

PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
San Francisco CA 94102-3298



Pacific Gas & Electric Company
ELC (Corp ID 39)
Status of Advice Letter 6906E
As of May 22, 2023

Subject: BEV Rate Performance SB 350 SRP Annual Report 2022

Division Assigned: Energy

Date Filed: 04-03-2023

Date to Calendar: 04-07-2023

Authorizing Documents: D1910055

Disposition:	Accepted
Effective Date:	04-03-2023

Resolution Required: No

Resolution Number: None

Commission Meeting Date: None

CPUC Contact Information:

edtariffunit@cpuc.ca.gov

AL Certificate Contact Information:

Stuart Rubio
(951)965-8905

PGETariffs@pge.com

PUBLIC UTILITIES COMMISSION
505 Van Ness Avenue
San Francisco CA 94102-3298



To: Energy Company Filing Advice Letter

From: Energy Division PAL Coordinator

Subject: Your Advice Letter Filing

The Energy Division of the California Public Utilities Commission has processed your recent Advice Letter (AL) filing and is returning an AL status certificate for your records.

The AL status certificate indicates:

- Advice Letter Number
- Name of Filer
- CPUC Corporate ID number of Filer
- Subject of Filing
- Date Filed
- Disposition of Filing (Accepted, Rejected, Withdrawn, etc.)
- Effective Date of Filing
- Other Miscellaneous Information (e.g., Resolution, if applicable, etc.)

The Energy Division has made no changes to your copy of the Advice Letter Filing; please review your Advice Letter Filing with the information contained in the AL status certificate, and update your Advice Letter and tariff records accordingly.

All inquiries to the California Public Utilities Commission on the status of your Advice Letter Filing will be answered by Energy Division staff based on the information contained in the Energy Division's PAL database from which the AL status certificate is generated. If you have any questions on this matter please contact the:

Energy Division's Tariff Unit by e-mail to
edtariffunit@cpuc.ca.gov

April 3, 2023

Advice 6906-E

(Pacific Gas and Electric Company ID U 39 E)

Public Utilities Commission of the State of California

Subject: BEV Rate Performance SB 350 SRP Annual Report 2022

Purpose

Pursuant to Decision 19-10-055 Ordering Paragraph 16¹, Pacific Gas and Electric Company (“PG&E” or “the Utility”) hereby submits Tier 1 Advice Letter containing the second BEV Rate Performance (BEV Report), which contains an annual report on commercial electric vehicle rate class performance.

Background

Per D.19-10-055 ordering paragraph 16, PG&E is required to submit an annual, information-only, Tier 1 Advice Letter containing a report on BEV rate performance². PG&E was ordered to present anonymized data and insights across the five use cases with a focus on:

- Hourly energy and demand;
- Monthly bills based on that energy and demand data;
- Impacts of customer usage on the local distribution network.

PG&E submitted the first annual report on April 1st 2022 as Advice Letter (AL) 6552-E³, supplemental AL 6552-E -A⁴ and filed correction on September 15th 2022 as AL 6552⁵.

¹ DECISION APPROVING APPLICATION FOR PACIFIC GAS AND ELECTRIC COMPANY’S COMMERCIAL ELECTRIC VEHICLE RATES
<https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M318/K552/318552527.PDF> Chapter 7, page 61.

² D.19-10-055, OP 16 also orders PG&E to include data presented at workshops and a survey of customers regarding their experience on the BEV rate. 2021 BEV Performance Report included findings presented at the September 2021 workshops, as well BEV rate survey findings.

³ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6552-E.pdf

⁴ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6552-E-A.pdf

⁵ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6701-E.pdf

The findings in the second annual BEV Report served in this advice letter reflect data from January 2022 through December 2022. PG&E reports on data using the SB 350 template as required in D.19-10-055.

The SB 350 reporting template was designed for program reporting, where some elements do not apply to BEV rate performance reporting. PG&E adopted the template without making any changes to the format for consistency with other SB 350 reporting efforts and provided clarifications in footnotes as necessary. Due to large amount of data included in the Attachment 2, use of a footnote became untenable. Therefore, PG&E expanded on the original footnotes for clarity and moved the Attachment 2 clarifications to the forefront.

Protests

Anyone wishing to protest this submittal may do so by letter sent electronically via E-mail, no later than April 24, 2023, which is 21⁶ days after the date of this submittal. Protests must be submitted to:

CPUC Energy Division
ED Tariff Unit
E-mail: EDTariffUnit@cpuc.ca.gov

The protest shall also be electronically sent to PG&E via E-mail at the address shown below on the same date it is electronically delivered to the Commission:

Sidney Bob Dietz II
Director, Regulatory Relations
c/o Megan Lawson
E-mail: PGETariffs@pge.com

Any person (including individuals, groups, or organizations) may protest or respond to an advice letter (General Order 96-B, Section 7.4). The protest shall contain the following information: specification of the advice letter protested; grounds for the protest; supporting factual information or legal argument; name and e-mail address of the protestant; and statement that the protest was sent to the utility no later than the day on which the protest was submitted to the reviewing Industry Division (General Order 96-B, Section 3.11).

Effective Date

PG&E requests that this Tier 1 advice submittal become effective upon date of submittal, which is April 3, 2023.

⁶ The protest period concludes on a weekend, therefore, PG&E is moving this date to the following business day.

Notice

In accordance with General Order 96-B, Section IV, a copy of this advice letter is being sent electronically to parties shown on the attached list and the parties on the service list for A.18-11-003 and R.18-12-006. Address changes to the General Order 96-B service list should be directed to PG&E at email address PGETariffs@pge.com. For changes to any other service list, please contact the Commission's Process Office at (415) 703-2021 or at Process_Office@cpuc.ca.gov. Send all electronic approvals to PGETariffs@pge.com. Advice letter submittals can also be accessed electronically at: <http://www.pge.com/tariffs/>.

 /S/

Sidney Bob Dietz II
Director, Regulatory Relations
CPUC Communications

cc: Service List A.18-11-003 and R.18-12-006



ADVICE LETTER SUMMARY

ENERGY UTILITY



MUST BE COMPLETED BY UTILITY (Attach additional pages as needed)

Company name/CPUC Utility No.: Pacific Gas and Electric Company (U 39 E)

Utility type:

- ELC GAS WATER
 PLC HEAT

Contact Person: Stuart Rubio

Phone #: (951)965-8905

E-mail: PGETariffs@pge.com

E-mail Disposition Notice to: stuart.rubio@pge.com

EXPLANATION OF UTILITY TYPE

ELC = Electric GAS = Gas WATER = Water
 PLC = Pipeline HEAT = Heat

(Date Submitted / Received Stamp by CPUC)

Advice Letter (AL) #: 6906-E

Tier Designation: 1

Subject of AL: BEV Rate Performance SB 350 SRP Annual Report 2022

Keywords (choose from CPUC listing): Compliance

AL Type: Monthly Quarterly Annual One-Time Other:

If AL submitted in compliance with a Commission order, indicate relevant Decision/Resolution #: D.19-10-055

Does AL replace a withdrawn or rejected AL? If so, identify the prior AL: No

Summarize differences between the AL and the prior withdrawn or rejected AL: N/A

Confidential treatment requested? Yes No

If yes, specification of confidential information:

Confidential information will be made available to appropriate parties who execute a nondisclosure agreement. Name and contact information to request nondisclosure agreement/ access to confidential information:

Resolution required? Yes No

Requested effective date: 4/3/23

No. of tariff sheets: 0

Estimated system annual revenue effect (%): N/A

Estimated system average rate effect (%): N/A

When rates are affected by AL, include attachment in AL showing average rate effects on customer classes (residential, small commercial, large C/I, agricultural, lighting).

Tariff schedules affected: N/A

Service affected and changes proposed¹: N/A

Pending advice letters that revise the same tariff sheets: N/A

¹Discuss in AL if more space is needed.

Protests and correspondence regarding this AL are to be sent via email and are due no later than 20 days after the date of this submittal, unless otherwise authorized by the Commission, and shall be sent to:

California Public Utilities Commission
Energy Division Tariff Unit Email:
EDTariffUnit@cpuc.ca.gov

Contact Name: Sidnev Bob Dietz II. c/o Megan Lawson
Title: Director, Regulatory Relations
Utility/Entity Name: Pacific Gas and Electric Company

Telephone (xxx) xxx-xxxx: (415)973-2093
Facsimile (xxx) xxx-xxxx:
Email: PGETariffs@pge.com

Contact Name:
Title:
Utility/Entity Name:

Telephone (xxx) xxx-xxxx:
Facsimile (xxx) xxx-xxxx:
Email:

CPUC
Energy Division Tariff Unit
505 Van Ness Avenue
San Francisco, CA 94102

Clear Form

Attachment 1

Narrative Report

PACIFIC GAS AND ELECTRIC COMPANY

Utility Report on Transportation Electrification SB 350 Business Electric Vehicle (BEV) Rate Annual Performance Report

Per Decision 19-10-055, OP 16

April 3, 2023



Table of Contents

1 EXECUTIVE SUMMARY..... 5

2 PROGRAM BACKGROUND 6

2.1 Overview 6

2.2 Reporting Requirements 7

3 PROGRAM METRICS 8

3.1 BEV Rate Adoption..... 8

3.2 PG&E Transportation Electrification (TE) Programs Customer Rate Selection10

3.3 Business EV Rate Savings per Use Case11

3.4 Savings Opportunity on EV Rate12

4 ME&O EFFORTS..... 14

5 D&I EFFORTS 14

6 PROJECT SAFETY 15

7 EQUIPMENT STANDARDS 15

8 COSTS 15

8.1 Introduction to Cost and Rate Analysis15

8.2 BEV Cost of Service Analysis16

8.2.1 Final Line Transformer (FLT) Cost of Service17

8.2.2 BEV Hourly Load Profiles18

8.2.3 Distribution Circuit Cost of Service19

8.2.4 Generation Capacity Cost of Service20

8.2.5 Generation Energy Cost of Service21

8.3 Customer Usage Impact21

8.3.1 Customer Usage Patterns21

8.3.2 Customer TOU Usage Patterns22

8.3.3 Shadow Rates23

8.3.4 Marginal Costs and Collected Revenue24

8.3.5 Hypothetical Revenue Allocation24

9 LOAD MANAGEMENT AND GRID INTEGRATION 25

10 LESSONS LEARNED 26

11 EV ADOPTION AND ENVIRONMENTAL BENEFITS 26

List of Tables

<i>TABLE 3.1-1 BEV RATE ENROLLMENT</i>	8
<i>TABLE 3.4-1 BEV RATE ANALYSIS</i>	13
<i>TABLE 8.3-1 BEV RATE SECONDARY DISTRIBUTION CAPACITY COST BENCHMARK COMPARISON</i>	17
<i>TABLE 8.2-2 BEV RATE PRIMARY DISTRIBUTION CAPACITY COST BENCHMARK COMPARISON</i>	19
<i>TABLE 8.2-1 BEV RATE GENERATION CAPACITY COST BENCHMARK COMPARISON</i>	20
<i>TABLE 8.2-4 BEV RATE GENERATION ENERGY COST BENCHMARK COMPARISON</i>	21
<i>TABLE 8.3-1 BEV RATE CUSTOMER USAGE PATTERNS</i>	22
<i>TABLE 8.3-2 SHADOW RATES</i>	23
<i>TABLE 8.3-3 ACTUAL, MARGINAL, AND FULL COST REVENUES</i>	24
<i>TABLE 8.3-4 HYPOTHETICAL GRC REVENUE ALLOCATION</i>	25

List of Figures

<i>FIGURE 3.1-1 GEOSPATIAL BEV RATE ADOPTION</i>	8
<i>FIGURE 3.1-2 BEV ADOPTION PER USE CASE</i>	9
<i>FIGURE 3.1-3 BEV RATE OPTIONS ADOPTION PER USE CASE</i>	10
<i>FIGURE 3.2-1 EVCN PROGRAM PARTICIPANTS RATE SELECTION</i>	11
<i>FIGURE 3.3-1 BEV RATE SAVINGS PER USE CASE</i>	12
<i>FIGURE 8.2-1 MCR CATEGORIES AND COST DRIVERS</i>	16
<i>FIGURE 8.2-2 BEV HOURLY LOAD PROFILES</i>	18
<i>FIGURE 8.3-1 SEASONAL AND MONTHLY VARIABILITY OF BEV RATE</i>	22

1 Executive Summary

PG&E offers two Business Electric Vehicle (BEV) rates for business customers with on-site EV charging. These rates are designed to reduce the EV charging costs and encourage charging at off-peak times to both take advantage of renewable generation and reduce impacts to the grid. Customers were able to enroll in BEV rates with basic functionality starting May 1st, 2020. The fully functional BEV rate and online cost comparison tool was made available on October 1st, 2020. PG&E originally called this the Commercial EV (CEV) rate in its application (Application (A.) 18-11-003) to the Commission and changed the name to the BEV rate upon rate launch¹.

PG&E submitted the first annual report on April 1st 2022 as Advice Letter (AL) 6552-E², supplemental AL 6552-E-A³ and filed correction on September 15th 2022 as AL 6552⁴.

As of December 31, 2022, a total of 118 customers were enrolled in BEV rates across 567 sites within PG&E's territory. Most of the sites (77%) on BEV rate are Direct Current Fast Charging (DCFC). The majority of customers, or 71%, on the BEV rate are unbundled. On average the BEV rate may save about 40% on charging costs for EV customers compared to commercial rates.

The BEV generation rate was intentionally designed with a very high peak rate to encourage load shifting to the off-peak period. Despite high peak rates, hourly load profiles still show that customers on BEV rates tend to not shift their usage to off-peak times, but the numbers have improved since the last report. PG&E analyzed the cost to serve BEV customers and determined that BEV customers incur higher overall distribution costs but lower overall generation costs when compared to benchmark customers.⁵

Per Decision (D.) 19-10-055⁶, current BEV revenues are based on 2017 General Rate Case (GRC) Phase II marginal costs that were estimated using the benchmark rate classes. However, marginal cost estimates adopted in PG&E's 2020 GRC Phase II proceeding are almost twice as much as the 2017 estimates. Given this increase in marginal costs, as well as the cost-of-service results for BEV customers provided in this report, PG&E will likely recommend in its 2023 GRC Phase II proceeding that BEV distribution rates should be increased, not only to reflect the increased marginal costs, but to move rates to be more in line with the full cost of service as it is done for other classes.⁷

¹ <http://www.pge.com/businessevrate>

² https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6552-E.pdf

³ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6552-E-A.pdf

⁴ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6701-E.pdf

⁵ Small Commercial A1 and A6 customers are the benchmark for BEV-1, Medium/Large commercial E19S customers for BEV-2. The data for these benchmarks are based on 2020 PG&E GRC Phase II, which predates the "B1/B6/B19" naming convention currently used for commercial rate schedules.

⁶ <https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M318/K552/318552527.PDF>

⁷ On August 25, 2021 a request was granted to extend PG&E's 2023 GRC Phase II filing date to September 30, 2024.

2 Program Background

2.1 Overview

PG&E offers two electric vehicle (EV) rate plans for business customers with on-site EV charging, Business EV 1 (BEV-1) and Business EV 2 (BEV-2). These rates are specifically designed for customers with separately metered EV charging at locations. Today, BEV customers self-select into five different use case categories: Direct Current Fast Chargers (DCFC), Public transit (Transit), Workplace, Medium-Duty Fleets (Fleet), and Multifamily Housing (MFH). Customers who do not self-select into one of the five use cases are assigned the appropriate use case category as a part of the quality assurance post-processing using the combination of the publicly available data such as <https://www.plugshare.com/> and <https://www.google.com/maps>, as well as customer service representatives input⁸. These rate plans help customers meet their EV charging needs, while keeping fuel costs lower than gasoline or diesel alternatives. Customers on BEV rates have a choice of subscription level, based on their charging needs:

- **Business Low Use EV Rate – BEV-1:** For EV charging installations up to and including 100 kilowatts (kW). Best suited for smaller workplaces and multi-unit dwellings.
- **Business High Use EV Rate – BEV-2:** For EV charging installations of 100 kilowatts (kW) and above. Best suited for sites with fleets and fast-charging stations.

Both plans combine an innovative and novel customizable monthly subscription charge with a time-of-use rate to help save money. The key components of the BEV rates are:

- **Monthly subscription charge:** Customers can choose a subscription level based on their maximum monthly EV charging kW consumption and this can be adjusted throughout the month as often as needed – until the last day of each billing cycle – to avoid overage fees.
- **Overage fees:** At the end of a billing cycle, if actual consumption (kW) exceeds the subscription level, an overage fee of two times the cost of one kW for each kW over the subscription level will be charged.
- **Grace period:** To help customers determine the best subscription level, a grace period with no overage fees for three billing cycles is provided during initial enrollment.
- **Time-of-use rate:** In addition to a monthly subscription charge, customers are charged a volumetric rate (per kWh) based on energy usage and when that energy is used. Charging is the most affordable midday, when PG&E has higher levels of renewable energy generation. Time-of-use periods are consistent year-round with no seasonality.

⁸ 61 sites were assigned a use case category for this year's report.

2.2 Reporting Requirements

Per D.19-10-055 ordering paragraph 16⁹, PG&E is required to submit an annual, information-only, Tier 1 Advice Letter containing a report on BEV rate performance¹⁰. PG&E was ordered to present anonymized data and insights across the five use cases with a focus on:

- hourly energy and demand
- monthly bills based on that energy and demand data
- impacts of customer usage on the local distribution network.

PG&E reports on data using the SB 350 template¹¹ as required in the D.19-10-055. Of note, the hourly energy and demand data is provided in the SB350 Data Template¹².

⁹ DECISION APPROVING APPLICATION FOR PACIFIC GAS AND ELECTRIC COMPANY'S COMMERCIAL ELECTRIC VEHICLE RATES
<https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M318/K552/31852527.PDF> Chapter 7, page 61.

¹⁰ D.19-10-055, OP 16 also orders PG&E to include data presented at workshops and a survey of customers regarding their experience on the BEV rate. 2021 BEV Performance Report included findings presented at the September 2021 workshops, as well BEV rate survey findings.

¹¹ <https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/energy-division/documents/sb-350-te/sb-350-srp-annual-report-template-mar-2021.docx>

¹² <https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/energy-division/documents/sb-350-te/sb-350-data-template-feb-2021.xlsx>

3 Program Metrics

3.1 BEV Rate Adoption

The BEV rate adoption increased dramatically since 2021: as of December 31, 2022, there were a total of 118 unique customers enrolled in BEV rates compared to 66 customers at the same time in the prior year (an increase of 79%), across 567 sites within PG&E’s service territory, up from 403 at the same time in the prior year (an increase of 41%). Customers on the BEV rate fell into various use cases, ranging from a single site (e.g., MFHs) to 100+ sites (e.g., public DCFC networks). A breakout by energy service provider, as evidenced in the *Table 3.1-1*, shows a majority, approximately 71%, of sites are still unbundled and serviced by Community Choice Aggregators (CCA), similar to the proportion in 2021 (67%).

Rate	Unbundled (DA/CCA)	Full Service	Total
BEV-1	152	65	217
BEV-2	250	98	348
Total	402	165	567

Table 3.1-1 BEV Rate Enrollment

When stratified by geographic location—specifically counties—BEV rate adoption tends to be clustered in and around the Bay Area and highly correlated to locations with high EV penetration. As shown in *Figure 3.1-1 Geospatial BEV Rate Adoption*, Santa Clara, Alameda, San Mateo, and Fresno counties have the highest adoption; with Mendocino, Shasta, Tulare, and Santa Barbara counties, located at the outskirts of PG&E’s service territory, having the lowest adoption. There is no change in this trend from last year.

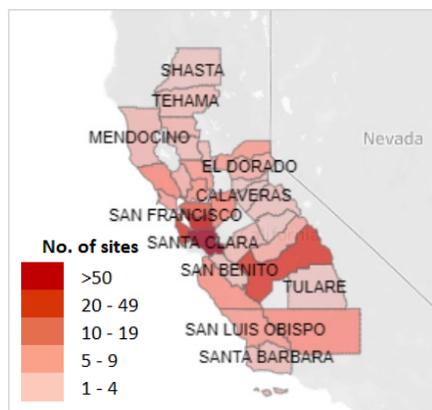


Figure 3.1-1 Geospatial BEV Rate Adoption

Looking at the BEV rate adoption across the five customer use cases in *Figure 3.1-2*, the public DCFC sites still account for a majority of sites (77%) compared to all use cases¹³. This is not surprising as DCFC customers tend to be more engaged with their rates as they actively manage their electricity costs. PG&E notes that the medium and heavy-duty EV market is less mature than the light-duty market, which is reflected in the lower BEV rate adoption for the medium duty fleet and transit fleet use cases.

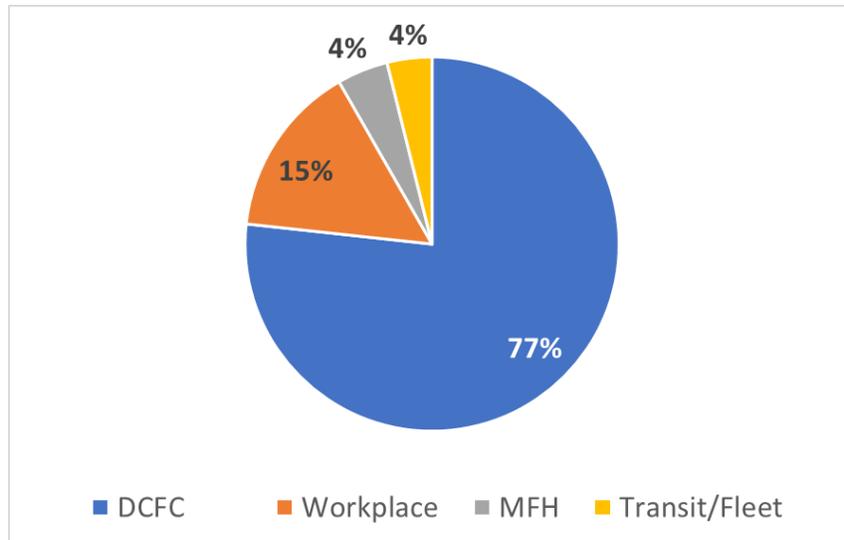


Figure 3.1-2 BEV Adoption per Use Case

Figure 3.1-3 - BEV Rate Options Adoption per Use Case shows that DCFC and Transit/Fleet customers generally choose the BEV-2 rate option, due to higher demand associating with charging (over 100 kW). In contrast, Workplaces and MFH customers generally choose the BEV-1 rate option due to lower demand levels of charging (below 100 kW). Customers with 100 kW demand needs may choose either rate option, but BEV-1 is the more economical choice.

¹³ Transit and Fleet use cases are bundled together due to low adoption rate.

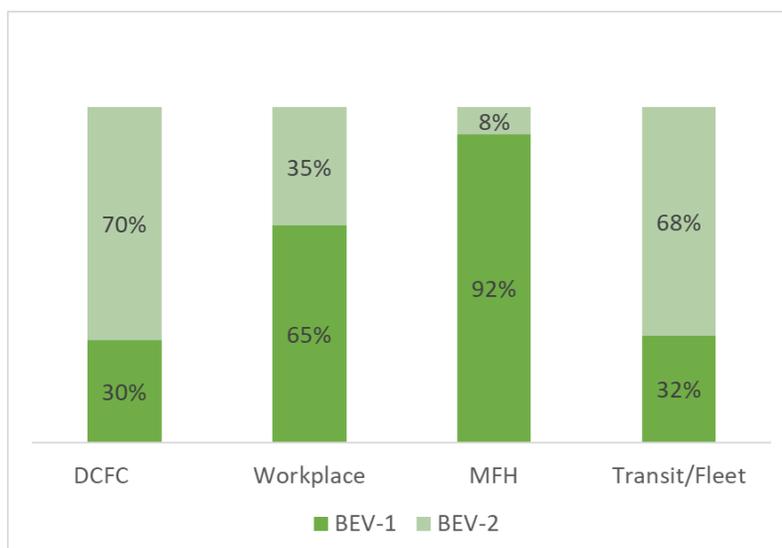


Figure 3.1-3 BEV Rate Options Adoption per Use Case

Last year’s BEV Report established a baseline using the first 19 months of data, and this year’s report confirms established adoption trends.

3.2 PG&E Transportation Electrification (TE) Programs Customer Rate Selection

PG&E assessed BEV rate adoption across its Transportation Electrification (TE) infrastructure programs. As indicated in last year’s report, the Electric Vehicle Charge Network (EVCN) had much lower BEV rate adoption than the Electric Vehicle Fleet (EV Fleet) and Electric Vehicle Fast Charge (EV Fast Charge) programs. PG&E anticipates this difference is driven largely by overlap in the program implementation windows and BEV rate availability.

The EVCN program¹⁴ was designed exclusively for customers charging at MFHs and workplaces and most of the installations in this program were completed prior to the launch of the BEV¹⁵. Perhaps as a result of customer inertia, there is a relatively low adoption of the BEV rate at both MFHs and workplaces participating in the EVCN program, 12% and 19% respectively, as shown in *Figure 3.2-1*. Instead, most participants selected the B6 and legacy A6 rate¹⁶. There has been no change in these numbers since last year’s report since the EVCN program was fully subscribed before last year’s report was published, and the last sites were energized mid-2021. PG&E continues to promote the benefits of the BEV rate to EVCN customers to encourage BEV adoption.

¹⁴ <https://www.pge.com/evchargenetwork>

¹⁵ EVCN program was launched in 2018 and BEV rate became available in May 2020.

¹⁶ All PG&E tariffs available at <https://www.pge.com/tariffs/index.page>

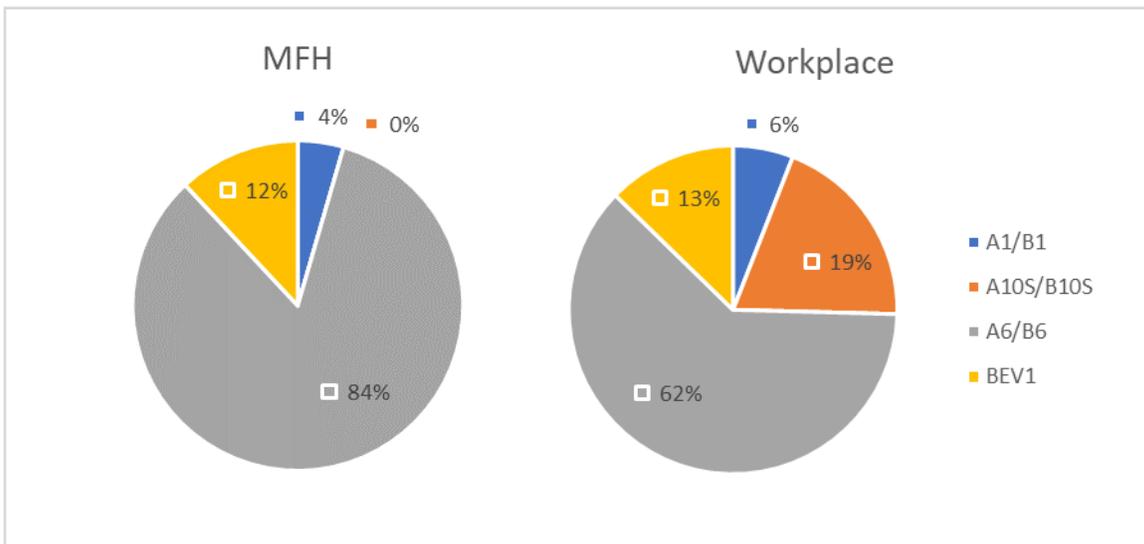


Figure 3.2-1 EVCN Program Participants Rate Selection

On the other hand, in the EV Fleet Program¹⁷, which provides incentives to customers to build charging infrastructure to support medium and heavy duty EVs, all but one site energized in 2021 had adopted the BEV rate, and in 2022 all but three out of twelve sites adopted the BEV rate. And finally, as in 2021, *all* sites activated in 2022 within PG&E’s EV Fast Charge program¹⁸ have elected the BEV rate.

