charging stations at the 288 unit apartment residential development that will provide quality affordable housing in the City of Oceanside.

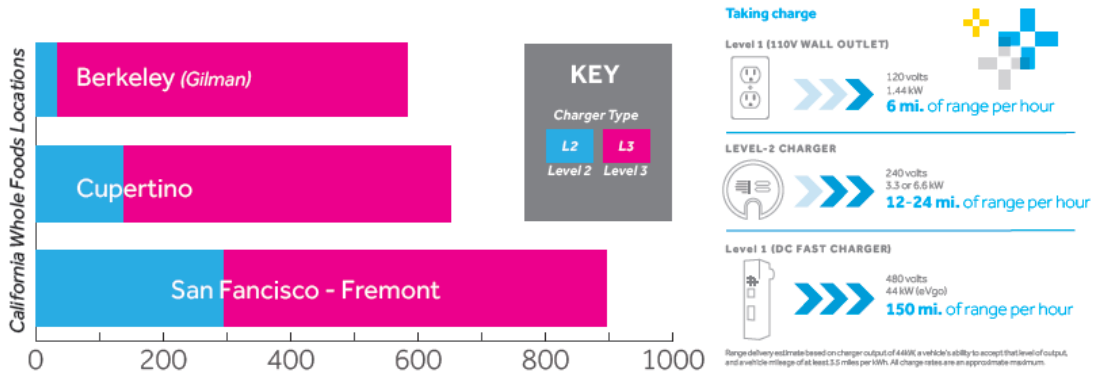
NRG eVgo is working with CHW to provide charging at North Santa Fe Apartments, a transit-friendly, family rental development on 1.4 acres in downtown Vista, California, immediately across from the Sprinter train and bus station.

National Core and NRG eVgo have a site assessment at Vista Terraza in San Diego. This community has an individual who has already purchased a pre-owned 2011 Nissan Leaf. Plans are being made for site assessments at National Core's (14) properties in San Diego County. CHW and NRG eVgo will be reviewing their San Diego County portfolio of (28) properties and select five (5) properties for a pilot project.

SHARED STATISTICAL USAGE DATA

For the first time, this report provides an analysis of charging utilization at eVgo’s Freedom Stations. The data indicate that public fast charging is the most valuable type of public charging, that demand for fast charging is higher than initially anticipated, and the Agreement has been successful in creating a democratic, distributed network of Freedom Station sites that gives EV drivers range confidence. Shared statistical usage data for each operational Freedom Station and Make-Readies Array during the Reporting Period is provided in public [Appendix E-1](#). Some analysis is provided below.

Freedom Station sites include both DC fast and Level 2 charging in most locations. As shown in the figure below, EV drivers choose DC fast charging up to five times more frequently than Level 2 charging. This data will be useful in marketing and outreach for siting future public charging stations as retailers will appreciate the difference between 5 or 25 drivers per day visiting a charging station near their retail outlet. However, it should be noted that it is more costly to install DC chargers.



Growth in Freedom Station utilization has been exceptional. The chart below demonstrates month-over-month growth at each charger at multiple Freedom Station sites in Northern California. (Note site names are omitted to protect property owners’ confidentiality.)

Confidential [Appendix E-2](#) contains the original raw data that was used to derive this Shared Statistical Usage Data.

OTHER PROGRAMS

Technology Demonstration Program

Commitment

A third category in the Agreement requires NRG to invest \$5 million in a Technology Demonstration Program for the deployment, demonstration, and testing of EV technologies such as stationary battery storage systems for charging, “extreme” high-power charging equipment, smart-charging technology, and a vehicle-to-grid demonstration. These projects require collaboration with CPUC prior to authorization.

The program is intended to advance the state of the charging industry by bringing together partners, demonstrating new technologies, and deploying technologies in the field for drivers to test and utilize.

Status and Assessment

In 2014, NRG and CPUC agreed to implement one project for \$1,924,000 of the total \$5,000,000. The following table lays out the timeline for the PUC approval.