PG&E has seen growing demand for its EV Fleet and EV Fast Charge programs and anticipates activating additional sites in 2023, which will be covered in the next iteration of this report.

3.3 Business EV Rate Savings per Use Case

PG&E refreshed the BEV Rate Savings model¹⁹ with the load shapes based on 2022 PG&E BEV rate customer data for DCFC, Workplace, MFH and Transit use cases²⁰, rate information and 2022 average gas/diesel prices, reflected in *Figure 3.3-1*. This updated analysis reveals 40% savings per kWh for customers on the BEV rates across all use cases compared to the applicable commercial rates. Transit customers on the BEV rate realized savings of \$0.20 per kWh on average compared to other applicable commercial rates, followed by Workplace customers at \$0.17 per kWh on average. Similar to the results in 2021, MFH customers, who tend to have the lowest monthly usage and demand, realized modest savings on the BEV rate of \$0.07 per kWh on average.

¹⁷ <https://www.pge.com/evfleets>

¹⁸ <http://www.pge.com/evfastcharge>

¹⁹ Numbers may not add up due to rounding error.

²⁰ Due to small sample size, load shapes were not updated for Fleet use case and the load shape still reflects the original model.

With the dramatic increase of gas/diesel prices in the last year, the updated analysis reveals even higher savings per gallon than reported in 2021, on average 58% savings across all use cases, where MFH realized the highest savings of \$3.63 per gallon equivalent on average, with Workplace and DCFC customers right behind at \$3.52 and \$3.44, respectively. Transit and Fleet customers had lower, but still significant, savings, due to lower liquid fuel costs. The analysis for the Fleet customers was not updated with the actual customer load shapes and changes reflect only rate and gas/diesel price change.

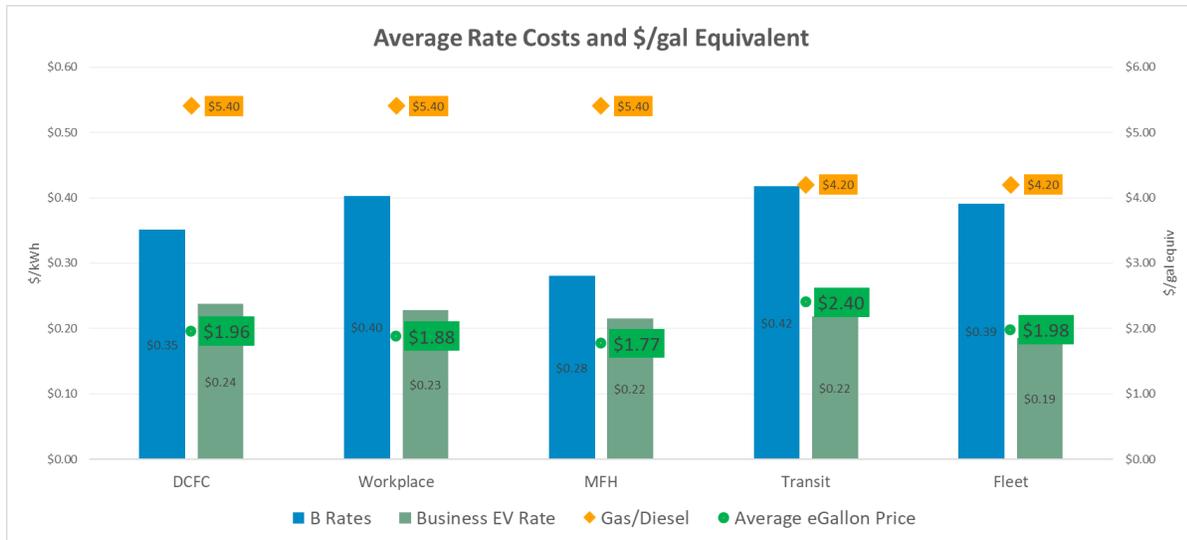


Figure 3.3-1 BEV Rate Savings per Use Case

DCFC customers still account for the majority of all customers on the BEV rate, but adoption is still in its early stages in other use cases, especially for the Fleet use case. The updated load profiles show a wide range of usage and demand within the use cases. PG&E will continue to fine tune the model to provide more precise model savings on the BEV rate per use case.

3.4 Savings Opportunity on EV Rate

Rate analysis of BEV customers has shown that the majority of customers are on their optimum rate - 84% across all use cases²¹. As discussed in the previous chapter, DCFC customers account for the majority of all customers on the BEV rate. As DCFC customers manage the operational costs of their charging sites closely, it is not surprising to discover that most of the customers are on their optimum rate. That said, there are still some customers across most use cases where additional optimization would result in increased bill savings²², estimated 3% on average, ranging between 1% and 35% over the period of 6 to 12 months. Aside from DCFC customers, there is still a fairly limited adoption in other use cases, so the information in *Table 3.4-1* indicates a trend to track: MFH customers stand out as the only

²¹ This analysis is conducted on a subset of SAIDs on the BEV rate (420), as the rate analysis requires a minimum of 6 months of billing data.

²² This is common across all PG&E rate classes, not only for the BEV class rate.

use case with all sites being on their optimal rate, where almost half of the Transit/Fleet²³ customers could benefit from switching to another rate, and DCFC and Workplace customers somewhere in the middle.

Rate	DCFC	MFH	Workplace	Transit/Fleet
Optimized	86%	100%	77%	53%
Not Optimized	14%	0%	23%	47%

Table 3.4-1 BEV Rate Analysis

It turns out that there are multiple reasons BEV customers can end up on a non-optimal rate. PG&E wants to support customers to find their best rates and will continue to look for opportunities to assist commercial EV charging customers in maximizing their savings. Rate optimization strategies include but are not limited to:

- Rate comparison against commercial rates as a better alternative for customers with lower overall usage
- Moving customers from BEV-2 to BEV-1, especially if customer demand doesn't frequently exceed 100 kW
- Encouraging customers to deploy energy management techniques to manage their load to their subscriptions and to adhere to time of use (TOU) price signals.

PG&E will also continue to highlight the availability of self-service customer tools such as:

- Business EV Rate Calculator²⁴: A tool designed to model monthly costs based on vehicle type, vehicle count, charging patterns, and mileage.
- *YourAccount* rate comparison tool: A tool designed to compare energy costs across multiple rates based on historical usage. It also includes an *Advanced Rate Simulator* feature, which allows customers to simulate how their rate would be impacted if they made some tailored adjustments to their energy usage and demand profile. Support for adjusting the BEV rate subscription value is on the roadmap for a future release.

²³ Fleet and Transit customers were combined due to small sample size.

²⁴ <https://fleets.pge.com/bev-rate>

4 ME&O Efforts

In 2022, the Marketing, Education and Outreach (ME&O) efforts focused on integrating the BEV rate within the larger EV Fleet program outreach across the service territory including Disadvantaged Communities. The approach stacked available savings together to encourage potential business customers to adopt EVs. The BEV Rate served as a support message contributing to the larger savings potential making EV adoption more compelling, instead of messaging the BEV rate independently. Examples of outreach where the BEV rate was integrated include:

- Presentations to potential EV Fleet customers
- Presentations to EVSE providers, consultants, contractors, air districts and EV design firms
- Webinars to a variety of fleet segments, such as municipal, shuttle bus, school, transit, distribution, and delivery EV fleets
- Marketing emails encouraging engagement with EV Fleet content and encouraging customers to complete a customer interest form to learn more about the program.

In addition, a paid digital campaign ran in Advanced Clean Tech (ACT) News targeted at Medium/Heavy Duty fleets interested in electrifying, with the objective of educating fleets on the rate.

The paid digital ad campaign developed and promoted a series of three advertorial as well as BEV rate focused digital advertisement displayed on the ACT News website. In addition, targeted sponsored emails to ~10,000 contacts were sent promoting the three advertorials. Advertorial topics packaged with the BEV rate included:

- Driving electrification forward while complying with regulations
- Reducing emissions to improve school children health
- Federal funding impacts on EV adoption in California.

The campaign resulted in 2,387 engagements with content that encouraged fleets to electrify.

PG&E also partnered with Zappy Ride to build upon EV Fleets Tool²⁵ adding a calculator to assist customers with comparing the BEV Rate to other applicable rates. The additional calculator was launched on 2/27/2023.

5 D&I Efforts

This section of the SB 350 template for program reporting is not applicable for the BEV Rate performance report.

²⁵ <https://fleets.pge.com/rate-comparison/>

6 Project Safety

PG&E TE programs adhere to all safety requirements as indicated in the Transportation Electrification Safety Requirements Checklist provided in Decisions 18-01-024 and 18-05-040. Advice Letter 5695-E “Description of PG&E’s Safety Requirements Checklist Compliance Efforts for the SB350 Standard Review Projects” describes these compliance efforts in detail.

7 Equipment Standards

This section of the SB 350 template for program reporting is not applicable for the BEV Rate performance report.

8 Costs

8.1 Introduction to Cost and Rate Analysis

At a very high level, PG&E designs rates to recover a certain amount of revenue based on expectations of customers’ usage patterns and other attributes. In theory, rates should recover the full cost of serving customers. The initial rate design for the BEV-1 and BEV-2 rate schedules was developed before any actual data for BEV customers’ usage patterns was available. Therefore, PG&E used the assumed load profiles from the five use cases as well as cost data from other existing rate schedules as proxies for the costs and attributes that might be expected of BEV customers. Particularly, small commercial A1 and A6 customers served as the proxy for BEV-1, and E19S schedule (medium to larger commercial customers) was the proxy for BEV-2.

The BEV rates contain three intentional changes from standard cost-based rate making: (1) they include an artificially high peak period rate, to incentivize customers to avoid charging during that period; (2) they contain no seasonal price differences as it was hypothesized that BEV customers will not change their usage behavior seasonally; and (3) they only collect distribution revenues equal to the 2017 GRC marginal costs estimated in A.18-11-003, as ordered by D.19-10-055.

Since the launch of the BEV rates in May of 2020, PG&E has collected actual usage data for customers who enrolled on the BEV-1 and BEV-2 schedules. As a result, PG&E can now calculate the actual cost of serving BEV customers and benchmark those costs against the A1/A6/E19S costs originally used for rate design. Section 9.2 BEV Cost of Service Analysis below describes the methods for calculating cost of service and discusses the results of benchmark comparisons. The analysis shows that BEV customers generally have much higher distribution costs than were originally estimated but collect higher generation revenues.

Because the generation rates were intentionally not standard cost-based rates, PG&E used the BEV costs to calculate “shadow rates” which more closely reflect actual marginal costs and contain seasonality. The shadow rates can subsequently be benchmarked against the actual rates to determine if the actual rates are over-collecting or under-collecting revenue for distribution and generation costs. Section 9.3

Customer Usage Impact below provides details on the shadow rate analysis and shows that BEV rates generally over-collect generation revenue.

A hypothetical full-cost analysis, as is typically done in a GRC Phase II proceeding, is also presented for the BEV class. It shows that, currently, PG&E is collecting distribution revenues from BEV customers that are far less than their estimated marginal costs and full cost of service. Generation revenues for BEV customers are higher than the full cost of service because customers are using more of the high-priced peak usage than forecasted. This full cost analysis serves as a preview of the rate changes that may be in store for the BEV class in PG&E’s next GRC Phase II.

8.2 BEV Cost of Service Analysis

In designing any rate, PG&E calculates distribution and generation costs on a per-kWh basis for the four cost categories shown in *Figure 8.2-1* below. Specifically, the cost-per-kWh metric is based on “marginal cost revenue” (MCR) per-kWh, where MCR is the product of a unit marginal cost (dollar per unit) times the number of respective units, known as “cost drivers” (*i.e.*, Peak Capacity Allocation Factor (PCAF) kW, kWh, etc.). The MCR-per-kWh metric allows for apples-to-apples comparison of actual costs of BEV customers compared to the costs for the A1/A6 and E19S customers (henceforth referred to as “benchmark” customers) originally used for designing the BEV rates. This report provides the latest BEV costs and metrics based on 2022 historical data. The benchmark costs and metrics remain the same as previous reports, since the current BEV rate, which is based on these benchmarks, has not changed.

Service Components		Cost Driver
Distribution Capacity Cost	Primary	Hourly Circuit-level Peak Capacity Allocation Factor (PCAF) kW
	Secondary	Annual Final Line Transformer (FLT) kW
Generation Cost	Capacity	Hourly System-level PCAF kW
	Energy	Hourly kWh

Figure 8.2-1 MCR Categories and Cost Drivers

The unit marginal costs used in this analysis are based on PG&E’s latest GRC Phase II A.19-11-019²⁶ and are the same for both BEV and benchmark customers. Thus, the comparisons of MCR-per-kWh essentially reflects the cost impact resulting from differences in cost drivers for BEV customers compared to their benchmarks. Overall, PG&E’s analysis shows that BEV customers tend to incur higher overall distribution costs but lower overall generation costs when compared to benchmark customers.

²⁶ <https://docs.cpuc.ca.gov/PublishedDocs/SupDoc/A1911019/2908/344014273.pdf> Chapters 2 and 7 for unit marginal costs; Chapters 3 and 8 for cost drivers.

BEV cost drivers are based on hourly historical customer interval data from 2022. Benchmark cost drivers are based on 2017 historical interval data for distribution costs, and forecasted 2021 data for generation costs, which is consistent with the data used in PG&E’s 2020 GRC Ph. II.

Sections 8.2.1 through 8.2.5 below provide the cost-of-service results and benchmark comparisons for each of the four cost categories.

8.2.1 Final Line Transformer (FLT) Cost of Service

Final line transformer (FLT) kW is a measurement of annual non-coincident demand at the final line transformer. FLT’s are the closest transformer to the customer, and the magnitude of a customer’s non-coincident demand determines how large the transformer needs to be to serve that customer. Therefore, customers with higher FLT kW require larger and more expensive transformers than customers with lower FLT kW. Table 8.3-1 below compares the BEV FLT cost-of-service to its respective benchmarks.²⁷

	BEV1	A1/A6	BEV2	E19S
Average Hourly kWh (Per Customer)	6.19	2.16	104.31	52.7
Average FLT kW (Per Customer)	58.14	7.91	484.79	105.81
Load Factor (Per Customer)	11%	27%	22%	50%
Secondary MCR per kWh (Class)	\$0.00195	\$0.00085	\$0.00118	\$0.00048
New Business MCR per kWh (Class)	\$0.03154	\$0.01366	\$0.01851	\$0.00766

Table 8.3-1 BEV Rate Secondary Distribution Capacity Cost Benchmark Comparison

Table 8.3-1 shows that BEV Customers have much higher FLT kW and lower load factors²⁸ than their benchmarks. Both BEV-1 and BEV-2 customers have FLT kW five to ten times greater than that of their benchmarks, meaning BEV customers generally require much larger, more expensive transformers than A1/A6/E19S customers. Additionally, the very low load factors compared to their benchmarks means the BEV customers have much less average kWh relative to their FLT kW, which means that there is less relative kWh to spread the costs across. As a result, BEV customers had much higher MCR-per-kWh than their benchmarks. The 2022 BEV data is very similar to 2021 data, with slight improvements in load factor for both BEV-1 and BEV-2 customers.

²⁷ Note that PG&E’s GRC includes two cost categories, Secondary and New Business, which are applicable to FLT kW. Table 9-2 shows MCR-per-kWh for both categories. Details on what the cost categories represent can be found in Chapter 7 of PG&E’s GRC Ph. II application cited in the previous footnote.

²⁸ Load factor is the ratio of average hourly kW to annual maximum kW. This metric average “utilization” of a distribution asset, i.e., the percent of available capacity being used on average.

8.2.2 BEV Hourly Load Profiles

Figure 8.2-2 BEV Hourly Load Profiles below presents a normalized load distribution by month and hour, where the percentage value is the total monthly kWh for a particular hour divided by the total kWh for that month. BEV customers exhibit very consistent load profiles across all months. Both rates tend to peak before the 4-9 pm TOU Peak Hours (framed in red) but maintain moderate load during the 4-9 pm period. Additional load data and metrics are provided in the SB 350 Data Excel Report. For the purpose of comparing BEV costs to benchmarks by TOU period in the following sections, the analysis applies the same TOU period definition for BEV customers that are used for benchmark customers²⁹.

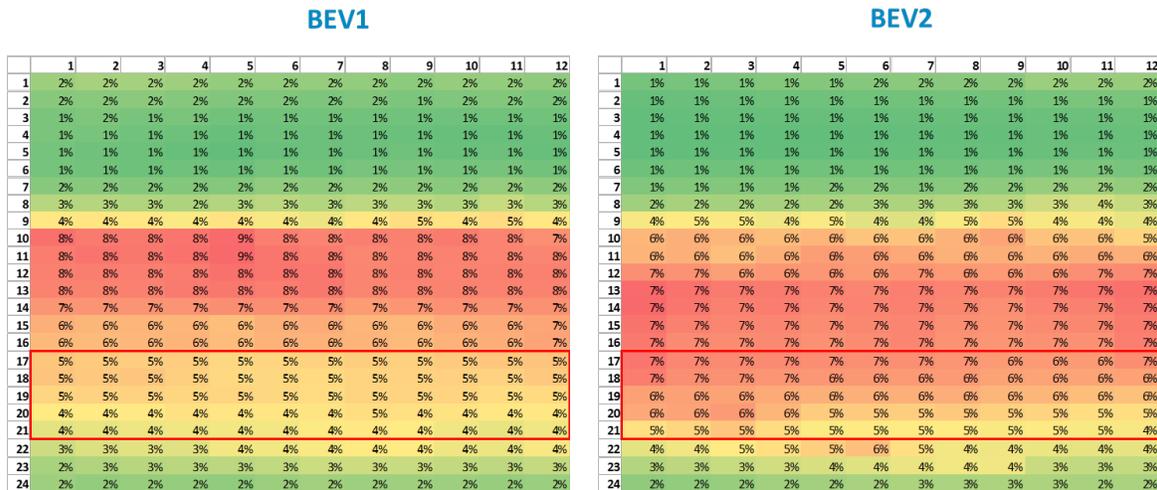


Figure 8.2-2 BEV Hourly Load Profiles

²⁹ The TOU period definition in the actual BEV rate are different from the TOU periods from the benchmark rate schedules.

8.2.3 Distribution Circuit Cost of Service

Distribution circuit costs reflect the cost of sizing a distribution circuit to meet the coincident demand of the customers it serves. The more energy customers demand at one time, the higher the coincident demand, and thus, larger, more expensive circuit equipment is necessary to meet the demand. PG&E calculates PCAF kW, which measures the top 20% of a circuit’s hourly loads and measures each customer’s demand contribution in those hours. Essentially, the higher PCAF kW a customer has, the more they are a contributor to the peak hours which drive cost on a circuit.

Table 8.2-2 below compares BEV and benchmark customers’ total PCAF kW and kWh usage by TOU period, as well as the MCR per kWh for each TOU period. Because there are far fewer BEV customers than benchmark customers, the PCAF kW and kWh values for BEV are much smaller comparatively. However, normalizing PCAF MCR (the PCAF kW times unit marginal capacity cost) on a per-kWh basis accounts for the differences in class sizes and provides an apples-to-apples comparison between the BEV and benchmark classes.

	BEV1	A1/A6	BEV2	E19S
Summer On Peak PCAF kW	1,090	932,161	33,930	1,082,642
Summer On Peak kWh	1,120,059	731,913,183	29,505,070	1,046,615,458
Summer On Peak MCR/kWh	\$ 0.0475	\$ 0.0669	\$ 0.0563	\$ 0.0542
Summer Part Peak PCAF kW	497	423,379	14,420	530,604
Summer Part Peak kWh	925,585	587,627,203	22,817,564	816,163,155
Summer Part Peak MCR/kWh	\$ 0.0265	\$ 0.0347	\$ 0.0309	\$ 0.0309
Summer Off Peak PCAF kW	386	296,199	9,826	471,773
Summer Off Peak kWh	2,827,834	1,801,896,969	49,889,318	2,737,477,642
Summer Off Peak MCR/kWh	\$ 0.0065	\$ 0.0072	\$ 0.00950	\$ 0.0076
Winter On Peak PCAF kW	271	92,271	3,764	129,773
Winter On Peak kWh	2,285,993	1,159,688,968	53,419,574	1,772,037,054
Winter On Peak MCR/kWh	\$ 0.0054	\$ 0.0038	\$ 0.0034	\$ 0.0037
Winter Off Peak PCAF kW	78	87,486	2,170	130,431
Winter Off Peak kWh	6,103,545	3,476,946,475	107,145,962	5,488,321,889
Winter Off Peak MCR/kWh	\$ 0.0006	\$ 0.0011	\$ 0.0009	\$ 0.0011
Winter Super Off Peak PCAF kW	12	20,305	249	33,812
Winter Super Off Peak kWh	1,510,259	511,353,197	21,093,507	714,195,593
Winter Super Off Peak MCR/kWh	\$ 0.0003	\$ 0.0016	\$ 0.0005	\$ 0.0020

Table 8.2-2 BEV Rate Primary Distribution Capacity Cost Benchmark Comparison

The 2022 data shows that BEV-1 MCR-per-kWh decreased slightly across all TOU periods compared to 2021 data. BEV-1 continues to exhibit overall lower MCR-per-kWh in all periods compared to its benchmark, except for the Winter On-Peak period. BEV-2 shows a slight increase in Summer MCR-per-kWh and slight decrease in Winter MCR-per-kWh compared to 2021 data. BEV-2 also shows slightly higher Summer and lower Winter MCR-per-kWh when compared to its benchmark.

8.2.4 Generation Capacity Cost of Service

Generation capacity costs reflect the cost of having enough generation resources available to meet the maximum coincident demand for PG&E’s entire service territory. Like distribution circuit costs, generation capacity costs are measured using PCAF kW, with the difference that coincident demand is measured at the system level, rather than the circuit level. The generation capacity cost comparison is shown in *Table 8.2-1* below.

	BEV1	A1/A6	BEV2	E19S
Summer On Peak PCAF kW	462	278,098	9,400	328,812
Summer On Peak kWh	241,362	250,696,071	6,563,442	279,319,663
Summer On Peak MCR/kWh	\$ 0.1833	\$ 0.1063	\$ 0.1372	\$ 0.1128
Summer Part Peak PCAF kW	15	39,813	402	49,621
Summer Part Peak kWh	172,721	203,847,217	4,725,528	219,117,110
Summer Part Peak MCR/kWh	\$ 0.0085	\$ 0.0187	\$ 0.0081	\$ 0.0217
Summer Off Peak PCAF kW	-	-	-	-
Summer Off Peak kWh	517,416	622,372,540	10,353,826	734,044,265
Summer Off Peak MCR/kWh	\$ -	\$ -	\$ -	\$ -
Winter On Peak PCAF kW	-	53,510	-	64,440
Winter On Peak kWh	504,088	389,551,607	11,024,396	471,010,202
Winter On Peak MCR/kWh	\$ -	\$ 0.0132	\$ -	\$ 0.0131
Winter Off Peak PCAF kW	-	1,191	-	1,551
Winter Off Peak kWh	1,226,528	1,176,202,518	21,911,800	1,464,718,452
Winter Off Peak MCR/kWh	\$ -	\$ 0.0001	\$ -	\$ 0.0001
Winter Super Off Peak PCAF kW	-	-	-	-
Winter Super Off Peak kWh	333,657	174,053,452	4,380,055	190,049,469
Winter Super Off Peak MCR/kWh	\$ -	\$ -	\$ -	\$ -

Table 8.2-3 BEV Rate Generation Capacity Cost Benchmark Comparison

Generation PCAF kW is class-specific customer usage multiplied by system-level PCAF weights. In 2022, BEV customers show a concentration of cost in the Summer On-Peak and Part-Peak periods compared to the previous year. This is due to updated system-level PCAF weights based on 2022 actual system adjusted net load (ANL) compared to the 2021 Forecast ANL (from PG&E’s 2020 GRC) used for benchmark costs and previous BEV cost reporting.³⁰ In particular, the 2022 generation PCAFs allocate 96% of cost to the Summer On-Peak period, whereas the benchmark PCAFs allocate only 77% of cost to the same period. As a result, BEV customers in 2022 show a higher MCR-per-kWh than benchmarks in the Summer On-Peak period and lower MCR-per-kWh in all other periods.

³⁰ Note that PCAF weights for benchmark customers are no updated in this report because the 2020 GRC-based benchmark values still serve as the foundation for current BEV rates.

8.2.5 Generation Energy Cost of Service

Lastly, generation energy cost is essentially the cost of generating energy on an hourly basis. Customers' hourly kWh usage is multiplied by the hourly marginal energy costs (MEC) to determine hourly MCR. The hourly MCR is then aggregated by TOU period and divided by total kWh by TOU period to calculate MCR-per-kWh. Thus, the MCR-per-kWh results shown in *Table 8.2-4* below essentially reflect customers' weighted average hourly energy cost for each TOU period.

	BEV1	A1/A6	BEV2	E19S
Summer On Peak kWh	241,362	250,696,071	6,563,442	279,319,663
Summer On Peak MCR/kWh	\$ 0.0660	\$ 0.0661	\$ 0.0651	\$ 0.0668
Summer Part Peak kWh	172,721	203,847,217	4,725,528	219,117,110
Summer Part Peak MCR/kWh	\$ 0.0474	\$ 0.0483	\$ 0.0459	\$ 0.0496
Summer Off Peak kWh	517,416	622,372,540	10,353,826	734,044,265
Summer Off Peak MCR/kWh	\$ 0.0287	\$ 0.0333	\$ 0.0286	\$ 0.0341
Winter On Peak kWh	504,088	389,551,607	11,024,396	471,010,202
Winter On Peak MCR/kWh	\$ 0.0554	\$ 0.0563	\$ 0.0551	\$ 0.0564
Winter Off Peak kWh	1,226,528	1,176,202,518	21,911,800	1,464,718,452
Winter Off Peak MCR/kWh	\$ 0.0322	\$ 0.0363	\$ 0.0310	\$ 0.0373
Winter Super Off Peak kWh	333,657	174,053,452	4,380,055	190,049,469
Winter Super Off Peak MCR/kWh	\$ 0.0044	\$ 0.0050	\$ 0.0037	\$ 0.0046

Table 8.2-4 BEV Rate Generation Energy Cost Benchmark Comparison

Table 8.2-4 shows that BEV Customers have relatively similar, and in almost all cases lower, generation energy MCR-per-kWh in all periods compared to benchmarks. This means that typically BEV customers' load averages more in the lower-cost hours within a TOU period.

8.3 Customer Usage Impact

8.3.1 Customer Usage Patterns

Prior to rolling out the BEV rate, customer use patterns were forecasted based on assumed load patterns for the five different use cases in the CEV rate application, A.18-11-003. The BEV rate was created with an intentionally high peak rate in order to actively discourage peak usage and generate as low of an off-peak rate as possible. However, upon reviewing data from the first two years of rate availability, PG&E determined that actual customers are using more peak energy than expected, even though the peak rate is set artificially high (see *Table 8.3-1*). The amount of peak usage in 2022 was lower than 2021, but is still higher than the initial forecasts when rates were designed. As majority of

the customers on BEV rate are DCFC sites who offer public charging, there is not much flexibility in charging patterns due to inelastic demand.

TOU Period	TOU Consumption		
	Forecasted	Actual 2021	Actual 2022
BEV-1			
On Peak	15%	29%	23%
Off Peak	40%	38%	38%
Super Off Peak	45%	33%	39%
BEV-2			
On Peak	20%	33%	29%
Off Peak	55%	34%	39%
Super Off Peak	25%	33%	32%

Table 8.3-1 BEV Rate Customer Usage Patterns

8.3.2 Customer TOU Usage Patterns

PG&E assumed in A.18-11-003 that BEV load usage would be constant month-to-month rather than seasonal. The 2022 data shows that the average usage per customer is varying a bit over time, with a general trend of increased usage. However, most of this variation appears to be due to new, larger customers joining the rate rather than any kind of seasonal behavior. TOU usage doesn't show any traditional seasonal behavior, but shows the steady decrease of peak usage, as confirmed in *Figure 8.3-1* below.

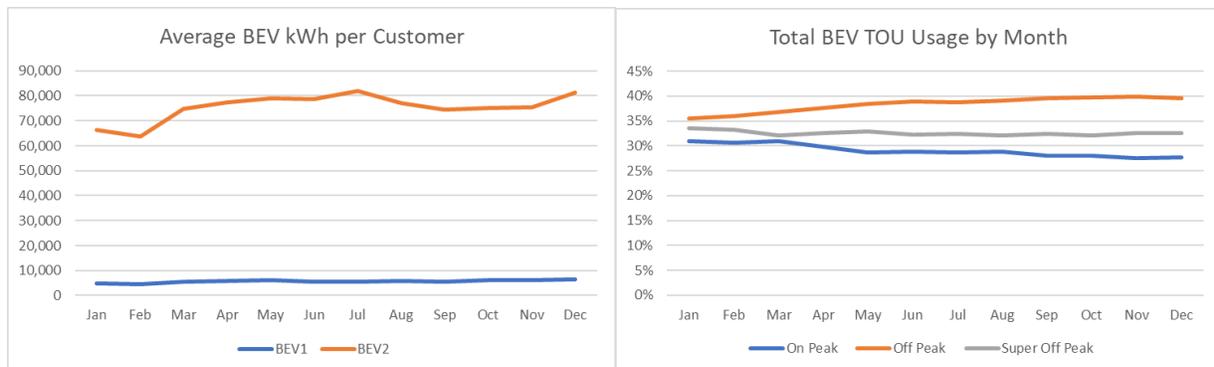


Figure 8.3-1 Seasonal and Monthly Variability of BEV Rate

8.3.3 Shadow Rates

As noted previously, the BEV generation rate was intentionally designed with a very high peak rate to encourage load shifting to off-peak and super off-peak hours. PG&E and other parties had some concerns with this approach because BEV customers might shift most of their usage to the off-peak period and cause a revenue undercollection. Therefore, this report compares actual revenues to a “shadow rate” that is more cost-based³¹ and includes seasonality to determine if there is indeed undercollection. The analysis was conducted using data from both new EV customers and existing EV customers that switched from another rate schedule. The results show that the initial concern about undercollecting is not being realized, as customers are not avoiding the peak period as much as anticipated. *Table 8.3-2* below compares the actual and shadow rates, as well as the revenues that would be collected from each. It shows that the current BEV generation rates collect 12% - 18% more revenue than would be collected from the cost-based shadow rates. This is slightly smaller than 2021 values, due to the reduction in peak usage.

BEV1	BEV Gen Rate					Shadow Rate			14%	18%
	Existing kWh	New kWh	Rate	Existing Revenue	New Revenue	GRC Rate	Existing Revenue	New Revenue		
Summer On	107,175	133,697	0.25411	\$27,234	\$33,974	0.14982	\$16,057	\$20,031		
Summer Off	152,277	198,949	0.07155	\$10,895	\$14,235	0.10226	\$15,571	\$20,344		
Summer Super	185,758	150,925	0.04615	\$8,573	\$6,965	0.07603	\$14,123	\$11,475		
Winter On	209,836	293,178	0.25411	\$53,321	\$74,499	0.11109	\$23,312	\$32,570		
Winter Off	323,430	427,371	0.07155	\$23,141	\$30,578	0.08667	\$28,032	\$37,041		
Winter Super	404,061	401,119	0.04615	\$18,647	\$18,512	0.06132	\$24,777	\$24,596		
				\$141,813	\$178,763		\$121,872	\$146,057		

BEV2	BEV Gen Rate					Shadow Rate			12%	16%
	Existing kWh	New kWh	Rate	Existing Revenue	New Revenue	GRC Rate	Existing Revenue	New Revenue		
Summer On	2,328,749	4,234,693	0.27180	\$632,954	\$1,150,989	0.15745	\$366,659	\$666,748		
Summer Off	3,118,272	4,907,805	0.06844	\$213,415	\$335,890	0.10832	\$337,775	\$531,620		
Summer Super	2,807,585	4,245,693	0.04304	\$120,838	\$182,735	0.08628	\$242,239	\$366,320		
Winter On	4,094,227	6,930,169	0.27180	\$1,112,811	\$1,883,620	0.12115	\$496,022	\$839,600		
Winter Off	5,654,878	8,241,711	0.06844	\$387,020	\$564,063	0.09673	\$546,995	\$797,219		
Winter Super	5,173,474	7,221,791	0.04304	\$222,666	\$310,826	0.07138	\$369,264	\$515,465		
				\$2,689,704	\$4,428,123		\$2,358,954	\$3,716,972		

Table 8.3-2 Shadow Rates

³¹ The shadow rate was designed prior to the availability of actual profile data for BEV customers and therefore reflects certain assumptions about BEV customers’ usage within each period, but this should have minimal impact on the final results and does not change the final conclusion.

8.3.4 Marginal Costs and Collected Revenue

PG&E performed an analysis that compares actual revenues collected with marginal costs and full cost revenues. Full cost revenues are higher than marginal cost revenues because they include fixed costs and PG&E’s return on equity. PG&E’s analysis of BEV costs and revenues shows that distribution rates should be increased to recover the currently estimated cost-of-service. Conversely, the analysis also revealed that BEV customers are likely overpaying for generation costs.

- **Distribution Costs:** As ordered in D.19-10-055, current BEV revenues can only collect the 2017 GRC marginal costs that were estimated using other rate classes (see *8.1 Introduction to Cost and Rate Analysis*). However, these updated marginal cost estimates are over 85% higher than the 2017 estimates. Because full cost revenues are even higher than marginal costs, distribution revenues would need to almost triple in order to align with other classes in order to collect full cost revenues. This is the type of increase that may be expected in PG&E’s 2023 GRC Phase II.
- **Generation Costs:** PG&E found that BEV customers are using more peak energy than anticipated. Because of the artificially high peak energy rate, this means that BEV bundled customers are paying more than their generation cost of service. Generation rate design for BEV customers will be revisited in PG&E’s next GRC, where any potential changes will be considered.

Table 8.3-3 below illustrates these revenues.

	Distribution			Generation		
	BEV1	BEV2	Total	BEV1	BEV2	Total
Revenue Collected	\$428,000	\$5,797,837	\$6,225,838	\$435,168	\$9,474,420	\$9,909,588
Marginal Cost Revenue	\$774,809	\$10,785,726	\$11,560,535	\$330,034	\$6,874,690	\$7,204,724
Full Cost Revenue	\$1,158,406	\$16,125,587	\$17,283,993	\$393,829	\$8,203,555	\$8,597,384

Table 8.3-3 Actual, Marginal, and Full Cost Revenues

8.3.5 Hypothetical Revenue Allocation

If the BEV rate class were included in the full cost of service analysis that was done for the 2020 GRC, Table 8.3-4 below shows the approximate results.³² This is intended as a preview of the types of rate impacts that BEV customers may expect in PG&E’s 2023 GRC Phase II. As described above, moving to full cost of service would result in a large distribution rate increase, but that would be offset by a generation decrease. Please note that the average rate impacts shown below for Direct Access (DA)/Community Choice Aggregation (CCA) customers only reflects the PG&E portion of their bill. Since moving to full cost involves lowering the BEV generation revenue, that change is not reflected on the PG&E portion of the bill for CCA customers. However, if CCAs mirror PG&E’s generation reductions, DA/CCA customers would likely see total bill impacts similar to bundled customers.

³² See A.19-11-019, Exhibit PG&E-3, Chapters 1 and 2 for more detail on the GRC cost of service study.

Bundled Customers				DA/CCA Customers		
	Revenue at May 1, 2020	Revenue at Full Cost	Class Average Percent Change in Revenues	Revenue at May 1, 2020	Revenue at Full Cost	Class Average Percent Change in Revenues
Rate Class	Rates (\$000)	Rates (\$000)		Rates (\$000)	Rates (\$000)	
Residential	\$3,180,968	\$3,185,672	0.1%	\$2,408,180	\$2,340,778	-2.8%
Small	\$836,190	\$912,255	9.1%	\$861,186	\$995,629	15.6%
Medium	\$734,649	\$685,047	-6.8%	\$787,175	\$785,673	-0.2%
E-19	\$876,221	\$820,868	-6.3%	\$1,092,059	\$1,037,115	-5.0%
Streetlights	\$27,276	\$29,137	6.8%	\$26,097	\$23,849	-8.6%
Standby	\$82,651	\$80,322	-2.8%	\$7,792	\$7,376	-5.3%
Agriculture	\$1,156,635	\$1,271,551	9.9%	\$166,287	\$179,957	8.2%
E-20 T	\$375,754	\$379,351	1.0%	\$189,872	\$192,013	1.1%
E-20 P	\$480,845	\$458,610	-4.6%	\$400,831	\$378,857	-5.5%
E-20 S	\$212,496	\$193,012	-9.2%	\$140,952	\$126,994	-9.9%
BEV	\$14,750	\$15,727	6.6%	\$18,475	\$27,244	47.5%
System	\$7,978,435	\$8,031,552	0.7%	\$6,098,908	\$6,095,486	-0.1%

Table 8.3-4 Hypothetical GRC Revenue Allocation

Assumptions:

- *Uses PG&E's proposed marginal costs from the 2020 GRC Phase II*
- *Assumes current BEV population is steady for an entire year*
- *Assumes the BEV class has no impact to full cost revenues of other classes*
- *Marginal cost revenues for the BEV class were not as rigorously developed as those for other classes*

9 Load Management and Grid Integration

Load management is covered in section *Customer Usage Impact 8.3*.

10 Lessons Learned

In 2022, PG&E collected stakeholder and customer feedback to help inform the BEV tariff update. On December 30, 2022, PG&E submitted Advice Letter 6806-E³³ with the *Revisions to PG&E's Business Electric Vehicle (BEV) Rate Schedule*. No protests were submitted by deadline and resolution is pending.

Notable BEV tariff changes include:

1. **Defaulting BEV customers to Calendar Billing:** Customers on BEV rate are encouraged to actively manage their subscription levels to avoid paying overage fees. Based on customer feedback, the subscription level management is challenging, and many customers have requested calendar billing to simplify the process. Therefore, defaulting all new BEV customers to calendar billing allows for simpler subscription management process for both the customer and PG&E.
2. **Incidental Load Definition Update:** Due to growing demand for the EV infrastructure, some EV charging infrastructure providers are planning to introduce large sites with a potential to exceed the existing incidental load limit for safe operation of the site (such as parking lights). The impact of not addressing the explicit incidental load limit poses risk of (1) potential safety and reliability concerns due to limited lighting, lack of fire abatement systems, and maintenance tools for new sites, or (2) introduces additional customer costs to include these loads on another service. PG&E collected stakeholder and customer feedback to help inform the updated definition of the incidental load. The updated definition removes the explicit load limit to account for site scalability and takes in account the dynamic marketplace of the EV charging infrastructure developments, subject to reasonableness and the spirit of the tariff.
3. **Integral Load Definitions:** To provide clarity on what load is eligible for BEV rate, PG&E introduced the concept of the “Integral Load” to differentiate from the incidental load. This definition explicitly states that the Battery Energy Storage Systems (BESS) paired with EV charging infrastructure are eligible for BEV rate, as directed by the Decision³⁴.

11 EV Adoption and Environmental Benefits

This section of the SB 350 template for program reporting is not applicable for the BEV Rate performance report.

³³ https://www.pge.com/tariffs/assets/pdf/adviceletter/ELEC_6806-E.pdf

³⁴ D. 19-10-055, p. 37

Attachment 2

Data Report

Attachment 2 Notes:

Per D.19-10-055 ordering paragraph (OP)16[1], PG&E is required to submit an annual, information-only, Tier 1 Advice Letter containing a report on BEV rate performance leveraging SB 350 template[2]. SB 350 reporting template was designed for program reporting, where some elements do not apply to BEV rate performance reporting. The PG&E adopted the template without making any changes to the format and simply omitted data that don't apply to BEV rate performance reporting for consistency with other SB 350 reporting efforts. The following clarifications flag any potential data labeling issues associated with load data reporting in this attachment.

- **Utility Program** (Column B) is adopted to break data by Rates (i.e., BEV1 vs. BEV2), or by Use Case (DCFC, MFH, and WORKPLACE). Load Data for the FLEET and TRANSIT use cases was omitted due small sample size to protect customer data privacy.

- **Count of EVSE energized** (Column G) data is not available. Unlike with other Transportation Electrification programs, PG&E does not collect individual EV charger information for customers who enroll on a BEV rate.

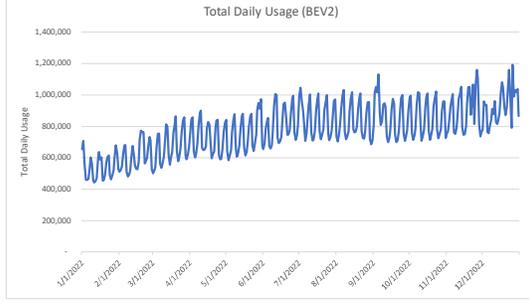
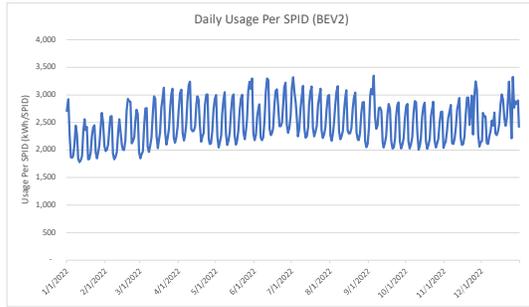
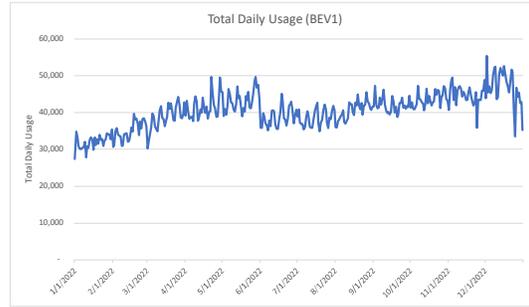
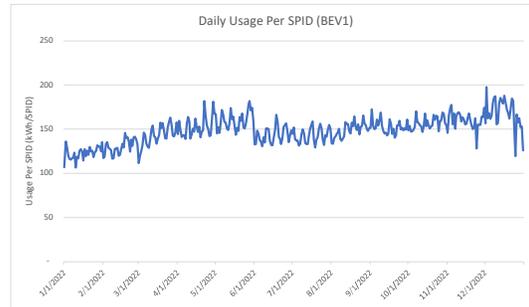
- **Count of Sites using utility meter data** (Column H) is adopted from SB 350 template to reflect the number of EV Service Point IDs (SPID), which are the points at which energy is metered by PG&E. The count reflects all SPIDs that were active at any point during calendar year 2022. SPID is a more granular definition of customer site than the Service Agreement ID (SAID), as there could be multiple SPIDs associated with a single SAID. There might be multiple EVSEs associated with a single SPID. The narrative portion of the report uses SAID definition of the customer site as it is tied to a single customer address.

- **Count of Sites using third party meter data** (Column I) PG&E does not have information available about third-party metering for customers on BEV rate.

[1] DECISION APPROVING APPLICATION FOR PACIFIC GAS AND ELECTRIC COMPANY'S COMMERCIAL ELECTRIC VEHICLE RATES
<https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M318/K552/318552527.PDF> Chapter 7, page 61.

[2] <https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/infrastructure/transportation-electrification/transportation-electrification-activities-pursuant-to-senate-bill-350>

Reporting Date	Utility Program	Market sectors covered	Usage Date	Usage Month	kWh Consumed	Number of SPIDs	kWh Per SPID
2023-04-01	BEV1	All	1/1/2022	1	27,368	256	107
2023-04-01	BEV1	All	1/2/2022	1	34,813	256	136
2023-04-01	BEV1	All	1/3/2022	1	33,065	256	129
2023-04-01	BEV1	All	1/4/2022	1	30,794	258	119
2023-04-01	BEV1	All	1/5/2022	1	30,079	259	116
2023-04-01	BEV1	All	1/6/2022	1	30,046	260	116
2023-04-01	BEV1	All	1/7/2022	1	30,353	260	117
2023-04-01	BEV1	All	1/8/2022	1	30,550	260	117
2023-04-01	BEV1	All	1/9/2022	1	32,035	260	123
2023-04-01	BEV1	All	1/10/2022	1	27,742	260	107
2023-04-01	BEV1	All	1/11/2022	1	30,822	260	119
2023-04-01	BEV1	All	1/12/2022	1	30,352	260	117
2023-04-01	BEV1	All	1/13/2022	1	32,531	260	125
2023-04-01	BEV1	All	1/14/2022	1	33,205	261	127
2023-04-01	BEV1	All	1/15/2022	1	32,588	261	125
2023-04-01	BEV1	All	1/16/2022	1	29,869	261	114
2023-04-01	BEV1	All	1/17/2022	1	33,197	261	127
2023-04-01	BEV1	All	1/18/2022	1	31,134	261	119
2023-04-01	BEV1	All	1/19/2022	1	32,716	261	125
2023-04-01	BEV1	All	1/20/2022	1	31,506	261	121
2023-04-01	BEV1	All	1/21/2022	1	33,899	261	130
2023-04-01	BEV1	All	1/22/2022	1	32,561	261	125
2023-04-01	BEV1	All	1/23/2022	1	32,776	261	126
2023-04-01	BEV1	All	1/24/2022	1	30,853	261	118
2023-04-01	BEV1	All	1/25/2022	1	32,305	261	124
2023-04-01	BEV1	All	1/26/2022	1	32,653	261	125
2023-04-01	BEV1	All	1/27/2022	1	34,368	261	132
2023-04-01	BEV1	All	1/28/2022	1	33,979	261	130
2023-04-01	BEV1	All	1/29/2022	1	33,984	261	130
2023-04-01	BEV1	All	1/30/2022	1	32,707	262	125
2023-04-01	BEV1	All	1/31/2022	1	35,397	262	135
2023-04-01	BEV1	All	2/1/2022	2	30,639	261	117
2023-04-01	BEV1	All	2/2/2022	2	31,176	262	119
2023-04-01	BEV1	All	2/3/2022	2	35,043	263	133
2023-04-01	BEV1	All	2/4/2022	2	35,735	264	135
2023-04-01	BEV1	All	2/5/2022	2	34,902	264	129
2023-04-01	BEV1	All	2/6/2022	2	33,671	264	128
2023-04-01	BEV1	All	2/7/2022	2	33,465	265	126
2023-04-01	BEV1	All	2/8/2022	2	30,875	265	117
2023-04-01	BEV1	All	2/9/2022	2	30,972	265	117
2023-04-01	BEV1	All	2/10/2022	2	34,114	267	128
2023-04-01	BEV1	All	2/11/2022	2	34,172	267	128
2023-04-01	BEV1	All	2/12/2022	2	34,338	267	129
2023-04-01	BEV1	All	2/13/2022	2	31,974	267	120
2023-04-01	BEV1	All	2/14/2022	2	32,272	267	121
2023-04-01	BEV1	All	2/15/2022	2	34,136	268	127
2023-04-01	BEV1	All	2/16/2022	2	35,892	269	133
2023-04-01	BEV1	All	2/17/2022	2	34,779	269	129
2023-04-01	BEV1	All	2/18/2022	2	39,584	272	146
2023-04-01	BEV1	All	2/19/2022	2	38,087	272	140
2023-04-01	BEV1	All	2/20/2022	2	38,337	272	141
2023-04-01	BEV1	All	2/21/2022	2	36,920	272	136
2023-04-01	BEV1	All	2/22/2022	2	33,809	272	124
2023-04-01	BEV1	All	2/23/2022	2	37,573	272	138
2023-04-01	BEV1	All	2/24/2022	2	35,655	272	131
2023-04-01	BEV1	All	2/25/2022	2	38,236	272	141
2023-04-01	BEV1	All	2/26/2022	2	38,416	272	141
2023-04-01	BEV1	All	2/27/2022	2	37,630	272	138
2023-04-01	BEV1	All	2/28/2022	2	36,209	273	133
2023-04-01	BEV1	All	3/1/2022	3	30,185	271	111
2023-04-01	BEV1	All	3/2/2022	3	33,465	271	120
2023-04-01	BEV1	All	3/3/2022	3	33,887	271	125
2023-04-01	BEV1	All	3/4/2022	3	35,940	272	132
2023-04-01	BEV1	All	3/5/2022	3	39,692	272	146
2023-04-01	BEV1	All	3/6/2022	3	38,998	272	143
2023-04-01	BEV1	All	3/7/2022	3	36,254	272	133
2023-04-01	BEV1	All	3/8/2022	3	35,429	272	130
2023-04-01	BEV1	All	3/9/2022	3	34,848	271	129
2023-04-01	BEV1	All	3/10/2022	3	37,456	271	138
2023-04-01	BEV1	All	3/11/2022	3	40,529	271	150
2023-04-01	BEV1	All	3/12/2022	3	41,729	271	154
2023-04-01	BEV1	All	3/13/2022	3	38,471	271	142
2023-04-01	BEV1	All	3/14/2022	3	38,162	271	141
2023-04-01	BEV1	All	3/15/2022	3	36,212	271	134
2023-04-01	BEV1	All	3/16/2022	3	37,768	271	139
2023-04-01	BEV1	All	3/17/2022	3	38,786	271	143
2023-04-01	BEV1	All	3/18/2022	3	42,651	271	157
2023-04-01	BEV1	All	3/19/2022	3	40,936	271	151
2023-04-01	BEV1	All	3/20/2022	3	42,493	271	157
2023-04-01	BEV1	All	3/21/2022	3	40,373	271	149
2023-04-01	BEV1	All	3/22/2022	3	37,929	272	139
2023-04-01	BEV1	All	3/23/2022	3	37,746	271	139
2023-04-01	BEV1	All	3/24/2022	3	41,146	271	152
2023-04-01	BEV1	All	3/25/2022	3	42,818	271	158
2023-04-01	BEV1	All	3/26/2022	3	44,170	271	163
2023-04-01	BEV1	All	3/27/2022	3	43,101	271	155
2023-04-01	BEV1	All	3/28/2022	3	38,569	271	142
2023-04-01	BEV1	All	3/29/2022	3	38,422	271	142
2023-04-01	BEV1	All	3/30/2022	3	39,596	271	146
2023-04-01	BEV1	All	3/31/2022	3	42,698	271	158
2023-04-01	BEV1	All	4/1/2022	4	39,083	271	144
2023-04-01	BEV1	All	4/2/2022	4	43,157	271	159
2023-04-01	BEV1	All	4/3/2022	4	40,324	271	149
2023-04-01	BEV1	All	4/4/2022	4	38,223	271	141
2023-04-01	BEV1	All	4/5/2022	4	38,775	271	143
2023-04-01	BEV1	All	4/6/2022	4	38,746	271	143
2023-04-01	BEV1	All	4/7/2022	4	37,654	271	139
2023-04-01	BEV1	All	4/8/2022	4	42,299	271	156
2023-04-01	BEV1	All	4/9/2022	4	44,388	271	164
2023-04-01	BEV1	All	4/10/2022	4	42,995	271	159
2023-04-01	BEV1	All	4/11/2022	4	37,729	271	139
2023-04-01	BEV1	All	4/12/2022	4	38,941	271	144
2023-04-01	BEV1	All	4/13/2022	4	40,869	272	150
2023-04-01	BEV1	All	4/14/2022	4	39,977	272	147
2023-04-01	BEV1	All	4/15/2022	4	44,038	272	162
2023-04-01	BEV1	All	4/16/2022	4	41,500	272	153
2023-04-01	BEV1	All	4/17/2022	4	39,905	272	147
2023-04-01	BEV1	All	4/18/2022	4	41,612	272	153
2023-04-01	BEV1	All	4/19/2022	4	38,282	272	141
2023-04-01	BEV1	All	4/20/2022	4	40,008	272	147
2023-04-01	BEV1	All	4/21/2022	4	40,435	272	149
2023-04-01	BEV1	All	4/22/2022	4	49,648	273	182
2023-04-01	BEV1	All	4/23/2022	4	45,193	273	166
2023-04-01	BEV1	All	4/24/2022	4	42,052	273	154
2023-04-01	BEV1	All	4/25/2022	4	41,029	273	150
2023-04-01	BEV1	All	4/26/2022	4	38,757	273	142
2023-04-01	BEV1	All	4/27/2022	4	38,966	273	143
2023-04-01	BEV1	All	4/28/2022	4	44,071	273	161
2023-04-01	BEV1	All	4/29/2022	4	49,453	273	181
2023-04-01	BEV1	All	4/30/2022	4	45,693	273	167
2023-04-01	BEV1	All	5/1/2022	5	45,530	273	167
2023-04-01	BEV1	All	5/2/2022	5	39,013	269	145
2023-04-01	BEV1	All	5/3/2022	5	40,916	269	152
2023-04-01	BEV1	All	5/4/2022	5	39,330	270	146
2023-04-01	BEV1	All	5/5/2022	5	41,963	270	155
2023-04-01	BEV1	All	5/6/2022	5	46,357	270	172
2023-04-01	BEV1	All	5/7/2022	5	45,036	270	167