July 3, 2013	NRG submits a Technology Demonstration Project proposal for PUC approval
November 4, 2013	NRG submitted a supplement to the Technology Demonstration Project proposal for PUC approval
February 11, 2014	The CPUC approved the Technology Demonstration Project
January 7, 2015	The site License Agreement with the project partner (UCSD) was fully executed

The approved project will demonstrate how micro-grid components (including power storage, conversion, generation, and dispensing) can reduce the cost of developing, constructing, and operating DC Fast Chargers when deployed as modules that are custom combined with the chargers to meet the needs and characteristics of individual properties. Upon successful economic and operational demonstration, NRG intends to commercialize these technologies and integrate them into its broader Freedom Station rollout. Ultimately, NRG believes that this project will enable faster deployment of DC Fast Chargers by both NRG and third parties at a wider variety of locations, and for a lower total cost of ownership to property owners and electric vehicle service providers alike.

Additional projects are in various stages of development. CPUC staff and NRG have discussed vehicle-to-grid pilot programs and fast charging innovation as examples of additional technology investment possibilities that are now in development.

EV Opportunity Program

Commitment

The fourth category in the Agreement requires NRG to invest \$4 million on an EV Opportunity Program for projects that: 1) enhance appreciation of the social benefits of EVs, and 2) create opportunities for residents in underserved communities to benefit from expanded use of EVs in California. In particular, the funds would be used for an EV car sharing program, EV job training program, and other projects consistent with the goals of exposing more consumers to EV technology or developing skills in underserved communities.

Status and Assessment

Significant program opportunities emerged in 2014 that are now under development. First, EV car sharing companies are interested in developing car sharing programs for underserved communities. The Air Resources Board just announced a solicitation for projects as well. NRG has connected with many of the firms and community groups who can develop a car sharing program and is available as a partner to build the infrastructure support necessary for applicants in the programs.

Second, certain community health providers in California have reached out to NRG to develop an EV transportation solution in which eVgo would supply a vehicle and charging infrastructure that would enable their staff to transport patients to dialysis, chemotherapy, or other treatments. A proposal is forthcoming.

Third, NRG is working with disabled veteran groups and labor unions to support EV job training programs.

PROCUREMENT INFORMATION

Request for Proposal (RFP) History

On January 28, 2014, NRG issued an RFP for a prequalification RFI 2014 to twenty six firms, associations and publications. Nine firms responded.

On April 11th, 2014, NRG issued an RFP for the acquisition of Dual Hose, DC Charger Freedom Stations. NRG distributed the RFP directly to nineteen firms, association and publications. Five firms responded to the RFP resulting in the selection of ABB, Inc. and BTC Power.

On July 28, 2014, NRG issued an RFP for the acquisition, design and building of a Freedom Station located at Modesto Faire Vintage Mall. NRG distributed the RFP directly to four firms, associations and publications. One firm responded to the RFP resulting in the selection of ABM.

On August 28, 2014, NRG issued an RFP for the assembly of Freedom Station Power Boxes. NRG distributed the RFP to three firms, associations and publications. One firm responded to the RFP resulting in Cal Quality being selected.

On September 5, 2014, NRG issued an RFP for the acquisition, design and building of a Freedom Station located at Bel Air Folsom Premium Outlets in Folsom, CA. NRG distributed the RFP directly to two firms, associations and publications. One firm responded to the RFP resulting in the selection of ABM.

On September 10, 2014 NRG issued an RFP to pre-qualify suppliers to build and construct REV Make-Readies. NRG distributed the RFP to thirteen firms, association and publications. Three firms responded to the RFP. ABM Electrical and Lighting Solutions, Clean Fuel Connection and Solarrus are qualified.

On September 10, 2014, NRG issued an RFP to pre-qualify suppliers to build and construct Freedom Stations. NRG distributed the RFP to thirteen firms, associations and publications. Three firms responded to the RFP. ABM Electrical and Lighting Solutions, Clean Fuel Connection and Solarrus are qualified.

On October 17, 2014, NRG issued an RFP for the acquisition, design and build of a Freedom Station located at a Raley's site (Nob Hill, Mountain View). NRG distributed the RFP directly to three firms, association and publications. One firm responded to the RFP resulting in the selection of ABM.