2023-04-01	BEV1	All	5/8/2022	5	42,694	270	158
2023-04-01	BEV1	All	5/9/2022	5	42,482	270	157
2023-04-01	BEV1	All	5/10/2022	5	40,714	270	151
2023-04-01	BEV1	All	5/11/2022	5	40,188	270	149
2023-04-01	BEV1	All	5/12/2022	5	42,274	271	156
2023-04-01	BEV1	All	5/13/2022	5	47,060	271	174
2023-04-01	BEV1	All	5/14/2022	5	43,839	272	161
2023-04-01	BEV1	All	5/15/2022	5	44,457	271	164
2023-04-01	BEV1	All	5/16/2022	5	41,671	271	154
2023-04-01	BEV1	All	5/17/2022	5	38,905	271	144
2023-04-01	BEV1	All	5/18/2022	5	41,198	272	151
2023-04-01	BEV1	All	5/19/2022	5	40,209	272	148
2023-04-01	BEV1	All	5/20/2022	5	44,484	272	164
2023-04-01	BEV1	All	5/21/2022	5	43,375	272	159
2023-04-01	BEV1	All	5/22/2022	5	45,570	272	168
2023-04-01	BEV1	All	5/23/2022	5	41,333	272	152
2023-04-01	BEV1	All	5/24/2022	5	41,102	273	151
2023-04-01	BEV1	All	5/25/2022	5	42,873	273	157
2023-04-01	BEV1	All	5/26/2022	5	45,442	273	166
2023-04-01	BEV1	All	5/27/2022	5	48,585	273	178
2023-04-01	BEV1	All	5/28/2022	5	49,609	273	182
2023-04-01	BEV1	All	5/29/2022	5	46,710	273	171
2023-04-01	BEV1	All	5/30/2022	5	47,511	273	174
2023-04-01	BEV1	All	5/31/2022	5	43,672	274	159
2023-04-01	BEV1	All	6/1/2022	6	35,823	270	133
2023-04-01	BEV1	All	6/2/2022	6	35,783	269	133
2023-04-01	BEV1	All	6/3/2022	6	39,828	269	148
2023-04-01	BEV1	All	6/4/2022	6	39,002	269	145
2023-04-01	BEV1	All	6/5/2022	6	37,065	269	138
2023-04-01	BEV1	All	6/6/2022	6	36,484	269	136
2023-04-01	BEV1	All	6/7/2022	6	35,111	269	131
2023-04-01	BEV1	All	6/8/2022	6	37,810	269	141
2023-04-01	BEV1	All	6/9/2022	6	36,279	269	135
2023-04-01	BEV1	All	6/10/2022	6	40,521	269	151
2023-04-01	BEV1	All	6/11/2022	6	40,566	269	151
2023-04-01	BEV1	All	6/12/2022	6	40,314	269	150
2023-04-01	BEV1	All	6/13/2022	6	36,702	269	136
2023-04-01	BEV1	All	6/14/2022	6	35,538	269	132
2023-04-01	BEV1	All	6/15/2022	6	35,454	269	132
2023-04-01	BEV1	All	6/16/2022	6	38,030	271	140
2023-04-01	BEV1	All	6/17/2022	6	40,235	271	148
2023-04-01	BEV1	All	6/18/2022	6	45,029	271	166
2023-04-01	BEV1	All	6/19/2022	6	43,178	272	159
2023-04-01	BEV1	All	6/20/2022	6	38,391	272	141
2023-04-01	BEV1	All	6/21/2022	6	38,102	273	140
2023-04-01	BEV1	All	6/22/2022	6	36,431	274	133
2023-04-01	BEV1	All	6/23/2022	6	38,109	274	139
2023-04-01	BEV1	All	6/24/2022	6	41,799	274	153
2023-04-01	BEV1	All	6/25/2022	6	42,328	274	154
2023-04-01	BEV1	All	6/26/2022	6	42,922	274	157
2023-04-01	BEV1	All	6/27/2022	6	40,418	274	148
2023-04-01	BEV1	All	6/28/2022	6	37,042	274	135
2023-04-01	BEV1	All	6/29/2022	6	39,165	274	143
2023-04-01	BEV1	All	6/30/2022	6	40,721	274	149
2023-04-01	BEV1	All	7/1/2022	7	38,868	269	144
2023-04-01	BEV1	All	7/2/2022	7	40,853	269	152
2023-04-01	BEV1	All	7/3/2022	7	37,277	269	139
2023-04-01	BEV1	All	7/4/2022	7	36,883	269	137
2023-04-01	BEV1	All	7/5/2022	7	36,841	269	137
2023-04-01	BEV1	All	7/6/2022	7	35,359	269	131
2023-04-01	BEV1	All	7/7/2022	7	35,935	269	134
2023-04-01	BEV1	All	7/8/2022	7	38,711	269	144
2023-04-01	BEV1	All	7/9/2022	7	40,299	269	150
2023-04-01	BEV1	All	7/10/2022	7	39,107	269	145
2023-04-01	BEV1	All	7/11/2022	7	36,136	269	134
2023-04-01	BEV1	All	7/12/2022	7	35,795	269	133
2023-04-01	BEV1	All	7/13/2022	7	35,815	269	133
2023-04-01	BEV1	All	7/14/2022	7	38,170	269	142
2023-04-01	BEV1	All	7/15/2022	7	40,320	269	150
2023-04-01	BEV1	All	7/16/2022	7	41,619	269	155
2023-04-01	BEV1	All	7/17/2022	7	42,633	269	158
2023-04-01	BEV1	All	7/18/2022	7	37,197	270	138
2023-04-01	BEV1	All	7/19/2022	7	34,867	270	129
2023-04-01	BEV1	All	7/20/2022	7	37,227	270	138
2023-04-01	BEV1	All	7/21/2022	7	38,053	270	141
2023-04-01	BEV1	All	7/22/2022	7	40,692	270	151
2023-04-01	BEV1	All	7/23/2022	7	42,162	270	156
2023-04-01	BEV1	All	7/24/2022	7	40,834	270	151
2023-04-01	BEV1	All	7/25/2022	7	37,288	270	138
2023-04-01	BEV1	All	7/26/2022	7	35,691	270	132
2023-04-01	BEV1	All	7/27/2022	7	38,612	270	143
2023-04-01	BEV1	All	7/28/2022	7	38,149	270	141
2023-04-01	BEV1	All	7/29/2022	7	40,357	270	149
2023-04-01	BEV1	All	7/30/2022	7	41,749	270	155
2023-04-01	BEV1	All	7/31/2022	7	40,555	269	151
2023-04-01	BEV1	All	8/1/2022	8	36,028	269	134
2023-04-01	BEV1	All	8/2/2022	8	35,908	269	133
2023-04-01	BEV1	All	8/3/2022	8	37,599	269	140
2023-04-01	BEV1	All	8/4/2022	8	38,120	269	142
2023-04-01	BEV1	All	8/5/2022	8	38,909	269	145
2023-04-01	BEV1	All	8/6/2022	8	39,417	270	146
2023-04-01	BEV1	All	8/7/2022	8	40,609	270	150
2023-04-01	BEV1	All	8/8/2022	8	37,457	270	139
2023-04-01	BEV1	All	8/9/2022	8	36,922	270	137
2023-04-01	BEV1	All	8/10/2022	8	37,622	270	139
2023-04-01	BEV1	All	8/11/2022	8	38,423	271	142
2023-04-01	BEV1	All	8/12/2022	8	42,755	271	158
2023-04-01	BEV1	All	8/13/2022	8	42,210	271	156
2023-04-01	BEV1	All	8/14/2022	8	42,200	271	156
2023-04-01	BEV1	All	8/15/2022	8	40,098	271	148
2023-04-01	BEV1	All	8/16/2022	8	39,282	271	145
2023-04-01	BEV1	All	8/17/2022	8	42,599	271	157
2023-04-01	BEV1	All	8/18/2022	8	41,846	273	153
2023-04-01	BEV1	All	8/19/2022	8	44,900	273	164
2023-04-01	BEV1	All	8/20/2022	8	41,847	274	153
2023-04-01	BEV1	All	8/21/2022	8	40,812	274	149
2023-04-01	BEV1	All	8/22/2022	8	42,536	274	155
2023-04-01	BEV1	All	8/23/2022	8	39,400	274	144
2023-04-01	BEV1	All	8/24/2022	8	41,840	274	153
2023-04-01	BEV1	All	8/25/2022	8	42,022	274	153
2023-04-01	BEV1	All	8/26/2022	8	45,488	275	165
2023-04-01	BEV1	All	8/27/2022	8	43,005	275	156
2023-04-01	BEV1	All	8/28/2022	8	42,444	275	154
2023-04-01	BEV1	All	8/29/2022	8	41,110	275	149
2023-04-01	BEV1	All	8/30/2022	8	40,672	275	148
2023-04-01	BEV1	All	8/31/2022	8	41,546	275	151
2023-04-01	BEV1	All	9/1/2022	9	41,640	275	151
2023-04-01	BEV1	All	9/2/2022	9	47,225	274	172
2023-04-01	BEV1	All	9/3/2022	9	42,068	274	154
2023-04-01	BEV1	All	9/4/2022	9	41,088	274	150
2023-04-01	BEV1	All	9/5/2022	9	41,332	274	151
2023-04-01	BEV1	All	9/6/2022	9	44,065	274	161
2023-04-01	BEV1	All	9/7/2022	9	42,163	274	154
2023-04-01	BEV1	All	9/8/2022	9	43,675	274	159
2023-04-01	BEV1	All	9/9/2022	9	46,206	274	169
2023-04-01	BEV1	All	9/10/2022	9	42,119	274	154
2023-04-01	BEV1	All	9/11/2022	9	40,469	274	148
2023-04-01	BEV1	All	9/12/2022	9	39,770	274	145
2023-04-01	BEV1	All	9/13/2022	9	40,153	275	146

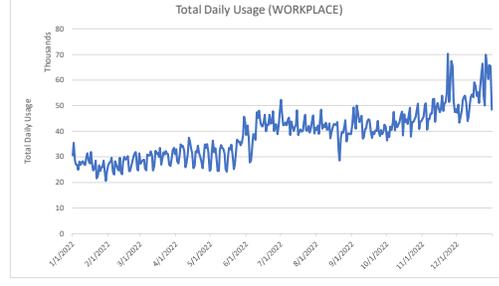
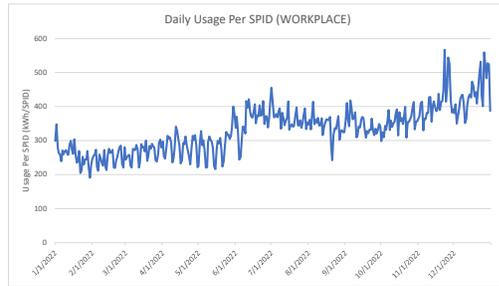
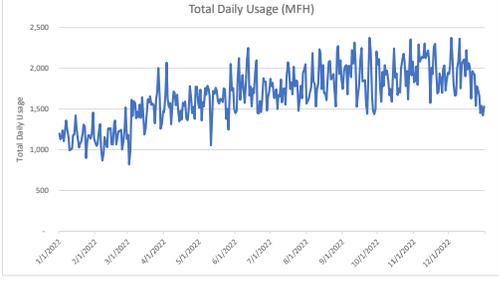
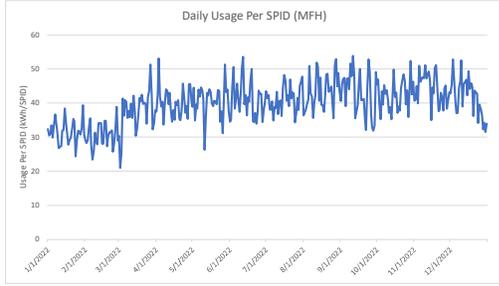
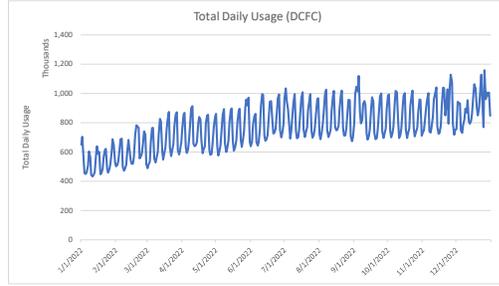
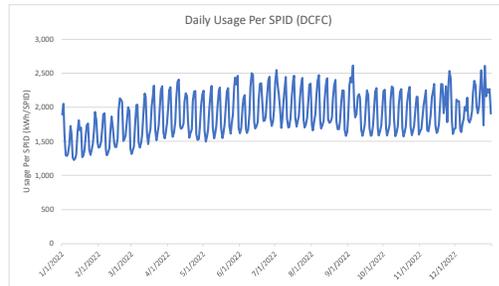
2023-04-01	BEV1	All	9/14/2022	9	39,461	276	143
2023-04-01	BEV1	All	9/15/2022	9	40,154	276	145
2023-04-01	BEV1	All	9/16/2022	9	44,480	276	161
2023-04-01	BEV1	All	9/17/2022	9	43,103	276	156
2023-04-01	BEV1	All	9/18/2022	9	39,926	276	145
2023-04-01	BEV1	All	9/19/2022	9	41,490	276	150
2023-04-01	BEV1	All	9/20/2022	9	38,725	276	140
2023-04-01	BEV1	All	9/21/2022	9	39,459	276	143
2023-04-01	BEV1	All	9/22/2022	9	42,534	276	154
2023-04-01	BEV1	All	9/23/2022	9	42,537	276	154
2023-04-01	BEV1	All	9/24/2022	9	44,013	276	159
2023-04-01	BEV1	All	9/25/2022	9	41,286	276	150
2023-04-01	BEV1	All	9/26/2022	9	41,845	276	152
2023-04-01	BEV1	All	9/27/2022	9	40,990	276	149
2023-04-01	BEV1	All	9/28/2022	9	41,708	276	151
2023-04-01	BEV1	All	9/29/2022	9	41,392	277	149
2023-04-01	BEV1	All	9/30/2022	9	44,537	277	161
2023-04-01	BEV1	All	10/1/2022	10	41,253	278	148
2023-04-01	BEV1	All	10/2/2022	10	42,748	278	154
2023-04-01	BEV1	All	10/3/2022	10	40,991	278	147
2023-04-01	BEV1	All	10/4/2022	10	40,837	277	147
2023-04-01	BEV1	All	10/5/2022	10	41,397	277	149
2023-04-01	BEV1	All	10/6/2022	10	42,209	277	152
2023-04-01	BEV1	All	10/7/2022	10	47,184	277	170
2023-04-01	BEV1	All	10/8/2022	10	43,706	277	158
2023-04-01	BEV1	All	10/9/2022	10	43,445	277	157
2023-04-01	BEV1	All	10/10/2022	10	42,713	277	154
2023-04-01	BEV1	All	10/11/2022	10	42,410	277	153
2023-04-01	BEV1	All	10/12/2022	10	40,611	277	147
2023-04-01	BEV1	All	10/13/2022	10	42,326	277	153
2023-04-01	BEV1	All	10/14/2022	10	46,404	277	168
2023-04-01	BEV1	All	10/15/2022	10	42,491	277	153
2023-04-01	BEV1	All	10/16/2022	10	44,458	278	160
2023-04-01	BEV1	All	10/17/2022	10	43,013	278	155
2023-04-01	BEV1	All	10/18/2022	10	41,859	278	151
2023-04-01	BEV1	All	10/19/2022	10	42,693	279	153
2023-04-01	BEV1	All	10/20/2022	10	42,911	279	154
2023-04-01	BEV1	All	10/21/2022	10	46,327	279	166
2023-04-01	BEV1	All	10/22/2022	10	44,797	279	161
2023-04-01	BEV1	All	10/23/2022	10	46,120	279	165
2023-04-01	BEV1	All	10/24/2022	10	45,876	279	164
2023-04-01	BEV1	All	10/25/2022	10	41,161	279	148
2023-04-01	BEV1	All	10/26/2022	10	44,413	279	159
2023-04-01	BEV1	All	10/27/2022	10	44,575	279	160
2023-04-01	BEV1	All	10/28/2022	10	47,119	279	169
2023-04-01	BEV1	All	10/29/2022	10	46,656	279	167
2023-04-01	BEV1	All	10/30/2022	10	43,622	279	156
2023-04-01	BEV1	All	10/31/2022	10	43,137	279	155
2023-04-01	BEV1	All	11/1/2022	11	40,694	279	146
2023-04-01	BEV1	All	11/2/2022	11	46,166	279	165
2023-04-01	BEV1	All	11/3/2022	11	48,388	279	173
2023-04-01	BEV1	All	11/4/2022	11	49,511	279	177
2023-04-01	BEV1	All	11/5/2022	11	43,341	279	155
2023-04-01	BEV1	All	11/6/2022	11	46,911	280	168
2023-04-01	BEV1	All	11/7/2022	11	41,951	279	150
2023-04-01	BEV1	All	11/8/2022	11	45,891	279	164
2023-04-01	BEV1	All	11/9/2022	11	46,849	279	168
2023-04-01	BEV1	All	11/10/2022	11	47,165	279	169
2023-04-01	BEV1	All	11/11/2022	11	46,477	279	167
2023-04-01	BEV1	All	11/12/2022	11	44,275	279	159
2023-04-01	BEV1	All	11/13/2022	11	45,449	279	163
2023-04-01	BEV1	All	11/14/2022	11	44,844	279	161
2023-04-01	BEV1	All	11/15/2022	11	43,331	279	155
2023-04-01	BEV1	All	11/16/2022	11	43,442	279	156
2023-04-01	BEV1	All	11/17/2022	11	45,310	279	162
2023-04-01	BEV1	All	11/18/2022	11	46,806	279	168
2023-04-01	BEV1	All	11/19/2022	11	44,795	279	161
2023-04-01	BEV1	All	11/20/2022	11	43,136	279	155
2023-04-01	BEV1	All	11/21/2022	11	41,827	279	150
2023-04-01	BEV1	All	11/22/2022	11	42,529	280	152
2023-04-01	BEV1	All	11/23/2022	11	45,475	280	162
2023-04-01	BEV1	All	11/24/2022	11	35,830	280	128
2023-04-01	BEV1	All	11/25/2022	11	43,421	280	155
2023-04-01	BEV1	All	11/26/2022	11	43,401	280	155
2023-04-01	BEV1	All	11/27/2022	11	43,340	280	155
2023-04-01	BEV1	All	11/28/2022	11	45,891	280	164
2023-04-01	BEV1	All	11/29/2022	11	45,820	280	164
2023-04-01	BEV1	All	11/30/2022	11	48,775	280	174
2023-04-01	BEV1	All	12/1/2022	12	43,852	280	157
2023-04-01	BEV1	All	12/2/2022	12	55,361	280	198
2023-04-01	BEV1	All	12/3/2022	12	45,395	280	162
2023-04-01	BEV1	All	12/4/2022	12	47,088	280	168
2023-04-01	BEV1	All	12/5/2022	12	45,201	280	161
2023-04-01	BEV1	All	12/6/2022	12	46,180	280	165
2023-04-01	BEV1	All	12/7/2022	12	50,269	280	180
2023-04-01	BEV1	All	12/8/2022	12	52,131	280	186
2023-04-01	BEV1	All	12/9/2022	12	52,387	280	187
2023-04-01	BEV1	All	12/10/2022	12	43,627	281	155
2023-04-01	BEV1	All	12/11/2022	12	44,099	281	157
2023-04-01	BEV1	All	12/12/2022	12	50,437	281	179
2023-04-01	BEV1	All	12/13/2022	12	52,105	281	185
2023-04-01	BEV1	All	12/14/2022	12	50,833	280	182
2023-04-01	BEV1	All	12/15/2022	12	50,023	280	179
2023-04-01	BEV1	All	12/16/2022	12	52,556	280	188
2023-04-01	BEV1	All	12/17/2022	12	50,462	280	180
2023-04-01	BEV1	All	12/18/2022	12	48,231	280	172
2023-04-01	BEV1	All	12/19/2022	12	47,122	280	168
2023-04-01	BEV1	All	12/20/2022	12	45,374	280	162
2023-04-01	BEV1	All	12/21/2022	12	48,425	280	173
2023-04-01	BEV1	All	12/22/2022	12	51,665	280	185
2023-04-01	BEV1	All	12/23/2022	12	50,982	280	182
2023-04-01	BEV1	All	12/24/2022	12	40,726	280	145
2023-04-01	BEV1	All	12/25/2022	12	33,447	280	119
2023-04-01	BEV1	All	12/26/2022	12	46,671	280	167
2023-04-01	BEV1	All	12/27/2022	12	44,167	280	158
2023-04-01	BEV1	All	12/28/2022	12	45,390	280	162
2023-04-01	BEV1	All	12/29/2022	12	42,578	280	152
2023-04-01	BEV1	All	12/30/2022	12	42,854	280	153
2023-04-01	BEV1	All	12/31/2022	12	35,243	280	126
2023-04-01	BEV2	All	1/1/2022	1	655,435	242	2,708
2023-04-01	BEV2	All	1/2/2022	1	707,570	242	2,924
2023-04-01	BEV2	All	1/3/2022	1	555,989	245	2,269
2023-04-01	BEV2	All	1/4/2022	1	460,610	247	1,855
2023-04-01	BEV2	All	1/5/2022	1	458,906	247	1,858
2023-04-01	BEV2	All	1/6/2022	1	468,030	247	1,895
2023-04-01	BEV2	All	1/7/2022	1	515,029	247	2,085
2023-04-01	BEV2	All	1/8/2022	1	603,730	247	2,444
2023-04-01	BEV2	All	1/9/2022	1	564,739	247	2,286
2023-04-01	BEV2	All	1/10/2022	1	456,832	249	1,835
2023-04-01	BEV2	All	1/11/2022	1	442,960	249	1,779
2023-04-01	BEV2	All	1/12/2022	1	451,435	249	1,813
2023-04-01	BEV2	All	1/13/2022	1	471,232	249	1,892
2023-04-01	BEV2	All	1/14/2022	1	585,852	249	2,353
2023-04-01	BEV2	All	1/15/2022	1	637,654	249	2,561
2023-04-01	BEV2	All	1/16/2022	1	588,187	249	2,362
2023-04-01	BEV2	All	1/17/2022	1	602,221	249	2,419
2023-04-01	BEV2	All	1/18/2022	1	455,765	249	1,830
2023-04-01	BEV2	All	1/19/2022	1	457,996	249	1,839
2023-04-01	BEV2	All	1/20/2022	1	489,713	251	1,951

2023-04-01	BEV2	All	1/21/2022	1	567,435	251	2,261
2023-04-01	BEV2	All	1/22/2022	1	605,603	251	2,413
2023-04-01	BEV2	All	1/23/2022	1	615,305	251	2,451
2023-04-01	BEV2	All	1/24/2022	1	499,832	251	1,956
2023-04-01	BEV2	All	1/25/2022	1	463,738	251	1,848
2023-04-01	BEV2	All	1/26/2022	1	487,633	251	1,943
2023-04-01	BEV2	All	1/27/2022	1	520,636	251	2,074
2023-04-01	BEV2	All	1/28/2022	1	600,048	253	2,372
2023-04-01	BEV2	All	1/29/2022	1	679,256	254	2,674
2023-04-01	BEV2	All	1/30/2022	1	636,474	254	2,506
2023-04-01	BEV2	All	1/31/2022	1	529,922	255	2,078
2023-04-01	BEV2	All	2/1/2022	2	511,649	258	1,983
2023-04-01	BEV2	All	2/2/2022	2	519,171	259	2,005
2023-04-01	BEV2	All	2/3/2022	2	543,949	259	2,100
2023-04-01	BEV2	All	2/4/2022	2	623,896	259	2,409
2023-04-01	BEV2	All	2/5/2022	2	680,052	261	2,606
2023-04-01	BEV2	All	2/6/2022	2	682,298	261	2,614
2023-04-01	BEV2	All	2/7/2022	2	508,805	262	1,942
2023-04-01	BEV2	All	2/8/2022	2	482,024	263	1,833
2023-04-01	BEV2	All	2/9/2022	2	492,855	263	1,874
2023-04-01	BEV2	All	2/10/2022	2	515,653	263	1,961
2023-04-01	BEV2	All	2/11/2022	2	605,839	264	2,295
2023-04-01	BEV2	All	2/12/2022	2	675,850	264	2,560
2023-04-01	BEV2	All	2/13/2022	2	615,520	264	2,332
2023-04-01	BEV2	All	2/14/2022	2	552,797	264	2,094
2023-04-01	BEV2	All	2/15/2022	2	530,266	264	2,009
2023-04-01	BEV2	All	2/16/2022	2	527,286	264	1,997
2023-04-01	BEV2	All	2/17/2022	2	573,440	264	2,172
2023-04-01	BEV2	All	2/18/2022	2	718,648	264	2,722
2023-04-01	BEV2	All	2/19/2022	2	772,831	264	2,927
2023-04-01	BEV2	All	2/20/2022	2	764,728	265	2,886
2023-04-01	BEV2	All	2/21/2022	2	762,290	265	2,877
2023-04-01	BEV2	All	2/22/2022	2	564,154	266	2,121
2023-04-01	BEV2	All	2/23/2022	2	576,325	267	2,159
2023-04-01	BEV2	All	2/24/2022	2	599,590	268	2,237
2023-04-01	BEV2	All	2/25/2022	2	672,634	269	2,500
2023-04-01	BEV2	All	2/26/2022	2	731,946	268	2,731
2023-04-01	BEV2	All	2/27/2022	2	710,335	268	2,651
2023-04-01	BEV2	All	2/28/2022	2	526,937	268	1,966
2023-04-01	BEV2	All	3/1/2022	3	501,501	271	1,851
2023-04-01	BEV2	All	3/2/2022	3	520,691	271	1,921
2023-04-01	BEV2	All	3/3/2022	3	539,155	273	1,975
2023-04-01	BEV2	All	3/4/2022	3	665,779	273	2,439
2023-04-01	BEV2	All	3/5/2022	3	752,364	273	2,756
2023-04-01	BEV2	All	3/6/2022	3	754,244	273	2,763
2023-04-01	BEV2	All	3/7/2022	3	563,589	273	2,064
2023-04-01	BEV2	All	3/8/2022	3	536,766	273	1,966
2023-04-01	BEV2	All	3/9/2022	3	565,476	273	2,071
2023-04-01	BEV2	All	3/10/2022	3	607,255	273	2,224
2023-04-01	BEV2	All	3/11/2022	3	720,564	273	2,639
2023-04-01	BEV2	All	3/12/2022	3	812,627	273	2,977
2023-04-01	BEV2	All	3/13/2022	3	799,657	273	2,929
2023-04-01	BEV2	All	3/14/2022	3	614,317	273	2,250
2023-04-01	BEV2	All	3/15/2022	3	555,487	273	2,035
2023-04-01	BEV2	All	3/16/2022	3	600,565	273	2,200
2023-04-01	BEV2	All	3/17/2022	3	634,277	274	2,315
2023-04-01	BEV2	All	3/18/2022	3	760,829	275	2,767
2023-04-01	BEV2	All	3/19/2022	3	811,233	276	2,939
2023-04-01	BEV2	All	3/20/2022	3	864,533	276	3,132
2023-04-01	BEV2	All	3/21/2022	3	637,449	276	2,310
2023-04-01	BEV2	All	3/22/2022	3	578,468	276	2,096
2023-04-01	BEV2	All	3/23/2022	3	614,154	276	2,225
2023-04-01	BEV2	All	3/24/2022	3	555,331	276	2,185
2023-04-01	BEV2	All	3/25/2022	3	769,490	276	2,788
2023-04-01	BEV2	All	3/26/2022	3	838,366	276	3,038
2023-04-01	BEV2	All	3/27/2022	3	858,531	276	3,111
2023-04-01	BEV2	All	3/28/2022	3	616,775	277	2,227
2023-04-01	BEV2	All	3/29/2022	3	590,995	277	2,134
2023-04-01	BEV2	All	3/30/2022	3	617,968	277	2,231
2023-04-01	BEV2	All	3/31/2022	3	668,291	277	2,413
2023-04-01	BEV2	All	4/1/2022	4	766,203	277	2,766
2023-04-01	BEV2	All	4/2/2022	4	841,919	277	3,039
2023-04-01	BEV2	All	4/3/2022	4	857,504	277	3,096
2023-04-01	BEV2	All	4/4/2022	4	638,799	277	2,306
2023-04-01	BEV2	All	4/5/2022	4	601,961	277	2,173
2023-04-01	BEV2	All	4/6/2022	4	624,101	277	2,253
2023-04-01	BEV2	All	4/7/2022	4	685,146	279	2,456
2023-04-01	BEV2	All	4/8/2022	4	807,438	278	2,904
2023-04-01	BEV2	All	4/9/2022	4	884,880	278	3,183
2023-04-01	BEV2	All	4/10/2022	4	901,027	278	3,241
2023-04-01	BEV2	All	4/11/2022	4	662,201	278	2,382
2023-04-01	BEV2	All	4/12/2022	4	649,980	278	2,338
2023-04-01	BEV2	All	4/13/2022	4	653,769	278	2,352
2023-04-01	BEV2	All	4/14/2022	4	674,386	278	2,426
2023-04-01	BEV2	All	4/15/2022	4	787,655	278	2,833
2023-04-01	BEV2	All	4/16/2022	4	826,581	278	2,973
2023-04-01	BEV2	All	4/17/2022	4	810,894	278	2,917
2023-04-01	BEV2	All	4/18/2022	4	684,796	278	2,463
2023-04-01	BEV2	All	4/19/2022	4	597,557	278	2,149
2023-04-01	BEV2	All	4/20/2022	4	623,959	278	2,244
2023-04-01	BEV2	All	4/21/2022	4	642,007	278	2,309
2023-04-01	BEV2	All	4/22/2022	4	785,762	279	2,816
2023-04-01	BEV2	All	4/23/2022	4	837,500	279	3,002
2023-04-01	BEV2	All	4/24/2022	4	842,186	280	3,008
2023-04-01	BEV2	All	4/25/2022	4	615,624	280	2,199
2023-04-01	BEV2	All	4/26/2022	4	590,143	280	2,108
2023-04-01	BEV2	All	4/27/2022	4	593,377	280	2,119
2023-04-01	BEV2	All	4/28/2022	4	655,704	280	2,342
2023-04-01	BEV2	All	4/29/2022	4	767,586	280	2,741
2023-04-01	BEV2	All	4/30/2022	4	822,354	281	2,927
2023-04-01	BEV2	All	5/1/2022	5	842,407	281	2,998
2023-04-01	BEV2	All	5/2/2022	5	640,083	285	2,246
2023-04-01	BEV2	All	5/3/2022	5	584,368	286	2,043
2023-04-01	BEV2	All	5/4/2022	5	614,380	287	2,141
2023-04-01	BEV2	All	5/5/2022	5	640,384	287	2,263
2023-04-01	BEV2	All	5/6/2022	5	763,406	288	2,651
2023-04-01	BEV2	All	5/7/2022	5	836,814	288	2,906
2023-04-01	BEV2	All	5/8/2022	5	878,632	288	3,051
2023-04-01	BEV2	All	5/9/2022	5	660,530	289	2,286
2023-04-01	BEV2	All	5/10/2022	5	606,694	290	2,092
2023-04-01	BEV2	All	5/11/2022	5	629,692	290	2,171
2023-04-01	BEV2	All	5/12/2022	5	679,914	292	2,328
2023-04-01	BEV2	All	5/13/2022	5	793,286	293	2,704
2023-04-01	BEV2	All	5/14/2022	5	867,705	293	2,961
2023-04-01	BEV2	All	5/15/2022	5	880,915	293	3,007
2023-04-01	BEV2	All	5/16/2022	5	666,821	293	2,276
2023-04-01	BEV2	All	5/17/2022	5	615,073	293	2,099
2023-04-01	BEV2	All	5/18/2022	5	636,937	293	2,174
2023-04-01	BEV2	All	5/19/2022	5	692,360	293	2,363
2023-04-01	BEV2	All	5/20/2022	5	796,172	293	2,717
2023-04-01	BEV2	All	5/21/2022	5	861,433	293	2,940
2023-04-01	BEV2	All	5/22/2022	5	879,324	293	3,001
2023-04-01	BEV2	All	5/23/2022	5	678,133	293	2,314
2023-04-01	BEV2	All	5/24/2022	5	643,362	293	2,196
2023-04-01	BEV2	All	5/25/2022	5	694,343	293	2,370
2023-04-01	BEV2	All	5/26/2022	5	746,626	293	2,548
2023-04-01	BEV2	All	5/27/2022	5	902,436	293	3,080
2023-04-01	BEV2	All	5/28/2022	5	948,698	293	3,238
2023-04-01	BEV2	All	5/29/2022	5	912,617	294	3,104