On October 24, 2014, NRG issued an RFP for the acquisition of a marketing agency. NRG distributed the RFP directly to two firms, associations and publications. One firm responded to the RFP resulting in the selection of Fenton Communications.

Contracting Practices

NRG includes the following questions in our RFPs and the RFI relating to the contracting practices criteria specified in Sections 4(a)(vi)(3)(B) and 4(c)(vi)(2)(B) of the Settlement.

1. Please describe in detail your track record of hiring graduates of pre-apprenticeship training programs applicable to the trade or trades to be performed under the contract.
2. Please describe in detail your track record of recognizing the value of quality training for employees by participating in registered apprenticeship programs and other similar credential-granting programs applicable to the trade or trades to be performed under the contract.
3. Please describe in detail your track record of hiring a substantial number of its employees from the communities surrounding the locations where the work is to be performed under the contract.
4. Do you provide health insurance for your employees?
5. Demonstrate your track record for successfully hiring and retaining employees from historically disadvantaged or underrepresented classes, including women, minorities and disabled veterans; provided that newer contractors without such a track record may be able to receive such a preference by providing a detailed plan setting forth how such contractor will hire and retain such employees during the performance of the contract and thereafter.
6. Demonstrate your track record for striving to provide employment opportunities to formerly incarcerated individuals who are seeking lawful self-sufficient career opportunities.

Exceptions to RFP Process

While the vast majority of funds have been spent on vendors who have completed the RFP process, NRG's internal review identified certain categories of vendors who have not completed

all steps of vendor qualification for purposes of the Agreement. NRG has reviewed these exceptions and is instituting new procurement procedures as well as conducting a review of these existing vendors to ensure full compliance with RFP requirements.

GO 156 PLAN AND REPORTING

Women, Minority and Disabled Veteran Business Enterprise (WMDVBE) Contracting Activities

NRG has implemented procedures to identify and collect information about eVgo vendors who may qualify as WMDVBEs. NRG included the following language in our RFI/RFPs (this language was reviewed by Greenlining Institute prior to issuance):

1. Are you a woman-owned, veteran-owned, minority-owned, or some similar such diverse business as described in California General Order 156? If so, please indicate the type of business you are and attach any pertinent documentation. Also indicate if you are registered with the Clearinghouse established by General Order 156.
2. If you answered no to the above, how will you work to subcontract to diversity businesses?
3. Please describe any work in the past three years that you have done or reported under the California Public Utility Commission's General Order 156.

In addition, NRG has implemented procedures to encourage the utilization of WMDVBE subcontractors by our vendors. NRG included the following language in our master construction contracts:

UTILIZATION OF WOMEN, MINORITY AND DISABLED VETERAN OWNED BUSINESS ENTERPRISES

- (1) It is the policy of the Owner [NRG] that women, minority and disabled veteran owned business enterprises (“WMDVBEs”) shall have the maximum practicable opportunity to participate in the performance of the Work. However, this policy shall not be used to exclude qualified non-WMDVBEs from participating in subcontracting for the Work to be performed under the Purchase Order.
- (2) The Supplier agrees to use its best efforts to carry out this policy in the award of subcontracts to the fullest extent consistent with the efficient performance of the Work to be performed under the Purchase Order.
- (3) The Supplier agrees to inform prospective WMDVBE subcontractors of their opportunity to request from the clearinghouse a verification application form and to return the completed form to the clearinghouse for processing and inclusion in the database.

NRG employees with procurement responsibilities have received training in the implementation of the WMDVBE program from NRG’s legal department and NRG’s in-house supplier diversity coordinator.

Goals

NRG has set a target of 30% WMDVBE utilization, with the following mutually exclusive sub-goals:

MBE	15%
WBE	5%
DVBE	1.5%

NRG has communicated these goals to our construction contractors to encourage utilization of diverse subcontractors.

Progress in Meeting Goals

The utilization of WMDVBE contractors is shown in the following table. Certain categories of equipment are new technologies, with limited available suppliers, in particular, EV chargers and switchgear. Also not included is payments to utilities, which are monopoly providers. Since chargers are purchased before construction, this equipment represents a disproportionate share of costs. Therefore percentages reported below show the percentages with and without the cost of EV chargers and switchgear.

Category	Utilization without EV chargers and switchgear	Utilization with EV chargers and switchgear
MBE	11.5%	9.2%
WBE	11.7%	9.3%
DVBE	0%	0.0
Total	23.2%	18.5%

COST INFORMATION

See confidential [Appendix F](#) which details NRG expenses incurred in the performance of the Settlement Agreement, broken down by:

- Freedom Station Costs
- Freedom Station Fixed Operating Cost Amount; and
- Make-Readies Costs

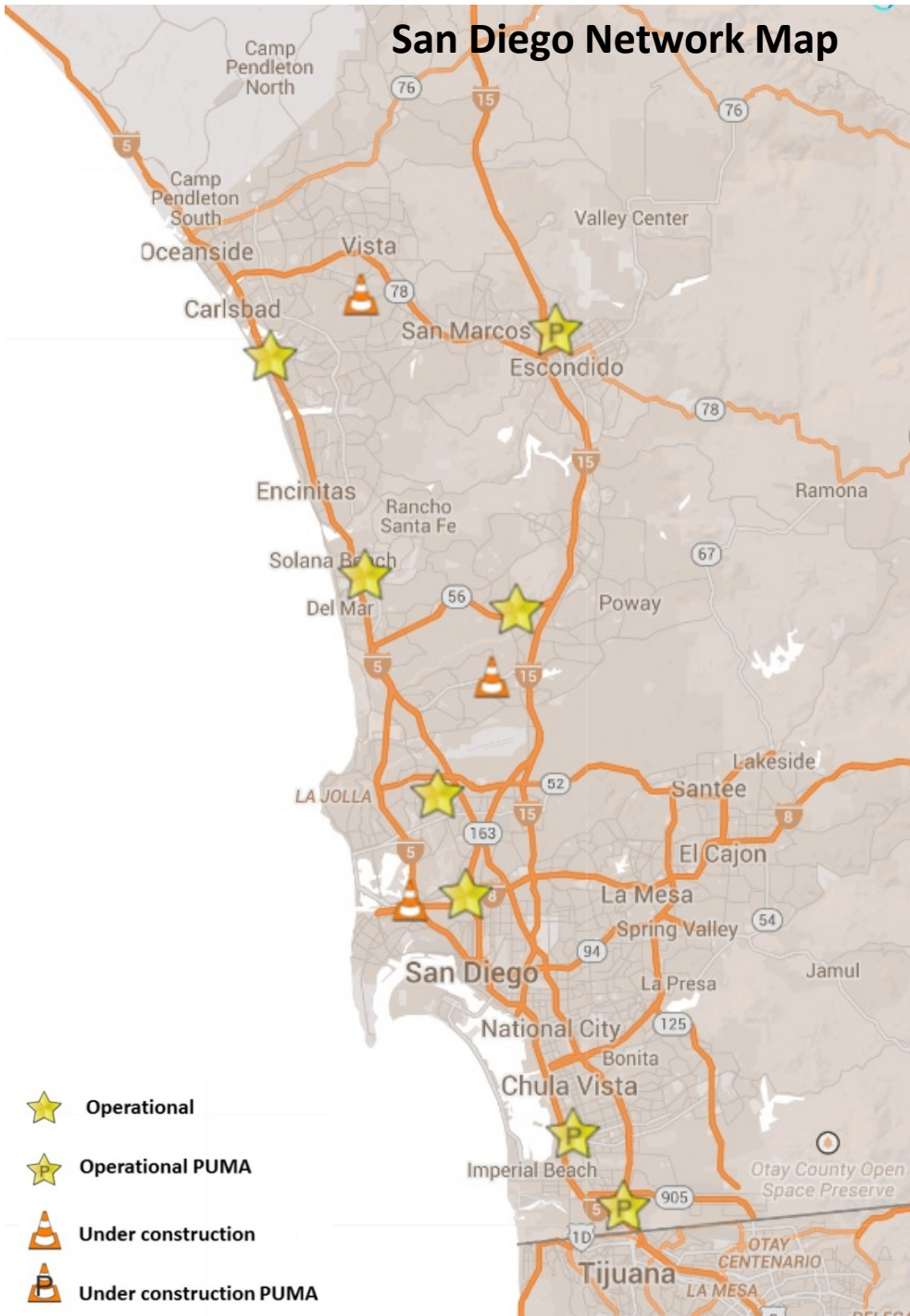
In total, NRG has spent nearly \$15 million in Freedom Station development and nearly \$4 million in Make-Readies development. Additional commitments and encumbrances for sites in development and development expenses total approximately \$14 million, making total commitments at the end of the Reporting Period \$33 million. This is roughly on track with expectations on a per-site basis and suggest reaching the committed spending requirements commensurate with achievement of the construction requirements.