2023-04-01	BEV2	All	5/30/2022	5	972,654	295	3,297
2023-04-01	BEV2	All	5/31/2022	5	677,727	295	2,297
2023-04-01	BEV2	All	6/1/2022	6	654,722	301	2,175
2023-04-01	BEV2	All	6/2/2022	6	687,379	302	2,276
2023-04-01	BEV2	All	6/3/2022	6	788,229	302	2,610
2023-04-01	BEV2	All	6/4/2022	6	833,784	302	2,761
2023-04-01	BEV2	All	6/5/2022	6	854,535	302	2,830
2023-04-01	BEV2	All	6/6/2022	6	675,728	303	2,230
2023-04-01	BEV2	All	6/7/2022	6	659,777	303	2,177
2023-04-01	BEV2	All	6/8/2022	6	679,793	305	2,229
2023-04-01	BEV2	All	6/9/2022	6	770,801	305	2,527
2023-04-01	BEV2	All	6/10/2022	6	930,672	305	3,051
2023-04-01	BEV2	All	6/11/2022	6	1,005,959	305	3,298
2023-04-01	BEV2	All	6/12/2022	6	999,641	306	3,267
2023-04-01	BEV2	All	6/13/2022	6	727,979	306	2,379
2023-04-01	BEV2	All	6/14/2022	6	693,819	306	2,267
2023-04-01	BEV2	All	6/15/2022	6	706,232	307	2,300
2023-04-01	BEV2	All	6/16/2022	6	734,641	307	2,393
2023-04-01	BEV2	All	6/17/2022	6	863,454	307	2,813
2023-04-01	BEV2	All	6/18/2022	6	942,562	307	3,070
2023-04-01	BEV2	All	6/19/2022	6	951,518	307	3,099
2023-04-01	BEV2	All	6/20/2022	6	856,293	307	2,789
2023-04-01	BEV2	All	6/21/2022	6	746,352	307	2,431
2023-04-01	BEV2	All	6/22/2022	6	749,160	308	2,432
2023-04-01	BEV2	All	6/23/2022	6	772,063	309	2,499
2023-04-01	BEV2	All	6/24/2022	6	885,277	309	2,865
2023-04-01	BEV2	All	6/25/2022	6	971,567	309	3,144
2023-04-01	BEV2	All	6/26/2022	6	995,810	309	3,223
2023-04-01	BEV2	All	6/27/2022	6	760,654	309	2,462
2023-04-01	BEV2	All	6/28/2022	6	713,776	309	2,310
2023-04-01	BEV2	All	6/29/2022	6	743,157	309	2,405
2023-04-01	BEV2	All	6/30/2022	6	808,969	309	2,618
2023-04-01	BEV2	All	7/1/2022	7	990,397	315	3,144
2023-04-01	BEV2	All	7/2/2022	7	1,046,084	315	3,321
2023-04-01	BEV2	All	7/3/2022	7	960,500	315	3,049
2023-04-01	BEV2	All	7/4/2022	7	901,129	315	2,861
2023-04-01	BEV2	All	7/5/2022	7	823,669	315	2,615
2023-04-01	BEV2	All	7/6/2022	7	708,126	315	2,248
2023-04-01	BEV2	All	7/7/2022	7	755,158	317	2,382
2023-04-01	BEV2	All	7/8/2022	7	868,839	317	2,741
2023-04-01	BEV2	All	7/9/2022	7	941,143	317	2,969
2023-04-01	BEV2	All	7/10/2022	7	1,003,735	317	3,166
2023-04-01	BEV2	All	7/11/2022	7	761,530	317	2,402
2023-04-01	BEV2	All	7/12/2022	7	710,192	319	2,226
2023-04-01	BEV2	All	7/13/2022	7	716,015	319	2,245
2023-04-01	BEV2	All	7/14/2022	7	769,649	319	2,413
2023-04-01	BEV2	All	7/15/2022	7	902,814	319	2,830
2023-04-01	BEV2	All	7/16/2022	7	973,794	319	3,053
2023-04-01	BEV2	All	7/17/2022	7	1,009,218	320	3,154
2023-04-01	BEV2	All	7/18/2022	7	768,329	320	2,401
2023-04-01	BEV2	All	7/19/2022	7	719,066	320	2,247
2023-04-01	BEV2	All	7/20/2022	7	745,544	320	2,330
2023-04-01	BEV2	All	7/21/2022	7	782,968	321	2,439
2023-04-01	BEV2	All	7/22/2022	7	903,490	321	2,815
2023-04-01	BEV2	All	7/23/2022	7	951,969	321	2,966
2023-04-01	BEV2	All	7/24/2022	7	999,343	321	3,113
2023-04-01	BEV2	All	7/25/2022	7	758,800	321	2,364
2023-04-01	BEV2	All	7/26/2022	7	712,953	321	2,221
2023-04-01	BEV2	All	7/27/2022	7	730,276	321	2,275
2023-04-01	BEV2	All	7/28/2022	7	774,079	322	2,404
2023-04-01	BEV2	All	7/29/2022	7	881,774	322	2,738
2023-04-01	BEV2	All	7/30/2022	7	967,716	323	2,981
2023-04-01	BEV2	All	7/31/2022	7	971,401	324	2,998
2023-04-01	BEV2	All	8/1/2022	8	735,132	325	2,262
2023-04-01	BEV2	All	8/2/2022	8	704,816	325	2,169
2023-04-01	BEV2	All	8/3/2022	8	749,014	325	2,305
2023-04-01	BEV2	All	8/4/2022	8	805,935	325	2,480
2023-04-01	BEV2	All	8/5/2022	8	913,977	326	2,804
2023-04-01	BEV2	All	8/6/2022	8	996,738	326	3,057
2023-04-01	BEV2	All	8/7/2022	8	1,032,520	327	3,158
2023-04-01	BEV2	All	8/8/2022	8	767,165	327	2,346
2023-04-01	BEV2	All	8/9/2022	8	718,655	327	2,198
2023-04-01	BEV2	All	8/10/2022	8	735,341	327	2,249
2023-04-01	BEV2	All	8/11/2022	8	769,065	328	2,345
2023-04-01	BEV2	All	8/12/2022	8	895,639	329	2,722
2023-04-01	BEV2	All	8/13/2022	8	978,623	330	2,966
2023-04-01	BEV2	All	8/14/2022	8	1,017,911	330	3,085
2023-04-01	BEV2	All	8/15/2022	8	781,844	332	2,355
2023-04-01	BEV2	All	8/16/2022	8	763,367	332	2,300
2023-04-01	BEV2	All	8/17/2022	8	764,895	332	2,304
2023-04-01	BEV2	All	8/18/2022	8	797,189	332	2,401
2023-04-01	BEV2	All	8/19/2022	8	912,410	332	2,748
2023-04-01	BEV2	All	8/20/2022	8	981,934	332	2,958
2023-04-01	BEV2	All	8/21/2022	8	1,009,709	332	3,041
2023-04-01	BEV2	All	8/22/2022	8	768,779	332	2,316
2023-04-01	BEV2	All	8/23/2022	8	727,113	332	2,190
2023-04-01	BEV2	All	8/24/2022	8	722,902	332	2,177
2023-04-01	BEV2	All	8/25/2022	8	767,510	332	2,312
2023-04-01	BEV2	All	8/26/2022	8	888,970	333	2,670
2023-04-01	BEV2	All	8/27/2022	8	953,105	333	2,862
2023-04-01	BEV2	All	8/28/2022	8	955,077	333	2,868
2023-04-01	BEV2	All	8/29/2022	8	719,929	333	2,162
2023-04-01	BEV2	All	8/30/2022	8	686,680	335	2,050
2023-04-01	BEV2	All	8/31/2022	8	710,615	336	2,115
2023-04-01	BEV2	All	9/1/2022	9	810,169	337	2,404
2023-04-01	BEV2	All	9/2/2022	9	1,012,763	338	2,996
2023-04-01	BEV2	All	9/3/2022	9	1,050,627	338	3,108
2023-04-01	BEV2	All	9/4/2022	9	1,016,119	338	3,006
2023-04-01	BEV2	All	9/5/2022	9	1,130,637	338	3,345
2023-04-01	BEV2	All	9/6/2022	9	883,985	339	2,608
2023-04-01	BEV2	All	9/7/2022	9	809,556	339	2,388
2023-04-01	BEV2	All	9/8/2022	9	830,460	340	2,443
2023-04-01	BEV2	All	9/9/2022	9	939,287	340	2,763
2023-04-01	BEV2	All	9/10/2022	9	947,678	342	2,771
2023-04-01	BEV2	All	9/11/2022	9	925,385	342	2,705
2023-04-01	BEV2	All	9/12/2022	9	735,683	342	2,151
2023-04-01	BEV2	All	9/13/2022	9	699,005	342	2,044
2023-04-01	BEV2	All	9/14/2022	9	726,291	342	2,124
2023-04-01	BEV2	All	9/15/2022	9	775,022	344	2,253
2023-04-01	BEV2	All	9/16/2022	9	907,735	344	2,639
2023-04-01	BEV2	All	9/17/2022	9	975,437	344	2,836
2023-04-01	BEV2	All	9/18/2022	9	944,996	344	2,747
2023-04-01	BEV2	All	9/19/2022	9	745,547	344	2,167
2023-04-01	BEV2	All	9/20/2022	9	700,437	345	2,030
2023-04-01	BEV2	All	9/21/2022	9	711,651	348	2,045
2023-04-01	BEV2	All	9/22/2022	9	770,061	349	2,206
2023-04-01	BEV2	All	9/23/2022	9	904,076	349	2,590
2023-04-01	BEV2	All	9/24/2022	9	981,380	349	2,812
2023-04-01	BEV2	All	9/25/2022	9	1,000,066	349	2,866
2023-04-01	BEV2	All	9/26/2022	9	754,622	349	2,162
2023-04-01	BEV2	All	9/27/2022	9	707,305	349	2,027
2023-04-01	BEV2	All	9/28/2022	9	732,629	349	2,099
2023-04-01	BEV2	All	9/29/2022	9	776,369	351	2,212
2023-04-01	BEV2	All	9/30/2022	9	905,221	351	2,579
2023-04-01	BEV2	All	10/1/2022	10	984,141	351	2,804
2023-04-01	BEV2	All	10/2/2022	10	994,933	351	2,835
2023-04-01	BEV2	All	10/3/2022	10	755,601	351	2,153
2023-04-01	BEV2	All	10/4/2022	10	713,944	352	2,028
2023-04-01	BEV2	All	10/5/2022	10	741,678	352	2,107

2023-04-01	BEV2	All	10/6/2022	10	784,967	352	2,230
2023-04-01	BEV2	All	10/7/2022	10	940,406	353	2,664
2023-04-01	BEV2	All	10/8/2022	10	1,018,348	353	2,885
2023-04-01	BEV2	All	10/9/2022	10	1,014,405	353	2,865
2023-04-01	BEV2	All	10/10/2022	10	817,836	353	2,317
2023-04-01	BEV2	All	10/11/2022	10	708,652	353	2,008
2023-04-01	BEV2	All	10/12/2022	10	735,390	353	2,083
2023-04-01	BEV2	All	10/13/2022	10	778,902	353	2,207
2023-04-01	BEV2	All	10/14/2022	10	919,349	353	2,604
2023-04-01	BEV2	All	10/15/2022	10	985,013	353	2,790
2023-04-01	BEV2	All	10/16/2022	10	1,008,983	353	2,858
2023-04-01	BEV2	All	10/17/2022	10	765,693	354	2,163
2023-04-01	BEV2	All	10/18/2022	10	715,016	354	2,020
2023-04-01	BEV2	All	10/19/2022	10	742,650	354	2,098
2023-04-01	BEV2	All	10/20/2022	10	780,351	354	2,204
2023-04-01	BEV2	All	10/21/2022	10	931,507	355	2,624
2023-04-01	BEV2	All	10/22/2022	10	981,286	355	2,764
2023-04-01	BEV2	All	10/23/2022	10	1,021,210	355	2,877
2023-04-01	BEV2	All	10/24/2022	10	775,839	355	2,185
2023-04-01	BEV2	All	10/25/2022	10	725,102	355	2,043
2023-04-01	BEV2	All	10/26/2022	10	751,701	355	2,120
2023-04-01	BEV2	All	10/27/2022	10	783,843	355	2,208
2023-04-01	BEV2	All	10/28/2022	10	893,220	356	2,509
2023-04-01	BEV2	All	10/29/2022	10	958,464	356	2,692
2023-04-01	BEV2	All	10/30/2022	10	959,182	356	2,694
2023-04-01	BEV2	All	10/31/2022	10	726,493	356	2,041
2023-04-01	BEV2	All	11/1/2022	11	752,200	356	2,113
2023-04-01	BEV2	All	11/2/2022	11	765,653	356	2,151
2023-04-01	BEV2	All	11/3/2022	11	834,698	356	2,345
2023-04-01	BEV2	All	11/4/2022	11	923,798	357	2,588
2023-04-01	BEV2	All	11/5/2022	11	962,704	357	2,697
2023-04-01	BEV2	All	11/6/2022	11	1,005,640	357	2,817
2023-04-01	BEV2	All	11/7/2022	11	759,723	357	2,128
2023-04-01	BEV2	All	11/8/2022	11	752,719	357	2,108
2023-04-01	BEV2	All	11/9/2022	11	787,963	357	2,207
2023-04-01	BEV2	All	11/10/2022	11	861,211	357	2,412
2023-04-01	BEV2	All	11/11/2022	11	976,295	357	2,735
2023-04-01	BEV2	All	11/12/2022	11	1,007,363	357	2,822
2023-04-01	BEV2	All	11/13/2022	11	1,051,402	357	2,945
2023-04-01	BEV2	All	11/14/2022	11	793,246	357	2,222
2023-04-01	BEV2	All	11/15/2022	11	746,469	357	2,091
2023-04-01	BEV2	All	11/16/2022	11	751,367	356	2,111
2023-04-01	BEV2	All	11/17/2022	11	800,866	356	2,250
2023-04-01	BEV2	All	11/18/2022	11	943,789	356	2,651
2023-04-01	BEV2	All	11/19/2022	11	1,050,025	356	2,950
2023-04-01	BEV2	All	11/20/2022	11	1,050,798	356	2,952
2023-04-01	BEV2	All	11/21/2022	11	873,514	356	2,454
2023-04-01	BEV2	All	11/22/2022	11	941,288	356	2,644
2023-04-01	BEV2	All	11/23/2022	11	1,066,196	357	2,987
2023-04-01	BEV2	All	11/24/2022	11	814,304	357	2,281
2023-04-01	BEV2	All	11/25/2022	11	1,062,331	357	2,976
2023-04-01	BEV2	All	11/26/2022	11	1,158,511	357	3,245
2023-04-01	BEV2	All	11/27/2022	11	1,104,551	357	3,094
2023-04-01	BEV2	All	11/28/2022	11	814,173	357	2,281
2023-04-01	BEV2	All	11/29/2022	11	736,880	357	2,064
2023-04-01	BEV2	All	11/30/2022	11	768,229	358	2,146
2023-04-01	BEV2	All	12/1/2022	12	775,965	359	2,161
2023-04-01	BEV2	All	12/2/2022	12	959,429	359	2,673
2023-04-01	BEV2	All	12/3/2022	12	934,791	359	2,604
2023-04-01	BEV2	All	12/4/2022	12	937,575	359	2,612
2023-04-01	BEV2	All	12/5/2022	12	764,104	359	2,128
2023-04-01	BEV2	All	12/6/2022	12	756,309	359	2,107
2023-04-01	BEV2	All	12/7/2022	12	806,340	359	2,246
2023-04-01	BEV2	All	12/8/2022	12	842,189	359	2,346
2023-04-01	BEV2	All	12/9/2022	12	910,928	359	2,537
2023-04-01	BEV2	All	12/10/2022	12	878,019	359	2,446
2023-04-01	BEV2	All	12/11/2022	12	961,381	359	2,678
2023-04-01	BEV2	All	12/12/2022	12	827,065	359	2,304
2023-04-01	BEV2	All	12/13/2022	12	814,272	359	2,268
2023-04-01	BEV2	All	12/14/2022	12	836,988	359	2,331
2023-04-01	BEV2	All	12/15/2022	12	886,455	359	2,469
2023-04-01	BEV2	All	12/16/2022	12	1,011,904	359	2,819
2023-04-01	BEV2	All	12/17/2022	12	1,079,546	359	3,007
2023-04-01	BEV2	All	12/18/2022	12	1,047,244	359	2,917
2023-04-01	BEV2	All	12/19/2022	12	928,271	359	2,586
2023-04-01	BEV2	All	12/20/2022	12	872,626	358	2,438
2023-04-01	BEV2	All	12/21/2022	12	921,948	358	2,575
2023-04-01	BEV2	All	12/22/2022	12	1,025,239	358	2,864
2023-04-01	BEV2	All	12/23/2022	12	1,160,134	358	3,241
2023-04-01	BEV2	All	12/24/2022	12	980,327	358	2,738
2023-04-01	BEV2	All	12/25/2022	12	791,427	358	2,211
2023-04-01	BEV2	All	12/26/2022	12	1,189,927	358	3,324
2023-04-01	BEV2	All	12/27/2022	12	990,237	358	2,766
2023-04-01	BEV2	All	12/28/2022	12	1,032,331	358	2,884
2023-04-01	BEV2	All	12/29/2022	12	1,018,077	358	2,844
2023-04-01	BEV2	All	12/30/2022	12	1,038,119	358	2,900
2023-04-01	BEV2	All	12/31/2022	12	866,683	358	2,421