Appendix A

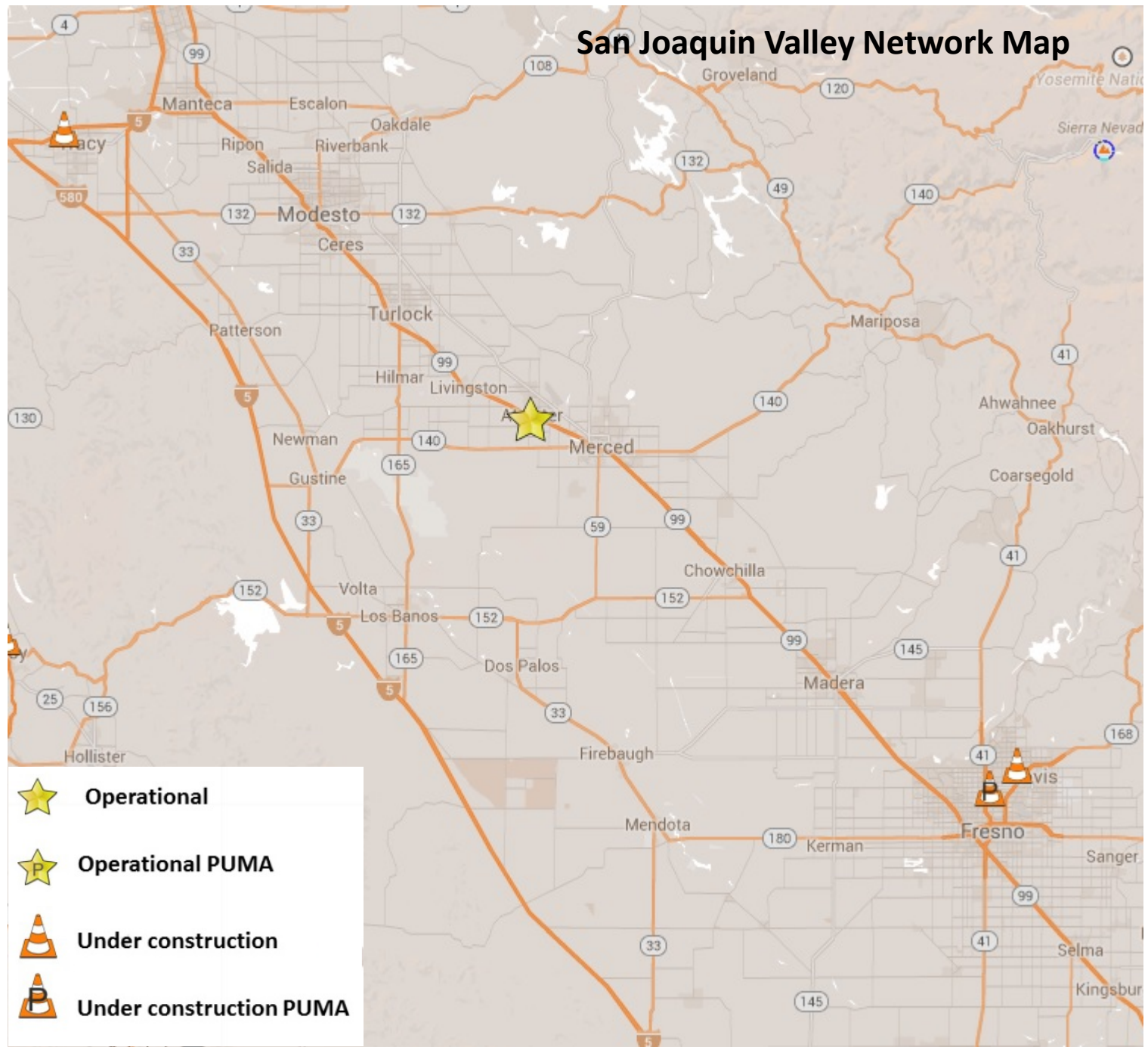
Freedom Station Maps





See attached

San Diego Network Map



San Joaquin Valley Network Map



-  **Operational**
-  **Operational PUMA**
-  **Under construction**
-  **Under construction PUMA**