Reporting Date	Use Case	Market sectors covered	Usage Date	Usage Month	kWh Consumed	Number of SPIDs	kWh Per SPID
2023-04-01	DCFC	All	1/1/2022	1	649,521	343	1,894
2023-04-01	DCFC	All	1/2/2022	1	703,502	343	2,051
2023-04-01	DCFC	All	1/3/2022	1	554,505	346	1,603
2023-04-01	DCFC	All	1/4/2022	1	452,824	349	1,297
2023-04-01	DCFC	All	1/5/2022	1	450,279	350	1,287
2023-04-01	DCFC	All	1/6/2022	1	461,984	350	1,320
2023-04-01	DCFC	All	1/7/2022	1	505,398	350	1,444
2023-04-01	DCFC	All	1/8/2022	1	603,686	350	1,725
2023-04-01	DCFC	All	1/9/2022	1	564,472	350	1,613
2023-04-01	DCFC	All	1/10/2022	1	443,109	352	1,259
2023-04-01	DCFC	All	1/11/2022	1	432,725	352	1,229
2023-04-01	DCFC	All	1/12/2022	1	441,067	352	1,253
2023-04-01	DCFC	All	1/13/2022	1	461,115	352	1,310
2023-04-01	DCFC	All	1/14/2022	1	573,819	352	1,630
2023-04-01	DCFC	All	1/15/2022	1	637,515	352	1,811
2023-04-01	DCFC	All	1/16/2022	1	586,772	352	1,667
2023-04-01	DCFC	All	1/17/2022	1	599,830	352	1,704
2023-04-01	DCFC	All	1/18/2022	1	446,702	352	1,269
2023-04-01	DCFC	All	1/19/2022	1	453,294	352	1,288
2023-04-01	DCFC	All	1/20/2022	1	483,656	353	1,370
2023-04-01	DCFC	All	1/21/2022	1	562,961	353	1,595
2023-04-01	DCFC	All	1/22/2022	1	612,749	353	1,736
2023-04-01	DCFC	All	1/23/2022	1	621,876	353	1,762
2023-04-01	DCFC	All	1/24/2022	1	483,409	353	1,369
2023-04-01	DCFC	All	1/25/2022	1	458,851	353	1,300
2023-04-01	DCFC	All	1/26/2022	1	481,923	353	1,365
2023-04-01	DCFC	All	1/27/2022	1	515,483	353	1,460
2023-04-01	DCFC	All	1/28/2022	1	592,981	355	1,670
2023-04-01	DCFC	All	1/29/2022	1	685,952	355	1,932
2023-04-01	DCFC	All	1/30/2022	1	644,943	355	1,817
2023-04-01	DCFC	All	1/31/2022	1	527,550	356	1,482
2023-04-01	DCFC	All	2/1/2022	2	502,088	357	1,406
2023-04-01	DCFC	All	2/2/2022	2	509,357	359	1,419
2023-04-01	DCFC	All	2/3/2022	2	537,037	360	1,492
2023-04-01	DCFC	All	2/4/2022	2	617,139	361	1,710
2023-04-01	DCFC	All	2/5/2022	2	685,411	361	1,899
2023-04-01	DCFC	All	2/6/2022	2	690,219	361	1,912
2023-04-01	DCFC	All	2/7/2022	2	500,336	362	1,382
2023-04-01	DCFC	All	2/8/2022	2	470,909	363	1,297
2023-04-01	DCFC	All	2/9/2022	2	483,889	363	1,332
2023-04-01	DCFC	All	2/10/2022	2	511,245	365	1,401
2023-04-01	DCFC	All	2/11/2022	2	597,176	366	1,632
2023-04-01	DCFC	All	2/12/2022	2	682,165	366	1,864
2023-04-01	DCFC	All	2/13/2022	2	620,763	366	1,696
2023-04-01	DCFC	All	2/14/2022	2	543,721	366	1,486
2023-04-01	DCFC	All	2/15/2022	2	518,589	366	1,417
2023-04-01	DCFC	All	2/16/2022	2	519,534	366	1,419
2023-04-01	DCFC	All	2/17/2022	2	564,913	366	1,543
2023-04-01	DCFC	All	2/18/2022	2	715,008	367	1,948
2023-04-01	DCFC	All	2/19/2022	2	782,942	367	2,133
2023-04-01	DCFC	All	2/20/2022	2	775,657	368	2,108
2023-04-01	DCFC	All	2/21/2022	2	763,927	368	2,076
2023-04-01	DCFC	All	2/22/2022	2	555,759	369	1,506
2023-04-01	DCFC	All	2/23/2022	2	567,891	369	1,539
2023-04-01	DCFC	All	2/24/2022	2	588,824	370	1,591
2023-04-01	DCFC	All	2/25/2022	2	665,563	371	1,794
2023-04-01	DCFC	All	2/26/2022	2	741,119	370	2,003
2023-04-01	DCFC	All	2/27/2022	2	719,924	370	1,946
2023-04-01	DCFC	All	2/28/2022	2	516,467	371	1,392
2023-04-01	DCFC	All	3/1/2022	3	489,137	372	1,315
2023-04-01	DCFC	All	3/2/2022	3	512,061	372	1,377
2023-04-01	DCFC	All	3/3/2022	3	531,207	374	1,420
2023-04-01	DCFC	All	3/4/2022	3	659,906	375	1,760
2023-04-01	DCFC	All	3/5/2022	3	762,172	375	2,032
2023-04-01	DCFC	All	3/6/2022	3	764,661	375	2,039
2023-04-01	DCFC	All	3/7/2022	3	556,309	375	1,483
2023-04-01	DCFC	All	3/8/2022	3	527,519	375	1,407
2023-04-01	DCFC	All	3/9/2022	3	665,704	375	1,785
2023-04-01	DCFC	All	3/10/2022	3	599,269	375	1,598
2023-04-01	DCFC	All	3/11/2022	3	718,122	375	1,915
2023-04-01	DCFC	All	3/12/2022	3	825,592	375	2,202
2023-04-01	DCFC	All	3/13/2022	3	808,875	375	2,157
2023-04-01	DCFC	All	3/14/2022	3	607,837	375	1,621
2023-04-01	DCFC	All	3/15/2022	3	548,071	375	1,462
2023-04-01	DCFC	All	3/16/2022	3	594,200	375	1,585
2023-04-01	DCFC	All	3/17/2022	3	630,536	376	1,677
2023-04-01	DCFC	All	3/18/2022	3	759,094	376	2,019
2023-04-01	DCFC	All	3/19/2022	3	821,938	377	2,180
2023-04-01	DCFC	All	3/20/2022	3	874,199	377	2,319
2023-04-01	DCFC	All	3/21/2022	3	631,977	377	1,676
2023-04-01	DCFC	All	3/22/2022	3	571,948	377	1,517
2023-04-01	DCFC	All	3/23/2022	3	606,639	377	1,609
2023-04-01	DCFC	All	3/24/2022	3	654,012	377	1,735
2023-04-01	DCFC	All	3/25/2022	3	768,070	377	2,037
2023-04-01	DCFC	All	3/26/2022	3	851,483	377	2,259
2023-04-01	DCFC	All	3/27/2022	3	870,478	377	2,309
2023-04-01	DCFC	All	3/28/2022	3	613,104	378	1,622
2023-04-01	DCFC	All	3/29/2022	3	582,748	378	1,542
2023-04-01	DCFC	All	3/30/2022	3	610,955	378	1,616
2023-04-01	DCFC	All	3/31/2022	3	665,754	378	1,761
2023-04-01	DCFC	All	4/1/2022	4	759,911	378	2,010
2023-04-01	DCFC	All	4/2/2022	4	852,487	378	2,255
2023-04-01	DCFC	All	4/3/2022	4	867,319	378	2,294
2023-04-01	DCFC	All	4/4/2022	4	632,055	378	1,672
2023-04-01	DCFC	All	4/5/2022	4	592,446	378	1,567
2023-04-01	DCFC	All	4/6/2022	4	614,461	378	1,626
2023-04-01	DCFC	All	4/7/2022	4	675,451	379	1,782
2023-04-01	DCFC	All	4/8/2022	4	803,814	379	2,121
2023-04-01	DCFC	All	4/9/2022	4	898,990	379	2,372
2023-04-01	DCFC	All	4/10/2022	4	912,889	379	2,409
2023-04-01	DCFC	All	4/11/2022	4	656,098	379	1,731
2023-04-01	DCFC	All	4/12/2022	4	638,271	379	1,684
2023-04-01	DCFC	All	4/13/2022	4	646,260	380	1,701
2023-04-01	DCFC	All	4/14/2022	4	669,200	380	1,761
2023-04-01	DCFC	All	4/15/2022	4	789,905	380	2,079
2023-04-01	DCFC	All	4/16/2022	4	838,635	380	2,207
2023-04-01	DCFC	All	4/17/2022	4	821,343	380	2,161
2023-04-01	DCFC	All	4/18/2022	4	682,795	380	1,797
2023-04-01	DCFC	All	4/19/2022	4	590,925	380	1,555
2023-04-01	DCFC	All	4/20/2022	4	616,645	380	1,623
2023-04-01	DCFC	All	4/21/2022	4	637,719	380	1,678
2023-04-01	DCFC	All	4/22/2022	4	794,776	381	2,086
2023-04-01	DCFC	All	4/23/2022	4	850,286	381	2,232
2023-04-01	DCFC	All	4/24/2022	4	854,787	382	2,238
2023-04-01	DCFC	All	4/25/2022	4	613,679	382	1,606
2023-04-01	DCFC	All	4/26/2022	4	580,606	382	1,520
2023-04-01	DCFC	All	4/27/2022	4	585,728	382	1,533
2023-04-01	DCFC	All	4/28/2022	4	615,076	382	1,604
2023-04-01	DCFC	All	4/29/2022	4	771,610	382	2,020
2023-04-01	DCFC	All	4/30/2022	4	838,900	383	2,190
2023-04-01	DCFC	All	5/1/2022	5	859,740	383	2,245
2023-04-01	DCFC	All	5/2/2022	5	633,729	383	1,655
2023-04-01	DCFC	All	5/3/2022	5	575,361	384	1,498
2023-04-01	DCFC	All	5/4/2022	5	608,557	385	1,581
2023-04-01	DCFC	All	5/5/2022	5	645,496	385	1,677
2023-04-01	DCFC	All	5/6/2022	5	767,528	386	1,988
2023-04-01	DCFC	All	5/7/2022	5	853,974	386	2,212
2023-04-01	DCFC	All	5/8/2022	5	893,466	386	2,315
2023-04-01	DCFC	All	5/9/2022	5	617,498	387	1,609
2023-04-01	DCFC	All	5/10/2022	5	598,417	388	1,542
2023-04-01	DCFC	All	5/11/2022	5	623,239	388	1,606
2023-04-01	DCFC	All	5/12/2022	5	675,302	390	1,732
2023-04-01	DCFC	All	5/13/2022	5	794,582	391	2,032
2023-04-01	DCFC	All	5/14/2022	5	881,629	392	2,249
2023-04-01	DCFC	All	5/15/2022	5	897,705	392	2,290
2023-04-01	DCFC	All	5/16/2022	5	666,124	392	1,699



2023-04-01	DCFC	All	5/17/2022	5	606,961	392	1,548
2023-04-01	DCFC	All	5/18/2022	5	632,704	392	1,614
2023-04-01	DCFC	All	5/19/2022	5	684,808	392	1,747
2023-04-01	DCFC	All	5/20/2022	5	796,876	392	2,033
2023-04-01	DCFC	All	5/21/2022	5	875,252	392	2,233
2023-04-01	DCFC	All	5/22/2022	5	894,876	392	2,283
2023-04-01	DCFC	All	5/23/2022	5	674,757	392	1,721
2023-04-01	DCFC	All	5/24/2022	5	634,969	393	1,616
2023-04-01	DCFC	All	5/25/2022	5	688,956	393	1,753
2023-04-01	DCFC	All	5/26/2022	5	742,606	393	1,890
2023-04-01	DCFC	All	5/27/2022	5	904,483	393	2,301
2023-04-01	DCFC	All	5/28/2022	5	957,855	393	2,437
2023-04-01	DCFC	All	5/29/2022	5	917,123	393	2,334
2023-04-01	DCFC	All	5/30/2022	5	971,480	394	2,466
2023-04-01	DCFC	All	5/31/2022	5	668,456	395	1,692
2023-04-01	DCFC	All	6/1/2022	6	639,415	395	1,619
2023-04-01	DCFC	All	6/2/2022	6	669,486	395	1,695
2023-04-01	DCFC	All	6/3/2022	6	779,779	395	1,974
2023-04-01	DCFC	All	6/4/2022	6	840,698	395	2,128
2023-04-01	DCFC	All	6/5/2022	6	860,030	395	2,177
2023-04-01	DCFC	All	6/6/2022	6	666,941	396	1,684
2023-04-01	DCFC	All	6/7/2022	6	643,498	396	1,625
2023-04-01	DCFC	All	6/8/2022	6	666,728	398	1,675
2023-04-01	DCFC	All	6/9/2022	6	759,402	398	1,908
2023-04-01	DCFC	All	6/10/2022	6	912,433	398	2,293
2023-04-01	DCFC	All	6/11/2022	6	996,310	398	2,503
2023-04-01	DCFC	All	6/12/2022	6	988,005	399	2,476
2023-04-01	DCFC	All	6/13/2022	6	708,703	399	1,776
2023-04-01	DCFC	All	6/14/2022	6	674,509	399	1,690
2023-04-01	DCFC	All	6/15/2022	6	688,334	400	1,721
2023-04-01	DCFC	All	6/16/2022	6	717,615	402	1,785
2023-04-01	DCFC	All	6/17/2022	6	847,262	402	2,108
2023-04-01	DCFC	All	6/18/2022	6	943,078	402	2,346
2023-04-01	DCFC	All	6/19/2022	6	948,504	403	2,354
2023-04-01	DCFC	All	6/20/2022	6	845,564	403	2,098
2023-04-01	DCFC	All	6/21/2022	6	726,426	403	1,803
2023-04-01	DCFC	All	6/22/2022	6	729,400	404	1,805
2023-04-01	DCFC	All	6/23/2022	6	756,072	405	1,867
2023-04-01	DCFC	All	6/24/2022	6	867,512	405	2,142
2023-04-01	DCFC	All	6/25/2022	6	967,889	405	2,390
2023-04-01	DCFC	All	6/26/2022	6	992,638	405	2,451
2023-04-01	DCFC	All	6/27/2022	6	746,999	405	1,843
2023-04-01	DCFC	All	6/28/2022	6	699,547	405	1,727
2023-04-01	DCFC	All	6/29/2022	6	727,292	405	1,796
2023-04-01	DCFC	All	6/30/2022	6	790,781	405	1,953
2023-04-01	DCFC	All	7/1/2022	7	966,024	406	2,379
2023-04-01	DCFC	All	7/2/2022	7	1,033,718	406	2,546
2023-04-01	DCFC	All	7/3/2022	7	952,325	406	2,346
2023-04-01	DCFC	All	7/4/2022	7	892,591	406	2,198
2023-04-01	DCFC	All	7/5/2022	7	807,405	406	1,989
2023-04-01	DCFC	All	7/6/2022	7	689,813	406	1,699
2023-04-01	DCFC	All	7/7/2022	7	736,144	407	1,809
2023-04-01	DCFC	All	7/8/2022	7	850,699	407	2,090
2023-04-01	DCFC	All	7/9/2022	7	937,623	407	2,304
2023-04-01	DCFC	All	7/10/2022	7	995,678	407	2,446
2023-04-01	DCFC	All	7/11/2022	7	744,372	407	1,829
2023-04-01	DCFC	All	7/12/2022	7	693,812	408	1,701
2023-04-01	DCFC	All	7/13/2022	7	698,595	408	1,712
2023-04-01	DCFC	All	7/14/2022	7	753,326	408	1,846
2023-04-01	DCFC	All	7/15/2022	7	882,272	408	2,162
2023-04-01	DCFC	All	7/16/2022	7	972,126	408	2,383
2023-04-01	DCFC	All	7/17/2022	7	1,007,827	409	2,464
2023-04-01	DCFC	All	7/18/2022	7	753,988	409	1,843
2023-04-01	DCFC	All	7/19/2022	7	701,650	409	1,716
2023-04-01	DCFC	All	7/20/2022	7	731,607	409	1,789
2023-04-01	DCFC	All	7/21/2022	7	766,757	410	1,870
2023-04-01	DCFC	All	7/22/2022	7	886,041	410	2,161
2023-04-01	DCFC	All	7/23/2022	7	949,301	410	2,315
2023-04-01	DCFC	All	7/24/2022	7	996,263	410	2,430
2023-04-01	DCFC	All	7/25/2022	7	743,765	410	1,814
2023-04-01	DCFC	All	7/26/2022	7	697,358	410	1,701
2023-04-01	DCFC	All	7/27/2022	7	716,176	410	1,747
2023-04-01	DCFC	All	7/28/2022	7	757,665	411	1,843
2023-04-01	DCFC	All	7/29/2022	7	864,628	411	2,104
2023-04-01	DCFC	All	7/30/2022	7	960,347	412	2,331
2023-04-01	DCFC	All	7/31/2022	7	966,807	412	2,347
2023-04-01	DCFC	All	8/1/2022	8	719,881	413	1,743
2023-04-01	DCFC	All	8/2/2022	8	685,781	413	1,660
2023-04-01	DCFC	All	8/3/2022	8	735,088	413	1,780
2023-04-01	DCFC	All	8/4/2022	8	786,023	413	1,903
2023-04-01	DCFC	All	8/5/2022	8	892,682	414	2,155
2023-04-01	DCFC	All	8/6/2022	8	989,797	414	2,391
2023-04-01	DCFC	All	8/7/2022	8	1,026,715	415	2,474
2023-04-01	DCFC	All	8/8/2022	8	750,324	415	1,808
2023-04-01	DCFC	All	8/9/2022	8	700,535	415	1,688
2023-04-01	DCFC	All	8/10/2022	8	719,845	415	1,735
2023-04-01	DCFC	All	8/11/2022	8	753,775	417	1,808
2023-04-01	DCFC	All	8/12/2022	8	881,923	418	2,110
2023-04-01	DCFC	All	8/13/2022	8	978,355	419	2,335
2023-04-01	DCFC	All	8/14/2022	8	1,016,761	419	2,427
2023-04-01	DCFC	All	8/15/2022	8	768,256	421	1,825
2023-04-01	DCFC	All	8/16/2022	8	746,294	421	1,773
2023-04-01	DCFC	All	8/17/2022	8	751,530	421	1,785
2023-04-01	DCFC	All	8/18/2022	8	782,762	423	1,851
2023-04-01	DCFC	All	8/19/2022	8	900,554	423	2,129
2023-04-01	DCFC	All	8/20/2022	8	985,993	424	2,325
2023-04-01	DCFC	All	8/21/2022	8	1,018,324	424	2,402
2023-04-01	DCFC	All	8/22/2022	8	760,864	424	1,794
2023-04-01	DCFC	All	8/23/2022	8	712,514	424	1,680
2023-04-01	DCFC	All	8/24/2022	8	711,622	424	1,678
2023-04-01	DCFC	All	8/25/2022	8	754,961	424	1,781
2023-04-01	DCFC	All	8/26/2022	8	876,725	425	2,063
2023-04-01	DCFC	All	8/27/2022	8	955,684	425	2,249
2023-04-01	DCFC	All	8/28/2022	8	954,553	425	2,246
2023-04-01	DCFC	All	8/29/2022	8	709,069	425	1,668
2023-04-01	DCFC	All	8/30/2022	8	673,040	426	1,580
2023-04-01	DCFC	All	8/31/2022	8	698,897	427	1,637
2023-04-01	DCFC	All	9/1/2022	9	795,337	428	1,858
2023-04-01	DCFC	All	9/2/2022	9	997,268	428	2,330
2023-04-01	DCFC	All	9/3/2022	9	1,044,464	428	2,440
2023-04-01	DCFC	All	9/4/2022	9	1,012,820	428	2,366
2023-04-01	DCFC	All	9/5/2022	9	1,118,689	428	2,614
2023-04-01	DCFC	All	9/6/2022	9	869,122	429	2,026
2023-04-01	DCFC	All	9/7/2022	9	794,814	429	1,853
2023-04-01	DCFC	All	9/8/2022	9	816,749	430	1,899
2023-04-01	DCFC	All	9/9/2022	9	926,877	430	2,156
2023-04-01	DCFC	All	9/10/2022	9	947,666	432	2,194
2023-04-01	DCFC	All	9/11/2022	9	924,379	432	2,140
2023-04-01	DCFC	All	9/12/2022	9	721,413	432	1,670
2023-04-01	DCFC	All	9/13/2022	9	683,140	432	1,581
2023-04-01	DCFC	All	9/14/2022	9	707,324	431	1,641
2023-04-01	DCFC	All	9/15/2022	9	755,155	433	1,744
2023-04-01	DCFC	All	9/16/2022	9	892,546	433	2,061
2023-04-01	DCFC	All	9/17/2022	9	973,556	433	2,248
2023-04-01	DCFC	All	9/18/2022	9	944,330	433	2,181
2023-04-01	DCFC	All	9/19/2022	9	732,487	433	1,692
2023-04-01	DCFC	All	9/20/2022	9	686,026	434	1,581
2023-04-01	DCFC	All	9/21/2022	9	695,683	437	1,592
2023-04-01	DCFC	All	9/22/2022	9	757,830	438	1,730
2023-04-01	DCFC	All	9/23/2022	9	886,751	438	2,025
2023-04-01	DCFC	All	9/24/2022	9	979,477	438	2,236
2023-04-01	DCFC	All	9/25/2022	9	998,780	438	2,280
2023-04-01	DCFC	All	9/26/2022	9	741,170	438	1,692
2023-04-01	DCFC	All	9/27/2022	9	694,677	438	1,586
2023-04-01	DCFC	All	9/28/2022	9	720,578	438	1,645
2023-04-01	DCFC	All	9/29/2022	9	761,022	439	1,734
2023-04-01	DCFC	All	9/30/2022	9	893,446	439	2,035
2023-04-01	DCFC	All	10/1/2022	10	984,554	440	2,238
2023-04-01	DCFC	All	10/2/2022	10	994,246	440	2,260

2023-04-01	DCFC	All	10/3/2022	10	745,162	440	1,694
2023-04-01	DCFC	All	10/4/2022	10	698,590	440	1,588
2023-04-01	DCFC	All	10/5/2022	10	728,161	440	1,655
2023-04-01	DCFC	All	10/6/2022	10	768,588	440	1,747
2023-04-01	DCFC	All	10/7/2022	10	925,331	441	2,098
2023-04-01	DCFC	All	10/8/2022	10	1,017,055	441	2,306
2023-04-01	DCFC	All	10/9/2022	10	1,007,528	441	2,285
2023-04-01	DCFC	All	10/10/2022	10	806,170	441	1,828
2023-04-01	DCFC	All	10/11/2022	10	694,651	441	1,575
2023-04-01	DCFC	All	10/12/2022	10	717,340	441	1,627
2023-04-01	DCFC	All	10/13/2022	10	760,748	441	1,725
2023-04-01	DCFC	All	10/14/2022	10	901,107	441	2,043
2023-04-01	DCFC	All	10/15/2022	10	983,529	441	2,230
2023-04-01	DCFC	All	10/16/2022	10	1,002,948	442	2,269
2023-04-01	DCFC	All	10/17/2022	10	751,042	442	1,699
2023-04-01	DCFC	All	10/18/2022	10	695,573	442	1,574
2023-04-01	DCFC	All	10/19/2022	10	726,786	442	1,644
2023-04-01	DCFC	All	10/20/2022	10	760,756	442	1,721
2023-04-01	DCFC	All	10/21/2022	10	913,264	443	2,062
2023-04-01	DCFC	All	10/22/2022	10	982,400	443	2,218
2023-04-01	DCFC	All	10/23/2022	10	1,019,446	443	2,301
2023-04-01	DCFC	All	10/24/2022	10	761,092	443	1,718
2023-04-01	DCFC	All	10/25/2022	10	705,251	443	1,592
2023-04-01	DCFC	All	10/26/2022	10	735,860	443	1,661
2023-04-01	DCFC	All	10/27/2022	10	765,057	443	1,727
2023-04-01	DCFC	All	10/28/2022	10	872,125	444	1,964
2023-04-01	DCFC	All	10/29/2022	10	957,742	444	2,157
2023-04-01	DCFC	All	10/30/2022	10	955,127	444	2,151
2023-04-01	DCFC	All	10/31/2022	10	709,868	444	1,599
2023-04-01	DCFC	All	11/1/2022	11	730,884	444	1,646
2023-04-01	DCFC	All	11/2/2022	11	748,644	444	1,686
2023-04-01	DCFC	All	11/3/2022	11	814,642	444	1,835
2023-04-01	DCFC	All	11/4/2022	11	905,932	445	2,036
2023-04-01	DCFC	All	11/5/2022	11	958,153	445	2,153
2023-04-01	DCFC	All	11/6/2022	11	1,002,700	446	2,248
2023-04-01	DCFC	All	11/7/2022	11	740,108	445	1,663
2023-04-01	DCFC	All	11/8/2022	11	732,351	445	1,646
2023-04-01	DCFC	All	11/9/2022	11	770,446	445	1,731
2023-04-01	DCFC	All	11/10/2022	11	839,242	445	1,886
2023-04-01	DCFC	All	11/11/2022	11	958,055	445	2,153
2023-04-01	DCFC	All	11/12/2022	11	1,000,746	445	2,249
2023-04-01	DCFC	All	11/13/2022	11	1,041,665	445	2,341
2023-04-01	DCFC	All	11/14/2022	11	771,068	445	1,733
2023-04-01	DCFC	All	11/15/2022	11	722,976	445	1,625
2023-04-01	DCFC	All	11/16/2022	11	730,475	444	1,645
2023-04-01	DCFC	All	11/17/2022	11	779,697	444	1,756
2023-04-01	DCFC	All	11/18/2022	11	919,333	444	2,071
2023-04-01	DCFC	All	11/19/2022	11	1,039,685	444	2,342
2023-04-01	DCFC	All	11/20/2022	11	1,036,899	444	2,335
2023-04-01	DCFC	All	11/21/2022	11	849,512	444	1,913
2023-04-01	DCFC	All	11/22/2022	11	912,679	444	2,056
2023-04-01	DCFC	All	11/23/2022	11	1,027,450	445	2,309
2023-04-01	DCFC	All	11/24/2022	11	793,196	445	1,782
2023-04-01	DCFC	All	11/25/2022	11	1,041,779	445	2,341
2023-04-01	DCFC	All	11/26/2022	11	1,128,124	445	2,535
2023-04-01	DCFC	All	11/27/2022	11	1,076,992	445	2,420
2023-04-01	DCFC	All	11/28/2022	11	791,742	445	1,779
2023-04-01	DCFC	All	11/29/2022	11	716,114	445	1,609
2023-04-01	DCFC	All	11/30/2022	11	748,683	446	1,679
2023-04-01	DCFC	All	12/1/2022	12	755,020	446	1,693
2023-04-01	DCFC	All	12/2/2022	12	943,249	446	2,115
2023-04-01	DCFC	All	12/3/2022	12	929,290	446	2,084
2023-04-01	DCFC	All	12/4/2022	12	932,909	446	2,092
2023-04-01	DCFC	All	12/5/2022	12	744,758	446	1,670
2023-04-01	DCFC	All	12/6/2022	12	730,071	446	1,637
2023-04-01	DCFC	All	12/7/2022	12	783,341	446	1,756
2023-04-01	DCFC	All	12/8/2022	12	820,352	446	1,839
2023-04-01	DCFC	All	12/9/2022	12	895,239	446	2,007
2023-04-01	DCFC	All	12/10/2022	12	870,023	446	1,951
2023-04-01	DCFC	All	12/11/2022	12	954,566	446	2,140
2023-04-01	DCFC	All	12/12/2022	12	808,359	446	1,812
2023-04-01	DCFC	All	12/13/2022	12	793,681	446	1,780
2023-04-01	DCFC	All	12/14/2022	12	813,064	445	1,827
2023-04-01	DCFC	All	12/15/2022	12	862,737	445	1,939
2023-04-01	DCFC	All	12/16/2022	12	986,430	445	2,217
2023-04-01	DCFC	All	12/17/2022	12	1,063,346	445	2,390
2023-04-01	DCFC	All	12/18/2022	12	1,034,966	445	2,326
2023-04-01	DCFC	All	12/19/2022	12	901,497	445	2,026
2023-04-01	DCFC	All	12/20/2022	12	848,948	444	1,912
2023-04-01	DCFC	All	12/21/2022	12	896,719	444	2,020
2023-04-01	DCFC	All	12/22/2022	12	997,212	444	2,246
2023-04-01	DCFC	All	12/23/2022	12	1,128,612	444	2,542
2023-04-01	DCFC	All	12/24/2022	12	959,372	444	2,161
2023-04-01	DCFC	All	12/25/2022	12	770,130	444	1,735
2023-04-01	DCFC	All	12/26/2022	12	1,158,585	444	2,609
2023-04-01	DCFC	All	12/27/2022	12	959,770	444	2,162
2023-04-01	DCFC	All	12/28/2022	12	1,006,820	444	2,268
2023-04-01	DCFC	All	12/29/2022	12	983,875	444	2,216
2023-04-01	DCFC	All	12/30/2022	12	1,005,958	444	2,266
2023-04-01	DCFC	All	12/31/2022	12	847,512	444	1,909
2023-04-01	MFH	All	1/1/2022	1	1,198	37	32
2023-04-01	MFH	All	1/2/2022	1	1,130	37	31
2023-04-01	MFH	All	1/3/2022	1	1,150	37	31
2023-04-01	MFH	All	1/4/2022	1	1,240	37	34
2023-04-01	MFH	All	1/5/2022	1	1,104	37	30
2023-04-01	MFH	All	1/6/2022	1	1,248	37	34
2023-04-01	MFH	All	1/7/2022	1	1,358	37	37
2023-04-01	MFH	All	1/8/2022	1	1,241	37	34
2023-04-01	MFH	All	1/9/2022	1	1,148	37	31
2023-04-01	MFH	All	1/10/2022	1	991	37	27
2023-04-01	MFH	All	1/11/2022	1	1,003	37	27
2023-04-01	MFH	All	1/12/2022	1	1,015	37	27
2023-04-01	MFH	All	1/13/2022	1	1,181	37	32
2023-04-01	MFH	All	1/14/2022	1	1,188	37	32
2023-04-01	MFH	All	1/15/2022	1	1,423	37	38
2023-04-01	MFH	All	1/16/2022	1	1,261	37	34
2023-04-01	MFH	All	1/17/2022	1	1,131	37	31
2023-04-01	MFH	All	1/18/2022	1	1,029	37	28
2023-04-01	MFH	All	1/19/2022	1	1,075	37	29
2023-04-01	MFH	All	1/20/2022	1	1,105	37	30
2023-04-01	MFH	All	1/21/2022	1	1,197	37	32
2023-04-01	MFH	All	1/22/2022	1	1,307	37	35
2023-04-01	MFH	All	1/23/2022	1	1,286	37	35
2023-04-01	MFH	All	1/24/2022	1	900	37	24
2023-04-01	MFH	All	1/25/2022	1	1,073	37	29
2023-04-01	MFH	All	1/26/2022	1	1,181	37	32
2023-04-01	MFH	All	1/27/2022	1	1,173	37	32
2023-04-01	MFH	All	1/28/2022	1	1,138	37	31
2023-04-01	MFH	All	1/29/2022	1	1,202	37	32
2023-04-01	MFH	All	1/30/2022	1	1,456	37	39
2023-04-01	MFH	All	1/31/2022	1	1,139	37	31
2023-04-01	MFH	All	2/1/2022	2	1,085	37	29
2023-04-01	MFH	All	2/2/2022	2	1,047	37	28
2023-04-01	MFH	All	2/3/2022	2	1,072	37	29
2023-04-01	MFH	All	2/4/2022	2	1,221	37	33
2023-04-01	MFH	All	2/5/2022	2	1,316	37	36
2023-04-01	MFH	All	2/6/2022	2	1,022	37	28
2023-04-01	MFH	All	2/7/2022	2	867	37	23
2023-04-01	MFH	All	2/8/2022	2	957	37	26
2023-04-01	MFH	All	2/9/2022	2	1,158	37	31
2023-04-01	MFH	All	2/10/2022	2	1,074	37	29
2023-04-01	MFH	All	2/11/2022	2	1,030	37	28
2023-04-01	MFH	All	2/12/2022	2	1,262	37	34
2023-04-01	MFH	All	2/13/2022	2	1,259	37	34
2023-04-01	MFH	All	2/14/2022	2	1,265	37	34
2023-04-01	MFH	All	2/15/2022	2	1,068	38	28
2023-04-01	MFH	All	2/16/2022	2	1,057	38	28
2023-04-01	MFH	All	2/17/2022	2	1,322	38	35
2023-04-01	MFH	All	2/18/2022	2	1,358	39	35

2023-04-01	MFH	All	2/19/2022	2	1,066	39	27
2023-04-01	MFH	All	2/20/2022	2	1,174	39	30
2023-04-01	MFH	All	2/21/2022	2	1,227	39	31
2023-04-01	MFH	All	2/22/2022	2	1,226	39	31
2023-04-01	MFH	All	2/23/2022	2	1,246	39	32
2023-04-01	MFH	All	2/24/2022	2	1,006	39	26
2023-04-01	MFH	All	2/25/2022	2	1,098	39	28
2023-04-01	MFH	All	2/26/2022	2	1,262	39	32
2023-04-01	MFH	All	2/27/2022	2	1,518	39	39
2023-04-01	MFH	All	2/28/2022	2	1,132	39	29
2023-04-01	MFH	All	3/1/2022	3	1,185	39	30
2023-04-01	MFH	All	3/2/2022	3	821	39	21
2023-04-01	MFH	All	3/3/2022	3	988	39	25
2023-04-01	MFH	All	3/4/2022	3	1,613	39	41
2023-04-01	MFH	All	3/5/2022	3	1,414	39	36
2023-04-01	MFH	All	3/6/2022	3	1,593	39	41
2023-04-01	MFH	All	3/7/2022	3	1,576	39	40
2023-04-01	MFH	All	3/8/2022	3	1,388	39	36
2023-04-01	MFH	All	3/9/2022	3	1,469	39	38
2023-04-01	MFH	All	3/10/2022	3	1,398	39	36
2023-04-01	MFH	All	3/11/2022	3	1,556	39	40
2023-04-01	MFH	All	3/12/2022	3	1,391	39	36
2023-04-01	MFH	All	3/13/2022	3	1,644	39	42
2023-04-01	MFH	All	3/14/2022	3	1,461	39	37
2023-04-01	MFH	All	3/15/2022	3	1,186	39	30
2023-04-01	MFH	All	3/16/2022	3	1,262	39	32
2023-04-01	MFH	All	3/17/2022	3	1,427	39	37
2023-04-01	MFH	All	3/18/2022	3	1,620	39	42
2023-04-01	MFH	All	3/19/2022	3	1,584	39	41
2023-04-01	MFH	All	3/20/2022	3	1,656	39	42
2023-04-01	MFH	All	3/21/2022	3	1,551	39	40
2023-04-01	MFH	All	3/22/2022	3	1,566	39	40
2023-04-01	MFH	All	3/23/2022	3	1,551	39	40
2023-04-01	MFH	All	3/24/2022	3	1,326	39	34
2023-04-01	MFH	All	3/25/2022	3	1,627	39	42
2023-04-01	MFH	All	3/26/2022	3	1,699	39	44
2023-04-01	MFH	All	3/27/2022	3	2,003	39	51
2023-04-01	MFH	All	3/28/2022	3	1,651	39	42
2023-04-01	MFH	All	3/29/2022	3	1,260	39	32
2023-04-01	MFH	All	3/30/2022	3	1,321	39	34
2023-04-01	MFH	All	3/31/2022	3	1,476	39	38
2023-04-01	MFH	All	4/1/2022	4	1,462	39	37
2023-04-01	MFH	All	4/2/2022	4	1,672	39	43
2023-04-01	MFH	All	4/3/2022	4	2,071	39	53
2023-04-01	MFH	All	4/4/2022	4	1,629	39	42
2023-04-01	MFH	All	4/5/2022	4	1,523	39	39
2023-04-01	MFH	All	4/6/2022	4	1,575	39	40
2023-04-01	MFH	All	4/7/2022	4	1,312	39	34
2023-04-01	MFH	All	4/8/2022	4	1,543	39	40
2023-04-01	MFH	All	4/9/2022	4	1,716	39	44
2023-04-01	MFH	All	4/10/2022	4	1,700	39	44
2023-04-01	MFH	All	4/11/2022	4	1,546	39	40
2023-04-01	MFH	All	4/12/2022	4	1,676	39	43
2023-04-01	MFH	All	4/13/2022	4	1,483	39	38
2023-04-01	MFH	All	4/14/2022	4	1,346	39	35
2023-04-01	MFH	All	4/15/2022	4	1,481	39	38
2023-04-01	MFH	All	4/16/2022	4	1,370	39	35
2023-04-01	MFH	All	4/17/2022	4	1,576	39	40
2023-04-01	MFH	All	4/18/2022	4	1,539	39	39
2023-04-01	MFH	All	4/19/2022	4	1,595	39	41
2023-04-01	MFH	All	4/20/2022	4	1,379	39	35
2023-04-01	MFH	All	4/21/2022	4	1,364	39	35
2023-04-01	MFH	All	4/22/2022	4	1,479	39	38
2023-04-01	MFH	All	4/23/2022	4	1,782	39	46
2023-04-01	MFH	All	4/24/2022	4	1,621	39	42
2023-04-01	MFH	All	4/25/2022	4	1,448	39	37
2023-04-01	MFH	All	4/26/2022	4	1,527	39	39
2023-04-01	MFH	All	4/27/2022	4	1,380	39	35
2023-04-01	MFH	All	4/28/2022	4	1,774	39	45
2023-04-01	MFH	All	4/29/2022	4	1,774	39	45
2023-04-01	MFH	All	4/30/2022	4	1,578	39	40
2023-04-01	MFH	All	5/1/2022	5	1,518	39	39
2023-04-01	MFH	All	5/2/2022	5	1,737	39	45
2023-04-01	MFH	All	5/3/2022	5	1,359	39	35
2023-04-01	MFH	All	5/4/2022	5	1,584	40	40
2023-04-01	MFH	All	5/5/2022	5	1,532	40	38
2023-04-01	MFH	All	5/6/2022	5	1,756	40	44
2023-04-01	MFH	All	5/7/2022	5	1,675	40	42
2023-04-01	MFH	All	5/8/2022	5	1,784	40	45
2023-04-01	MFH	All	5/9/2022	5	1,746	40	44
2023-04-01	MFH	All	5/10/2022	5	1,653	40	41
2023-04-01	MFH	All	5/11/2022	5	1,053	40	26
2023-04-01	MFH	All	5/12/2022	5	1,433	40	36
2023-04-01	MFH	All	5/13/2022	5	1,721	40	43
2023-04-01	MFH	All	5/14/2022	5	1,687	40	42
2023-04-01	MFH	All	5/15/2022	5	1,762	40	44
2023-04-01	MFH	All	5/16/2022	5	1,732	40	43
2023-04-01	MFH	All	5/17/2022	5	1,594	40	40
2023-04-01	MFH	All	5/18/2022	5	1,565	40	39
2023-04-01	MFH	All	5/19/2022	5	1,626	40	41
2023-04-01	MFH	All	5/20/2022	5	1,620	40	41
2023-04-01	MFH	All	5/21/2022	5	1,585	40	40
2023-04-01	MFH	All	5/22/2022	5	1,755	40	44
2023-04-01	MFH	All	5/23/2022	5	1,742	40	44
2023-04-01	MFH	All	5/24/2022	5	1,379	40	34
2023-04-01	MFH	All	5/25/2022	5	1,505	40	38
2023-04-01	MFH	All	5/26/2022	5	1,245	40	31
2023-04-01	MFH	All	5/27/2022	5	1,687	40	42
2023-04-01	MFH	All	5/28/2022	5	2,054	40	51
2023-04-01	MFH	All	5/29/2022	5	1,727	40	43
2023-04-01	MFH	All	5/30/2022	5	1,760	40	44
2023-04-01	MFH	All	5/31/2022	5	1,499	40	37
2023-04-01	MFH	All	6/1/2022	6	1,450	42	35
2023-04-01	MFH	All	6/2/2022	6	1,479	42	35
2023-04-01	MFH	All	6/3/2022	6	1,881	42	45
2023-04-01	MFH	All	6/4/2022	6	2,126	42	51
2023-04-01	MFH	All	6/5/2022	6	1,612	42	38
2023-04-01	MFH	All	6/6/2022	6	1,749	42	42
2023-04-01	MFH	All	6/7/2022	6	1,919	42	46
2023-04-01	MFH	All	6/8/2022	6	1,720	42	41
2023-04-01	MFH	All	6/9/2022	6	1,573	42	37
2023-04-01	MFH	All	6/10/2022	6	1,828	42	44
2023-04-01	MFH	All	6/11/2022	6	2,105	42	50
2023-04-01	MFH	All	6/12/2022	6	2,250	42	54
2023-04-01	MFH	All	6/13/2022	6	1,666	42	40
2023-04-01	MFH	All	6/14/2022	6	1,779	42	42
2023-04-01	MFH	All	6/15/2022	6	1,530	42	36
2023-04-01	MFH	All	6/16/2022	6	1,753	42	42
2023-04-01	MFH	All	6/17/2022	6	1,695	42	40
2023-04-01	MFH	All	6/18/2022	6	1,957	42	47
2023-04-01	MFH	All	6/19/2022	6	2,100	42	50
2023-04-01	MFH	All	6/20/2022	6	1,455	42	35
2023-04-01	MFH	All	6/21/2022	6	1,445	42	34
2023-04-01	MFH	All	6/22/2022	6	1,598	43	37
2023-04-01	MFH	All	6/23/2022	6	1,460	43	34
2023-04-01	MFH	All	6/24/2022	6	1,622	43	38
2023-04-01	MFH	All	6/25/2022	6	1,880	43	44
2023-04-01	MFH	All	6/26/2022	6	1,835	43	43
2023-04-01	MFH	All	6/27/2022	6	1,836	43	43
2023-04-01	MFH	All	6/28/2022	6	1,480	43	34
2023-04-01	MFH	All	6/29/2022	6	1,641	43	38
2023-04-01	MFH	All	6/30/2022	6	1,712	43	40
2023-04-01	MFH	All	7/1/2022	7	1,871	43	44
2023-04-01	MFH	All	7/2/2022	7	1,781	43	41
2023-04-01	MFH	All	7/3/2022	7	1,822	43	42
2023-04-01	MFH	All	7/4/2022	7	1,637	43	38
2023-04-01	MFH	All	7/5/2022	7	1,638	43	38
2023-04-01	MFH	All	7/6/2022	7	1,743	43	41
2023-04-01	MFH	All	7/7/2022	7	1,499	43	35

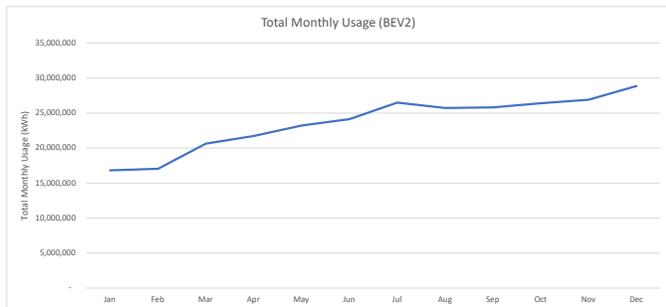
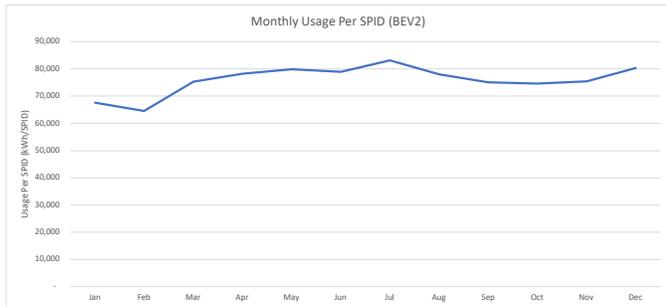
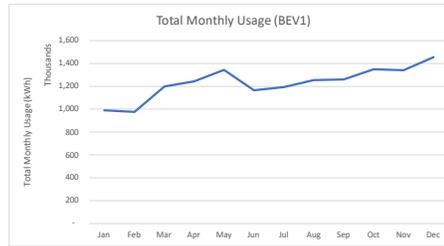
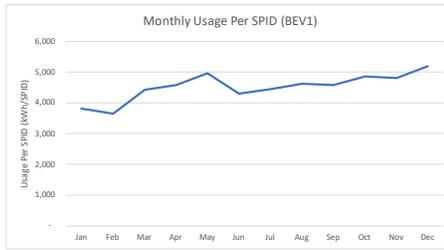
2023-04-01	MFH	All	7/8/2022	7	1,671	43	39
2023-04-01	MFH	All	7/9/2022	7	1,653	43	38
2023-04-01	MFH	All	7/10/2022	7	1,863	43	43
2023-04-01	MFH	All	7/11/2022	7	1,583	43	37
2023-04-01	MFH	All	7/12/2022	7	1,744	43	41
2023-04-01	MFH	All	7/13/2022	7	1,754	43	41
2023-04-01	MFH	All	7/14/2022	7	1,555	43	36
2023-04-01	MFH	All	7/15/2022	7	1,915	43	45
2023-04-01	MFH	All	7/16/2022	7	2,075	43	48
2023-04-01	MFH	All	7/17/2022	7	2,005	43	47
2023-04-01	MFH	All	7/18/2022	7	1,747	43	41
2023-04-01	MFH	All	7/19/2022	7	1,823	43	42
2023-04-01	MFH	All	7/20/2022	7	1,681	43	39
2023-04-01	MFH	All	7/21/2022	7	2,019	43	47
2023-04-01	MFH	All	7/22/2022	7	1,777	43	41
2023-04-01	MFH	All	7/23/2022	7	1,854	43	43
2023-04-01	MFH	All	7/24/2022	7	1,842	43	43
2023-04-01	MFH	All	7/25/2022	7	1,477	43	34
2023-04-01	MFH	All	7/26/2022	7	1,592	43	37
2023-04-01	MFH	All	7/27/2022	7	1,787	43	42
2023-04-01	MFH	All	7/28/2022	7	1,634	43	38
2023-04-01	MFH	All	7/29/2022	7	1,937	43	45
2023-04-01	MFH	All	7/30/2022	7	1,989	43	46
2023-04-01	MFH	All	7/31/2022	7	2,053	43	48
2023-04-01	MFH	All	8/1/2022	8	1,565	43	36
2023-04-01	MFH	All	8/2/2022	8	1,597	43	37
2023-04-01	MFH	All	8/3/2022	8	1,636	43	38
2023-04-01	MFH	All	8/4/2022	8	1,709	43	40
2023-04-01	MFH	All	8/5/2022	8	1,771	43	41
2023-04-01	MFH	All	8/6/2022	8	2,187	43	51
2023-04-01	MFH	All	8/7/2022	8	1,839	43	43
2023-04-01	MFH	All	8/8/2022	8	1,806	43	42
2023-04-01	MFH	All	8/9/2022	8	1,532	43	36
2023-04-01	MFH	All	8/10/2022	8	1,743	43	41
2023-04-01	MFH	All	8/11/2022	8	1,812	43	42
2023-04-01	MFH	All	8/12/2022	8	2,233	43	52
2023-04-01	MFH	All	8/13/2022	8	2,178	43	51
2023-04-01	MFH	All	8/14/2022	8	1,748	43	41
2023-04-01	MFH	All	8/15/2022	8	2,041	43	47
2023-04-01	MFH	All	8/16/2022	8	1,697	43	39
2023-04-01	MFH	All	8/17/2022	8	1,695	43	39
2023-04-01	MFH	All	8/18/2022	8	1,609	43	37
2023-04-01	MFH	All	8/19/2022	8	1,833	43	43
2023-04-01	MFH	All	8/20/2022	8	2,080	43	48
2023-04-01	MFH	All	8/21/2022	8	2,089	43	49
2023-04-01	MFH	All	8/22/2022	8	1,863	43	43
2023-04-01	MFH	All	8/23/2022	8	1,892	43	44
2023-04-01	MFH	All	8/24/2022	8	1,930	43	45
2023-04-01	MFH	All	8/25/2022	8	1,744	43	41
2023-04-01	MFH	All	8/26/2022	8	1,530	43	36
2023-04-01	MFH	All	8/27/2022	8	2,191	43	51
2023-04-01	MFH	All	8/28/2022	8	2,275	43	53
2023-04-01	MFH	All	8/29/2022	8	1,929	43	45
2023-04-01	MFH	All	8/30/2022	8	2,097	43	49
2023-04-01	MFH	All	8/31/2022	8	1,864	43	43
2023-04-01	MFH	All	9/1/2022	9	1,745	43	41
2023-04-01	MFH	All	9/2/2022	9	1,968	43	46
2023-04-01	MFH	All	9/3/2022	9	2,024	43	47
2023-04-01	MFH	All	9/4/2022	9	2,040	43	47
2023-04-01	MFH	All	9/5/2022	9	1,680	43	39
2023-04-01	MFH	All	9/6/2022	9	2,031	43	47
2023-04-01	MFH	All	9/7/2022	9	2,029	43	47
2023-04-01	MFH	All	9/8/2022	9	1,893	43	44
2023-04-01	MFH	All	9/9/2022	9	2,221	43	52
2023-04-01	MFH	All	9/10/2022	9	2,060	43	48
2023-04-01	MFH	All	9/11/2022	9	2,318	43	54
2023-04-01	MFH	All	9/12/2022	9	2,080	43	48
2023-04-01	MFH	All	9/13/2022	9	1,528	43	36
2023-04-01	MFH	All	9/14/2022	9	1,687	45	37
2023-04-01	MFH	All	9/15/2022	9	1,775	45	39
2023-04-01	MFH	All	9/16/2022	9	2,090	45	46
2023-04-01	MFH	All	9/17/2022	9	2,250	45	50
2023-04-01	MFH	All	9/18/2022	9	1,838	45	41
2023-04-01	MFH	All	9/19/2022	9	1,844	45	41
2023-04-01	MFH	All	9/20/2022	9	1,855	45	41
2023-04-01	MFH	All	9/21/2022	9	1,570	45	35
2023-04-01	MFH	All	9/22/2022	9	1,443	45	32
2023-04-01	MFH	All	9/23/2022	9	1,992	45	44
2023-04-01	MFH	All	9/24/2022	9	2,375	45	53
2023-04-01	MFH	All	9/25/2022	9	2,204	45	49
2023-04-01	MFH	All	9/26/2022	9	1,649	45	37
2023-04-01	MFH	All	9/27/2022	9	1,479	45	33
2023-04-01	MFH	All	9/28/2022	9	1,436	45	32
2023-04-01	MFH	All	9/29/2022	9	1,502	45	33
2023-04-01	MFH	All	9/30/2022	9	2,208	45	49
2023-04-01	MFH	All	10/1/2022	10	2,046	45	45
2023-04-01	MFH	All	10/2/2022	10	2,114	45	47
2023-04-01	MFH	All	10/3/2022	10	1,779	45	40
2023-04-01	MFH	All	10/4/2022	10	1,589	45	35
2023-04-01	MFH	All	10/5/2022	10	1,956	45	43
2023-04-01	MFH	All	10/6/2022	10	1,782	45	40
2023-04-01	MFH	All	10/7/2022	10	2,038	45	45
2023-04-01	MFH	All	10/8/2022	10	1,924	45	43
2023-04-01	MFH	All	10/9/2022	10	1,971	45	44
2023-04-01	MFH	All	10/10/2022	10	1,844	45	41
2023-04-01	MFH	All	10/11/2022	10	1,669	45	37
2023-04-01	MFH	All	10/12/2022	10	1,748	45	39
2023-04-01	MFH	All	10/13/2022	10	1,589	45	35
2023-04-01	MFH	All	10/14/2022	10	1,954	45	43
2023-04-01	MFH	All	10/15/2022	10	2,241	45	50
2023-04-01	MFH	All	10/16/2022	10	1,882	45	42
2023-04-01	MFH	All	10/17/2022	10	1,938	45	43
2023-04-01	MFH	All	10/18/2022	10	1,673	45	37
2023-04-01	MFH	All	10/19/2022	10	1,754	45	39
2023-04-01	MFH	All	10/20/2022	10	1,702	45	38
2023-04-01	MFH	All	10/21/2022	10	1,999	45	44
2023-04-01	MFH	All	10/22/2022	10	2,101	45	47
2023-04-01	MFH	All	10/23/2022	10	2,181	45	48
2023-04-01	MFH	All	10/24/2022	10	2,087	45	46
2023-04-01	MFH	All	10/25/2022	10	1,783	45	40
2023-04-01	MFH	All	10/26/2022	10	1,969	45	44
2023-04-01	MFH	All	10/27/2022	10	1,616	45	36
2023-04-01	MFH	All	10/28/2022	10	2,006	45	45
2023-04-01	MFH	All	10/29/2022	10	2,357	45	52
2023-04-01	MFH	All	10/30/2022	10	1,914	45	43
2023-04-01	MFH	All	10/31/2022	10	2,083	45	46
2023-04-01	MFH	All	11/1/2022	11	1,829	45	41
2023-04-01	MFH	All	11/2/2022	11	1,850	45	41
2023-04-01	MFH	All	11/3/2022	11	2,025	45	45
2023-04-01	MFH	All	11/4/2022	11	1,788	45	40
2023-04-01	MFH	All	11/5/2022	11	2,293	45	51
2023-04-01	MFH	All	11/6/2022	11	2,082	45	46
2023-04-01	MFH	All	11/7/2022	11	2,123	45	47
2023-04-01	MFH	All	11/8/2022	11	2,143	45	48
2023-04-01	MFH	All	11/9/2022	11	2,127	45	47
2023-04-01	MFH	All	11/10/2022	11	2,303	45	51
2023-04-01	MFH	All	11/11/2022	11	2,124	45	47
2023-04-01	MFH	All	11/12/2022	11	2,168	45	48
2023-04-01	MFH	All	11/13/2022	11	2,219	45	49
2023-04-01	MFH	All	11/14/2022	11	2,101	45	47
2023-04-01	MFH	All	11/15/2022	11	1,573	45	35
2023-04-01	MFH	All	11/16/2022	11	2,008	45	45
2023-04-01	MFH	All	11/17/2022	11	1,928	45	43
2023-04-01	MFH	All	11/18/2022	11	2,265	45	50
2023-04-01	MFH	All	11/19/2022	11	2,302	45	51
2023-04-01	MFH	All	11/20/2022	11	2,009	45	45
2023-04-01	MFH	All	11/21/2022	11	1,691	45	38
2023-04-01	MFH	All	11/22/2022	11	1,710	45	38
2023-04-01	MFH	All	11/23/2022	11	1,938	45	43