Appendix B

Property portfolio development funnel

[CONFIDENTIAL]

Appendix C

Freedom Station Installation Detail

See attached.

APPENDIX C
Dated as of: December 5, 2014

<u>Name</u>	<u>Street Address</u>	<u>City</u>	<u>Permit Pkg Submitted</u>	<u>Permits Obtained</u>	<u>Construction Start</u>	<u>Completion Date</u>	<u>Operational Date</u>	<u>SAE Combo</u>	<u>CC Reader</u>
SF Bay Area									
1 Westlake Shopping Center	75 Southgate Ave.	Daly City	3/11/2013	4/4/2013	4/29/2013	6/24/2013	6/24/2013		
2 Whole Foods Fremont	3111 Mowry Ave.	Fremont	8/1/2013	8/30/2013	9/5/2013	9/25/2013	9/25/2013		
3 Whole Foods SF	2001 Market Street	San Francisco	8/1/2013	8/1/2013	9/5/2013	11/7/2013	11/7/2013		
4 Vacaville Premium Outlets	321 Nut Tree Road	Vacaville	8/27/2013	8/27/2013	9/30/2013	11/20/2013	11/20/2013	x	
5 Livermore Premium Outlets	2774 Paragon Outlets Drive	Livermore	5/20/2013	10/29/2013	11/4/2013	1/6/2014	1/6/2014	x	
6 Walgreens SF	1175 Columbus	San Francisco	5/20/2013	5/20/2013	11/17/2013	2/26/2014	2/26/2014		
7 Public Market*	5959 Shellmound St.	Emeryville	11/5/2012	11/19/2013	11/19/2013	12/23/2013	12/23/2013		x
8 The Mall at Northgate	2150 Northgate Dr.	San Rafael	11/14/2013	11/21/2013	12/2/2013	12/18/2013	12/18/2013	x	
9 The Village at Corte Madera*	1618 Redwood Hwy	Corte Madera	10/30/2013	2/11/2014	2/13/2014	3/18/2014	3/25/2014		
10 Whole Foods Cupertino	20955 Stevens Creek Blvd	Cupertino	12/4/2013	2/24/2014	3/20/2014	4/22/2014	4/29/2014	x	
11 Whole Foods Novato	790 De Long Ave	Novato	12/4/2013	12/4/2013	1/7/2014	2/24/2014	3/3/2014		
12 Whole Foods Telegraph Ave	3000 Telegraph Ave	Berkeley	12/4/2013	12/31/2013	1/27/2014	4/2/2014	4/2/2014		
13 Whole Foods Berkeley	1025 Gilman	Berkeley	12/4/2013	3/20/2014	3/18/2014	11/5/2014	11/12/2014	x	
14 Whole Foods San Jose*	777 The Alameda	San Jose	11/8/2013	3/1/2014	3/17/2014	11/20/2014	12/5/2014	x	
15 Linda Mar	1227 Linda Mar Shopping Center	Pacifica	3/5/2014	4/22/2014	4/23/2014	8/28/2014	8/29/2014		
16 Whole Foods Lafayette	3502 Mt. Diablo Blvd	Lafayette	6/27/2014	8/4/2014	10/13/2014	12/4/2014	12/5/2014		
17 Whole Foods Los Altos	4800 El Camino Real	Los Altos	3/6/2014	4/22/2014	5/5/2014	6/5/2014	6/5/2014		
18 Rose Pavilion	3903 Santa Rita Rd.	Pleasanton	8/22/2014	9/16/2014	9/23/2014	11/6/2014	11/11/2014	x	
19 Great Mall	447 Great Mall Dr	Milpitas	4/15/2014	4/22/2014	5/2/2014	5/27/2014	6/24/2014	x	x
20 Whole Foods Santa Rosa*	733 Coddington Center	Santa Rosa	7/1/2014	7/14/2014	7/28/2014	8/29/2014	12/1/2014	x	
21 Petaluma Outlets*	2200 Petaluma Blvd North	Petaluma	4/9/2014	5/13/2014	6/9/2014	8/11/2014	2/11/2014	x	
22 Nob Hill Foods Mountain View	1250 Grant Rd	Mountain View	5/2/2014	5/2/2014	6/6/2014	7/24/2014	7/15/2014	x	x
23 Crossroads	2316 Monument Blvd	Pleasant Hill	3/20/2014	4/21/2014	3/20/2014	5/15/2014	5/28/2014		
24 Santa Rosa Plaza*	1071 Santa Rosa Plaza	Santa Rosa	10/16/2014	10/16/2014	10/21/2014	11/7/2014	12/1/2014	x	
						<i>Subtotal:</i>	24	12	3
San Diego									
1 Fashion Valley	7007 Friars Road	San Diego	8/16/2013	8/29/2013	9/3/2013	9/18/2013	9/18/2013	x	
2 Las Americas Premium Outlets*	4211 Camino De La Plaza	San Diego	8/29/2013	9/5/2013	9/30/2013	10/29/2013	10/29/2013		
3 Flower Hill Promenade	2600 Via De La Valle	Del Mar	9/30/2013	10/18/2013	11/4/2013	12/20/2014	12/20/2014		
4 Carlsbad Premium Outlets	5620 Paseo Del Norte	Carlsbad	10/11/2013	10/17/2013	11/7/2013	12/6/2013	12/6/2013	x	
5 Broadway Plaza*	1166 Broadway	Chula Vista	8/29/2013	10/21/2013	10/28/2013	1/6/2014	1/6/2014		
6 SDG&E Innovation Center	4750 EV Clairemont Mesa Blvd	San Diego	11/21/2013	11/22/2015	12/16/2013	3/9/2014	3/9/2014		
7 Rancho Penasquitos	13255 Black Mountain Rd	San Diego	9/30/2013	11/15/2013	1/13/2014	3/31/2014	3/31/2014		
8 Del Norte Plaza*	330 West El Norte Plaza	Escondido	11/18/2013	12/13/2013	1/6/2014	3/9/2014	3/9/2014	x	
						<i>Subtotal:</i>	8	3	0

LA Basin

1	Camarillo Premium Outlets	900 1/2 Camarillo Center Dr.	Camarillo	6/1/2013	7/24/2013	10/2/2013	11/11/2013	11/11/2013	
2	Walgreens Tarzana	5353 Mecca Ave.	Tarzana	9/26/2013	10/29/2013	11/10/2013	3/24/2014	3/24/2014	
3	Outlets at Orange	20 City Blvd W	Orange	11/21/2013	1/7/2014	3/3/2014	4/21/2014	4/21/2014	x
4	Westminster Mall	1025 Westminster Mall	Westminster	11/25/2013	5/9/2014	5/19/2014	5/30/2014	5/30/2014	x
5	Brea Mall	200 Brea Mall	Brea	11/21/2013	2/7/2014	2/26/2014	5/2/2014	5/2/2014	
6	Los Cerritos Center	200 Los Cerritos Mall	Cerritos	10/24/2013	3/20/2014	4/16/2014	6/4/2014	6/4/2014	
7	Stonewood Center	306 Stonewood Street	Downey	11/21/2013	1/3/2013	1/27/2014	3/28/2014	3/28/2014	
8	Larwin Square	654 East 1st Street	Tustin	11/21/2013	2/7/2014	2/18/2014	3/31/2014	3/31/2014	
9	Walgreens Huntington Beach	19501 Beach Boulevard	Huntington Beach	7/2/2013	9/5/2013	6/2/2014	8/14/2014	8/14/2014	
10	Corona Hills Plaza	360 McKinley Street	Corona	5/15/2013	5/15/2014	5/29/2014	9/2/2014	9/2/2014	
11	Hines Warner Center	5700 Canoga Ave	Woodland Hills	11/18/2013	1/20/2014	2/3/2014	3/28/2014	3/28/2014	x
12	Cabazon Outlets*	48400 Seminole Drive	Cabazon	12/2/2013	3/3/2014	3/21/2014	4/23/2014	4/23/2014	
13	Country Fair SC	12013 Central Avenue	Chino	12/2/2013	1/1/2014	3/28/2014	5/20/2014	5/20/2014	
14	Inland Center*	500 Inland Center Drive	San Bernardino	12/2/2013	2/3/2014	3/24/2014	6/2/2014	6/2/2014	
15	Oaks Mall	350 W Hillcrest Drive	Thousand Oaks	12/3/2013	2/3/2014	3/10/2014	4/30/2014	4/30/2014	x
16	Pacific View Mall	3301-1 East Main Street	Ventura	12/3/2013	2/3/2014	3/13/2014	4/23/2014	4/23/2014	
17	Pavilions Place	1600 Beach Blvd	Westminster	6/5/2014	7/16/2014	7/28/2014	9/19/2014	9/19/2014	
18	Bristol Plaza	3361 South Bristol St	Santa Ana	8/28/2014	9/3/2014	9/23/2014	11/20/2014	12/2/2014	x
19	Shops at Mission Viejo	555 Shops At Mission Viejo	Mission Viejo	12/5/2013	3/28/2014	4/21/2014	5/16/2014	6/2/2014	x
20	City of Hermosa Beach Parking	1334 Hermosa Avenue	Hermosa Beach	3/5/2014	5/7/2014	5/14/2014	7/23/2014	7/30/2014	x
21	Dunlap - Huntington Harbor	16821 Algonquin St	Huntington Beach	6/5/2014	6/27/2014	7/11/2014	9/2/2014	9/15/2014	
22	8000 Sunset Strip	8000 Sunset Strip	Los Angeles	8/6/2014	8/12/2014	8/27/2014	10/27/2014	**	
23	Tarragona	1000 N. Western Avenue	San Pedro	6/11/2014	7/30/2014	8/13/2014	11/19/2014	8/13/2014	

Subtotal: 23 7 0

San Joaquin Valley

1	Applegate Ranch	1000 Commerce Avenue	Atwater	7/24/2014	8/11/2014	9/8/2014	9/30/2014	10/28/2014	x
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Subtotal: 1 1 0

Total Sites: 56 23 3

* Site located in a low-income PUMA

** Site complete prior to 12/5/14, but awaiting energization

Appendix D

Make-Readies Detail

See attached. [CONFIDENTIAL]

The following information is confidential and protected material and may only be provided to those parties and their Eligible Reviewers that have executed a protective order in the FERC proceeding approving the Agreement and the settlement of the EL02-60/62 Proceeding. NRG retains an exclusive, non-public, proprietary right to such information for eighteen (18) months after the date of submittal to the CPUC, and during such time such information shall not to the extent permitted by law be subject to disclosure under FOIA or CAPRA.

Appendix E-1

Shared Statistical Usage Data

[CONFIDENTIAL]

See attached.

Appendix E-2

Raw Data for Shared Statistical Usage Data

See attached [CONFIDENTIAL].

The following information is confidential and protected material and may only be provided to those parties and their Eligible Reviewers that have executed a protective order in the FERC proceeding approving the Agreement and the settlement of the EL02-60/62 Proceeding. NRG retains an exclusive, non-public, proprietary right to such information for eighteen (18) months after the date of submittal to the CPUC, and during such time such information shall not to the extent permitted by law be subject to disclosure under FOIA or CAPRA.

Appendix F

Cost Information

See attached [CONFIDENTIAL].

The following information is confidential and protected material and may only be provided to those parties and their Eligible Reviewers that have executed a protective order in the FERC proceeding approving the Agreement and the settlement of the EL02-60/62 Proceeding. NRG retains an exclusive, non-public, proprietary right to such information for eighteen (18) months after the date of submittal to the CPUC, and during such time such information shall not to the extent permitted by law be subject to disclosure under FOIA or CAPRA.