2023-04-01	MFH	All	11/24/2022	11	1,875	45	42
2023-04-01	MFH	All	11/25/2022	11	1,700	45	38
2023-04-01	MFH	All	11/26/2022	11	1,989	45	44
2023-04-01	MFH	All	11/27/2022	11	2,034	45	45
2023-04-01	MFH	All	11/28/2022	11	1,728	45	38
2023-04-01	MFH	All	11/29/2022	11	1,844	45	41
2023-04-01	MFH	All	11/30/2022	11	1,944	45	43
2023-04-01	MFH	All	12/1/2022	12	1,928	45	43
2023-04-01	MFH	All	12/2/2022	12	2,036	45	45
2023-04-01	MFH	All	12/3/2022	12	2,376	45	53
2023-04-01	MFH	All	12/4/2022	12	2,087	45	46
2023-04-01	MFH	All	12/5/2022	12	1,810	45	40
2023-04-01	MFH	All	12/6/2022	12	1,666	45	37
2023-04-01	MFH	All	12/7/2022	12	1,671	45	37
2023-04-01	MFH	All	12/8/2022	12	2,000	45	44
2023-04-01	MFH	All	12/9/2022	12	2,092	45	46
2023-04-01	MFH	All	12/10/2022	12	2,365	45	53
2023-04-01	MFH	All	12/11/2022	12	1,753	45	39
2023-04-01	MFH	All	12/12/2022	12	2,054	45	46
2023-04-01	MFH	All	12/13/2022	12	2,081	45	46
2023-04-01	MFH	All	12/14/2022	12	2,109	45	47
2023-04-01	MFH	All	12/15/2022	12	1,901	45	42
2023-04-01	MFH	All	12/16/2022	12	2,221	45	49
2023-04-01	MFH	All	12/17/2022	12	1,985	45	44
2023-04-01	MFH	All	12/18/2022	12	2,061	45	46
2023-04-01	MFH	All	12/19/2022	12	2,014	45	45
2023-04-01	MFH	All	12/20/2022	12	1,631	45	36
2023-04-01	MFH	All	12/21/2022	12	1,965	45	44
2023-04-01	MFH	All	12/22/2022	12	1,942	45	43
2023-04-01	MFH	All	12/23/2022	12	1,923	45	43
2023-04-01	MFH	All	12/24/2022	12	1,538	45	34
2023-04-01	MFH	All	12/25/2022	12	1,782	45	40
2023-04-01	MFH	All	12/26/2022	12	1,732	45	38
2023-04-01	MFH	All	12/27/2022	12	1,655	45	37
2023-04-01	MFH	All	12/28/2022	12	1,451	45	32
2023-04-01	MFH	All	12/29/2022	12	1,541	45	34
2023-04-01	MFH	All	12/30/2022	12	1,421	45	32
2023-04-01	MFH	All	12/31/2022	12	1,530	45	34
2023-04-01	WORKPLACE	All	1/1/2022	1	30,520	102	299
2023-04-01	WORKPLACE	All	1/2/2022	1	35,508	102	348
2023-04-01	WORKPLACE	All	1/3/2022	1	28,517	102	280
2023-04-01	WORKPLACE	All	1/4/2022	1	27,087	103	263
2023-04-01	WORKPLACE	All	1/5/2022	1	26,641	103	259
2023-04-01	WORKPLACE	All	1/6/2022	1	24,892	104	239
2023-04-01	WORKPLACE	All	1/7/2022	1	28,199	104	271
2023-04-01	WORKPLACE	All	1/8/2022	1	26,984	104	259
2023-04-01	WORKPLACE	All	1/9/2022	1	27,920	104	268
2023-04-01	WORKPLACE	All	1/10/2022	1	28,295	104	272
2023-04-01	WORKPLACE	All	1/11/2022	1	27,107	104	261
2023-04-01	WORKPLACE	All	1/12/2022	1	26,833	104	258
2023-04-01	WORKPLACE	All	1/13/2022	1	29,973	104	288
2023-04-01	WORKPLACE	All	1/14/2022	1	31,409	105	299
2023-04-01	WORKPLACE	All	1/15/2022	1	28,470	105	271
2023-04-01	WORKPLACE	All	1/16/2022	1	27,366	105	261
2023-04-01	WORKPLACE	All	1/17/2022	1	31,895	105	304
2023-04-01	WORKPLACE	All	1/18/2022	1	27,030	105	257
2023-04-01	WORKPLACE	All	1/19/2022	1	24,648	105	235
2023-04-01	WORKPLACE	All	1/20/2022	1	25,535	106	241
2023-04-01	WORKPLACE	All	1/21/2022	1	28,506	106	269
2023-04-01	WORKPLACE	All	1/22/2022	1	21,627	106	204
2023-04-01	WORKPLACE	All	1/23/2022	1	22,538	106	213
2023-04-01	WORKPLACE	All	1/24/2022	1	26,688	106	252
2023-04-01	WORKPLACE	All	1/25/2022	1	24,397	106	230
2023-04-01	WORKPLACE	All	1/26/2022	1	25,894	106	244
2023-04-01	WORKPLACE	All	1/27/2022	1	25,931	106	245
2023-04-01	WORKPLACE	All	1/28/2022	1	28,516	106	269
2023-04-01	WORKPLACE	All	1/29/2022	1	23,685	107	221
2023-04-01	WORKPLACE	All	1/30/2022	1	20,622	108	191
2023-04-01	WORKPLACE	All	1/31/2022	1	24,748	108	229
2023-04-01	WORKPLACE	All	2/1/2022	2	25,558	109	244
2023-04-01	WORKPLACE	All	2/2/2022	2	27,709	109	254
2023-04-01	WORKPLACE	All	2/3/2022	2	28,183	109	259
2023-04-01	WORKPLACE	All	2/4/2022	2	29,690	109	272
2023-04-01	WORKPLACE	All	2/5/2022	2	24,277	109	223
2023-04-01	WORKPLACE	All	2/6/2022	2	23,013	109	211
2023-04-01	WORKPLACE	All	2/7/2022	2	28,449	109	259
2023-04-01	WORKPLACE	All	2/8/2022	2	26,920	109	247
2023-04-01	WORKPLACE	All	2/9/2022	2	25,643	109	235
2023-04-01	WORKPLACE	All	2/10/2022	2	24,640	109	226
2023-04-01	WORKPLACE	All	2/11/2022	2	29,632	109	272
2023-04-01	WORKPLACE	All	2/12/2022	2	24,099	109	221
2023-04-01	WORKPLACE	All	2/13/2022	2	23,214	109	213
2023-04-01	WORKPLACE	All	2/14/2022	2	28,034	109	257
2023-04-01	WORKPLACE	All	2/15/2022	2	30,067	109	276
2023-04-01	WORKPLACE	All	2/16/2022	2	28,959	110	263
2023-04-01	WORKPLACE	All	2/17/2022	2	29,207	110	266
2023-04-01	WORKPLACE	All	2/18/2022	2	30,289	111	273
2023-04-01	WORKPLACE	All	2/19/2022	2	24,453	111	220
2023-04-01	WORKPLACE	All	2/20/2022	2	24,412	111	220
2023-04-01	WORKPLACE	All	2/21/2022	2	26,599	111	240
2023-04-01	WORKPLACE	All	2/22/2022	2	28,016	111	252
2023-04-01	WORKPLACE	All	2/23/2022	2	30,210	112	270
2023-04-01	WORKPLACE	All	2/24/2022	2	31,570	112	282
2023-04-01	WORKPLACE	All	2/25/2022	2	31,928	112	285
2023-04-01	WORKPLACE	All	2/26/2022	2	25,900	112	231
2023-04-01	WORKPLACE	All	2/27/2022	2	24,735	112	221
2023-04-01	WORKPLACE	All	2/28/2022	2	31,444	112	281
2023-04-01	WORKPLACE	All	3/1/2022	3	27,298	112	244
2023-04-01	WORKPLACE	All	3/2/2022	3	28,005	112	250
2023-04-01	WORKPLACE	All	3/3/2022	3	28,658	112	256
2023-04-01	WORKPLACE	All	3/4/2022	3	28,890	112	258
2023-04-01	WORKPLACE	All	3/5/2022	3	25,438	112	227
2023-04-01	WORKPLACE	All	3/6/2022	3	24,695	112	220
2023-04-01	WORKPLACE	All	3/7/2022	3	30,871	112	276
2023-04-01	WORKPLACE	All	3/8/2022	3	30,543	112	273
2023-04-01	WORKPLACE	All	3/9/2022	3	30,499	112	272
2023-04-01	WORKPLACE	All	3/10/2022	3	32,112	112	287
2023-04-01	WORKPLACE	All	3/11/2022	3	30,526	112	273
2023-04-01	WORKPLACE	All	3/12/2022	3	24,690	112	220
2023-04-01	WORKPLACE	All	3/13/2022	3	26,323	112	235
2023-04-01	WORKPLACE	All	3/14/2022	3	32,400	112	289
2023-04-01	WORKPLACE	All	3/15/2022	3	31,319	112	280
2023-04-01	WORKPLACE	All	3/16/2022	3	31,464	112	281
2023-04-01	WORKPLACE	All	3/17/2022	3	29,998	112	268
2023-04-01	WORKPLACE	All	3/18/2022	3	33,577	112	300
2023-04-01	WORKPLACE	All	3/19/2022	3	26,869	112	240
2023-04-01	WORKPLACE	All	3/20/2022	3	28,983	112	259
2023-04-01	WORKPLACE	All	3/21/2022	3	31,782	112	284
2023-04-01	WORKPLACE	All	3/22/2022	3	30,854	112	275
2023-04-01	WORKPLACE	All	3/23/2022	3	32,235	111	290
2023-04-01	WORKPLACE	All	3/24/2022	3	31,279	111	282
2023-04-01	WORKPLACE	All	3/25/2022	3	31,146	111	281
2023-04-01	WORKPLACE	All	3/26/2022	3	26,905	111	242
2023-04-01	WORKPLACE	All	3/27/2022	3	26,469	111	238
2023-04-01	WORKPLACE	All	3/28/2022	3	28,760	111	259
2023-04-01	WORKPLACE	All	3/29/2022	3	32,614	111	294
2023-04-01	WORKPLACE	All	3/30/2022	3	33,562	111	302
2023-04-01	WORKPLACE	All	3/31/2022	3	31,000	111	279
2023-04-01	WORKPLACE	All	4/1/2022	4	33,017	111	297
2023-04-01	WORKPLACE	All	4/2/2022	4	28,304	111	255
2023-04-01	WORKPLACE	All	4/3/2022	4	27,410	111	247
2023-04-01	WORKPLACE	All	4/4/2022	4	30,855	111	278
2023-04-01	WORKPLACE	All	4/5/2022	4	34,874	111	314
2023-04-01	WORKPLACE	All	4/6/2022	4	33,918	111	306
2023-04-01	WORKPLACE	All	4/7/2022	4	34,305	111	309
2023-04-01	WORKPLACE	All	4/8/2022	4	32,415	110	295
2023-04-01	WORKPLACE	All	4/9/2022	4	25,913	110	236
2023-04-01	WORKPLACE	All	4/10/2022	4	27,450	110	250
2023-04-01	WORKPLACE	All	4/11/2022	4	30,721	110	279

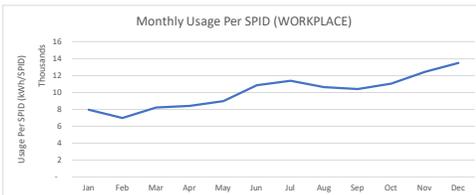
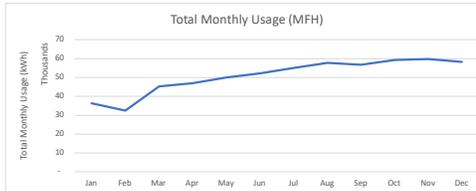
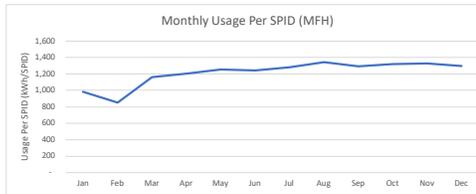
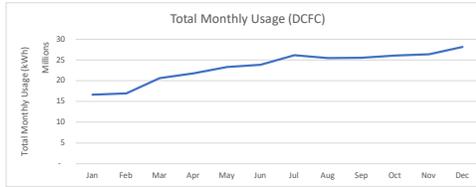
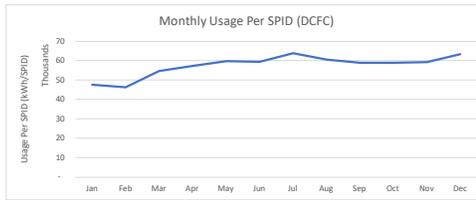
2023-04-01	WORKPLACE	All	4/12/2022	4	37,494	110	341
2023-04-01	WORKPLACE	All	4/13/2022	4	36,033	110	328
2023-04-01	WORKPLACE	All	4/14/2022	4	33,186	110	302
2023-04-01	WORKPLACE	All	4/15/2022	4	31,455	110	286
2023-04-01	WORKPLACE	All	4/16/2022	4	25,564	110	232
2023-04-01	WORKPLACE	All	4/17/2022	4	26,525	110	241
2023-04-01	WORKPLACE	All	4/18/2022	4	32,190	110	293
2023-04-01	WORKPLACE	All	4/19/2022	4	31,806	110	289
2023-04-01	WORKPLACE	All	4/20/2022	4	34,341	110	312
2023-04-01	WORKPLACE	All	4/21/2022	4	31,411	110	286
2023-04-01	WORKPLACE	All	4/22/2022	4	29,808	111	269
2023-04-01	WORKPLACE	All	4/23/2022	4	28,223	111	254
2023-04-01	WORKPLACE	All	4/24/2022	4	25,526	111	230
2023-04-01	WORKPLACE	All	4/25/2022	4	30,817	111	278
2023-04-01	WORKPLACE	All	4/26/2022	4	34,864	111	314
2023-04-01	WORKPLACE	All	4/27/2022	4	33,459	111	301
2023-04-01	WORKPLACE	All	4/28/2022	4	35,056	111	316
2023-04-01	WORKPLACE	All	4/29/2022	4	31,787	111	286
2023-04-01	WORKPLACE	All	4/30/2022	4	24,539	111	221
2023-04-01	WORKPLACE	All	5/1/2022	5	24,935	111	225
2023-04-01	WORKPLACE	All	5/2/2022	5	32,281	111	291
2023-04-01	WORKPLACE	All	5/3/2022	5	36,388	111	328
2023-04-01	WORKPLACE	All	5/4/2022	5	31,786	111	286
2023-04-01	WORKPLACE	All	5/5/2022	5	33,355	111	300
2023-04-01	WORKPLACE	All	5/6/2022	5	30,188	111	272
2023-04-01	WORKPLACE	All	5/7/2022	5	24,469	111	220
2023-04-01	WORKPLACE	All	5/8/2022	5	24,550	111	221
2023-04-01	WORKPLACE	All	5/9/2022	5	32,794	111	295
2023-04-01	WORKPLACE	All	5/10/2022	5	34,631	111	312
2023-04-01	WORKPLACE	All	5/11/2022	5	33,494	111	302
2023-04-01	WORKPLACE	All	5/12/2022	5	33,107	112	296
2023-04-01	WORKPLACE	All	5/13/2022	5	31,170	112	278
2023-04-01	WORKPLACE	All	5/14/2022	5	25,130	112	224
2023-04-01	WORKPLACE	All	5/15/2022	5	24,182	112	216
2023-04-01	WORKPLACE	All	5/16/2022	5	30,676	112	274
2023-04-01	WORKPLACE	All	5/17/2022	5	33,538	112	299
2023-04-01	WORKPLACE	All	5/18/2022	5	32,935	113	291
2023-04-01	WORKPLACE	All	5/19/2022	5	34,769	113	308
2023-04-01	WORKPLACE	All	5/20/2022	5	30,744	113	272
2023-04-01	WORKPLACE	All	5/21/2022	5	25,210	113	223
2023-04-01	WORKPLACE	All	5/22/2022	5	26,867	113	238
2023-04-01	WORKPLACE	All	5/23/2022	5	32,253	113	285
2023-04-01	WORKPLACE	All	5/24/2022	5	36,709	113	325
2023-04-01	WORKPLACE	All	5/25/2022	5	35,703	113	316
2023-04-01	WORKPLACE	All	5/26/2022	5	35,945	113	318
2023-04-01	WORKPLACE	All	5/27/2022	5	34,473	113	305
2023-04-01	WORKPLACE	All	5/28/2022	5	35,453	113	314
2023-04-01	WORKPLACE	All	5/29/2022	5	38,418	114	337
2023-04-01	WORKPLACE	All	5/30/2022	5	45,660	114	401
2023-04-01	WORKPLACE	All	5/31/2022	5	43,052	114	378
2023-04-01	WORKPLACE	All	6/1/2022	6	38,447	114	337
2023-04-01	WORKPLACE	All	6/2/2022	6	42,194	114	370
2023-04-01	WORKPLACE	All	6/3/2022	6	37,069	114	325
2023-04-01	WORKPLACE	All	6/4/2022	6	27,767	114	244
2023-04-01	WORKPLACE	All	6/5/2022	6	28,525	114	250
2023-04-01	WORKPLACE	All	6/6/2022	6	33,075	114	290
2023-04-01	WORKPLACE	All	6/7/2022	6	38,847	114	341
2023-04-01	WORKPLACE	All	6/8/2022	6	38,714	114	340
2023-04-01	WORKPLACE	All	6/9/2022	6	35,584	114	321
2023-04-01	WORKPLACE	All	6/10/2022	6	47,389	114	416
2023-04-01	WORKPLACE	All	6/11/2022	6	45,177	114	396
2023-04-01	WORKPLACE	All	6/12/2022	6	48,083	114	422
2023-04-01	WORKPLACE	All	6/13/2022	6	43,939	114	385
2023-04-01	WORKPLACE	All	6/14/2022	6	42,365	114	372
2023-04-01	WORKPLACE	All	6/15/2022	6	41,876	114	367
2023-04-01	WORKPLACE	All	6/16/2022	6	43,728	114	384
2023-04-01	WORKPLACE	All	6/17/2022	6	46,411	114	407
2023-04-01	WORKPLACE	All	6/18/2022	6	40,008	114	351
2023-04-01	WORKPLACE	All	6/19/2022	6	42,649	114	374
2023-04-01	WORKPLACE	All	6/20/2022	6	42,290	114	371
2023-04-01	WORKPLACE	All	6/21/2022	6	46,427	115	404
2023-04-01	WORKPLACE	All	6/22/2022	6	42,906	115	373
2023-04-01	WORKPLACE	All	6/23/2022	6	43,244	115	376
2023-04-01	WORKPLACE	All	6/24/2022	6	47,863	115	416
2023-04-01	WORKPLACE	All	6/25/2022	6	40,097	115	349
2023-04-01	WORKPLACE	All	6/26/2022	6	42,727	115	372
2023-04-01	WORKPLACE	All	6/27/2022	6	42,701	115	371
2023-04-01	WORKPLACE	All	6/28/2022	6	38,923	115	338
2023-04-01	WORKPLACE	All	6/29/2022	6	42,506	115	370
2023-04-01	WORKPLACE	All	6/30/2022	6	47,340	115	412
2023-04-01	WORKPLACE	All	7/1/2022	7	52,352	115	455
2023-04-01	WORKPLACE	All	7/2/2022	7	47,378	115	412
2023-04-01	WORKPLACE	All	7/3/2022	7	42,369	115	368
2023-04-01	WORKPLACE	All	7/4/2022	7	42,441	115	369
2023-04-01	WORKPLACE	All	7/5/2022	7	43,456	115	378
2023-04-01	WORKPLACE	All	7/6/2022	7	42,315	115	368
2023-04-01	WORKPLACE	All	7/7/2022	7	44,646	115	388
2023-04-01	WORKPLACE	All	7/8/2022	7	45,348	115	394
2023-04-01	WORKPLACE	All	7/9/2022	7	38,523	115	335
2023-04-01	WORKPLACE	All	7/10/2022	7	43,810	115	381
2023-04-01	WORKPLACE	All	7/11/2022	7	43,933	115	365
2023-04-01	WORKPLACE	All	7/12/2022	7	40,053	116	345
2023-04-01	WORKPLACE	All	7/13/2022	7	41,489	116	358
2023-04-01	WORKPLACE	All	7/14/2022	7	42,498	116	366
2023-04-01	WORKPLACE	All	7/15/2022	7	48,203	116	416
2023-04-01	WORKPLACE	All	7/16/2022	7	38,520	116	332
2023-04-01	WORKPLACE	All	7/17/2022	7	39,801	116	343
2023-04-01	WORKPLACE	All	7/18/2022	7	40,711	117	348
2023-04-01	WORKPLACE	All	7/19/2022	7	39,843	117	341
2023-04-01	WORKPLACE	All	7/20/2022	7	40,233	117	344
2023-04-01	WORKPLACE	All	7/21/2022	7	43,666	117	373
2023-04-01	WORKPLACE	All	7/22/2022	7	46,472	117	397
2023-04-01	WORKPLACE	All	7/23/2022	7	40,298	117	344
2023-04-01	WORKPLACE	All	7/24/2022	7	40,203	117	344
2023-04-01	WORKPLACE	All	7/25/2022	7	42,126	117	360
2023-04-01	WORKPLACE	All	7/26/2022	7	39,467	117	337
2023-04-01	WORKPLACE	All	7/27/2022	7	41,245	117	353
2023-04-01	WORKPLACE	All	7/28/2022	7	43,720	117	374
2023-04-01	WORKPLACE	All	7/29/2022	7	45,175	117	395
2023-04-01	WORKPLACE	All	7/30/2022	7	39,090	117	334
2023-04-01	WORKPLACE	All	7/31/2022	7	41,343	117	353
2023-04-01	WORKPLACE	All	8/1/2022	8	40,522	117	346
2023-04-01	WORKPLACE	All	8/2/2022	8	42,220	117	361
2023-04-01	WORKPLACE	All	8/3/2022	8	38,926	117	333
2023-04-01	WORKPLACE	All	8/4/2022	8	44,653	117	382
2023-04-01	WORKPLACE	All	8/5/2022	8	48,469	117	414
2023-04-01	WORKPLACE	All	8/6/2022	8	41,004	118	347
2023-04-01	WORKPLACE	All	8/7/2022	8	42,593	118	361
2023-04-01	WORKPLACE	All	8/8/2022	8	41,563	118	352
2023-04-01	WORKPLACE	All	8/9/2022	8	43,291	118	367
2023-04-01	WORKPLACE	All	8/10/2022	8	40,580	118	344
2023-04-01	WORKPLACE	All	8/11/2022	8	40,690	118	345
2023-04-01	WORKPLACE	All	8/12/2022	8	43,145	118	366
2023-04-01	WORKPLACE	All	8/13/2022	8	37,238	118	316
2023-04-01	WORKPLACE	All	8/14/2022	8	39,902	118	338
2023-04-01	WORKPLACE	All	8/15/2022	8	41,728	118	354
2023-04-01	WORKPLACE	All	8/16/2022	8	42,807	118	363
2023-04-01	WORKPLACE	All	8/17/2022	8	42,553	118	361
2023-04-01	WORKPLACE	All	8/18/2022	8	42,479	118	360
2023-04-01	WORKPLACE	All	8/19/2022	8	43,584	118	369
2023-04-01	WORKPLACE	All	8/20/2022	8	32,438	118	275
2023-04-01	WORKPLACE	All	8/21/2022	8	28,544	118	242
2023-04-01	WORKPLACE	All	8/22/2022	8	37,499	118	318
2023-04-01	WORKPLACE	All	8/23/2022	8	39,750	118	337
2023-04-01	WORKPLACE	All	8/24/2022	8	39,335	118	333
2023-04-01	WORKPLACE	All	8/25/2022	8	41,891	118	355
2023-04-01	WORKPLACE	All	8/26/2022	8	44,276	119	372
2023-04-01	WORKPLACE	All	8/27/2022	8	35,963	119	302
2023-04-01	WORKPLACE	All	8/28/2022	8	39,097	119	329

2023-04-01	WORKPLACE	All	8/29/2022	8	39,278	119	330
2023-04-01	WORKPLACE	All	8/30/2022	8	38,899	120	324
2023-04-01	WORKPLACE	All	8/31/2022	8	38,881	120	324
2023-04-01	WORKPLACE	All	9/1/2022	9	42,801	120	357
2023-04-01	WORKPLACE	All	9/2/2022	9	49,271	120	411
2023-04-01	WORKPLACE	All	9/3/2022	9	43,720	120	364
2023-04-01	WORKPLACE	All	9/4/2022	9	41,026	120	342
2023-04-01	WORKPLACE	All	9/5/2022	9	50,097	120	417
2023-04-01	WORKPLACE	All	9/6/2022	9	47,050	120	392
2023-04-01	WORKPLACE	All	9/7/2022	9	43,528	120	363
2023-04-01	WORKPLACE	All	9/8/2022	9	44,023	120	367
2023-04-01	WORKPLACE	All	9/9/2022	9	46,040	120	384
2023-04-01	WORKPLACE	All	9/10/2022	9	37,107	120	309
2023-04-01	WORKPLACE	All	9/11/2022	9	37,563	120	313
2023-04-01	WORKPLACE	All	9/12/2022	9	40,881	120	341
2023-04-01	WORKPLACE	All	9/13/2022	9	40,917	121	338
2023-04-01	WORKPLACE	All	9/14/2022	9	43,790	121	362
2023-04-01	WORKPLACE	All	9/15/2022	9	44,724	121	370
2023-04-01	WORKPLACE	All	9/16/2022	9	44,354	121	367
2023-04-01	WORKPLACE	All	9/17/2022	9	40,033	121	331
2023-04-01	WORKPLACE	All	9/18/2022	9	37,326	121	308
2023-04-01	WORKPLACE	All	9/19/2022	9	39,683	121	328
2023-04-01	WORKPLACE	All	9/20/2022	9	38,914	121	322
2023-04-01	WORKPLACE	All	9/21/2022	9	40,197	121	332
2023-04-01	WORKPLACE	All	9/22/2022	9	40,125	121	332
2023-04-01	WORKPLACE	All	9/23/2022	9	44,072	121	364
2023-04-01	WORKPLACE	All	9/24/2022	9	39,803	121	329
2023-04-01	WORKPLACE	All	9/25/2022	9	38,177	121	316
2023-04-01	WORKPLACE	All	9/26/2022	9	40,510	121	335
2023-04-01	WORKPLACE	All	9/27/2022	9	38,833	121	321
2023-04-01	WORKPLACE	All	9/28/2022	9	39,667	121	330
2023-04-01	WORKPLACE	All	9/29/2022	9	42,562	122	349
2023-04-01	WORKPLACE	All	9/30/2022	9	41,753	122	342
2023-04-01	WORKPLACE	All	10/1/2022	10	36,343	122	298
2023-04-01	WORKPLACE	All	10/2/2022	10	39,597	122	325
2023-04-01	WORKPLACE	All	10/3/2022	10	37,772	122	310
2023-04-01	WORKPLACE	All	10/4/2022	10	41,897	122	343
2023-04-01	WORKPLACE	All	10/5/2022	10	40,442	122	331
2023-04-01	WORKPLACE	All	10/6/2022	10	43,272	122	355
2023-04-01	WORKPLACE	All	10/7/2022	10	47,507	122	389
2023-04-01	WORKPLACE	All	10/8/2022	10	40,359	122	331
2023-04-01	WORKPLACE	All	10/9/2022	10	43,825	122	359
2023-04-01	WORKPLACE	All	10/10/2022	10	41,557	122	341
2023-04-01	WORKPLACE	All	10/11/2022	10	42,765	122	351
2023-04-01	WORKPLACE	All	10/12/2022	10	43,463	122	356
2023-04-01	WORKPLACE	All	10/13/2022	10	46,082	122	378
2023-04-01	WORKPLACE	All	10/14/2022	10	47,730	122	391
2023-04-01	WORKPLACE	All	10/15/2022	10	38,364	122	314
2023-04-01	WORKPLACE	All	10/16/2022	10	46,728	122	383
2023-04-01	WORKPLACE	All	10/17/2022	10	43,539	122	357
2023-04-01	WORKPLACE	All	10/18/2022	10	44,683	122	366
2023-04-01	WORKPLACE	All	10/19/2022	10	42,824	123	348
2023-04-01	WORKPLACE	All	10/20/2022	10	46,232	123	376
2023-04-01	WORKPLACE	All	10/21/2022	10	49,123	123	399
2023-04-01	WORKPLACE	All	10/22/2022	10	37,907	123	308
2023-04-01	WORKPLACE	All	10/23/2022	10	43,565	123	354
2023-04-01	WORKPLACE	All	10/24/2022	10	43,720	123	355
2023-04-01	WORKPLACE	All	10/25/2022	10	44,441	123	361
2023-04-01	WORKPLACE	All	10/26/2022	10	45,095	123	372
2023-04-01	WORKPLACE	All	10/27/2022	10	48,661	123	396
2023-04-01	WORKPLACE	All	10/28/2022	10	50,784	123	413
2023-04-01	WORKPLACE	All	10/29/2022	10	40,876	123	332
2023-04-01	WORKPLACE	All	10/30/2022	10	43,741	123	356
2023-04-01	WORKPLACE	All	10/31/2022	10	43,932	123	357
2023-04-01	WORKPLACE	All	11/1/2022	11	44,940	123	365
2023-04-01	WORKPLACE	All	11/2/2022	11	45,853	123	373
2023-04-01	WORKPLACE	All	11/3/2022	11	50,499	123	411
2023-04-01	WORKPLACE	All	11/4/2022	11	50,903	123	414
2023-04-01	WORKPLACE	All	11/5/2022	11	40,395	123	330
2023-04-01	WORKPLACE	All	11/6/2022	11	44,854	123	365
2023-04-01	WORKPLACE	All	11/7/2022	11	44,645	123	363
2023-04-01	WORKPLACE	All	11/8/2022	11	46,887	123	381
2023-04-01	WORKPLACE	All	11/9/2022	11	46,965	123	382
2023-04-01	WORKPLACE	All	11/10/2022	11	52,595	123	428
2023-04-01	WORKPLACE	All	11/11/2022	11	52,845	123	428
2023-04-01	WORKPLACE	All	11/12/2022	11	43,652	123	355
2023-04-01	WORKPLACE	All	11/13/2022	11	49,584	123	403
2023-04-01	WORKPLACE	All	11/14/2022	11	51,102	123	415
2023-04-01	WORKPLACE	All	11/15/2022	11	49,012	123	398
2023-04-01	WORKPLACE	All	11/16/2022	11	47,433	123	386
2023-04-01	WORKPLACE	All	11/17/2022	11	48,467	123	394
2023-04-01	WORKPLACE	All	11/18/2022	11	53,854	123	438
2023-04-01	WORKPLACE	All	11/19/2022	11	47,932	123	390
2023-04-01	WORKPLACE	All	11/20/2022	11	50,780	123	413
2023-04-01	WORKPLACE	All	11/21/2022	11	51,299	123	417
2023-04-01	WORKPLACE	All	11/22/2022	11	55,395	124	447
2023-04-01	WORKPLACE	All	11/23/2022	11	70,321	124	527
2023-04-01	WORKPLACE	All	11/24/2022	11	51,364	124	414
2023-04-01	WORKPLACE	All	11/25/2022	11	56,750	124	458
2023-04-01	WORKPLACE	All	11/26/2022	11	67,452	124	544
2023-04-01	WORKPLACE	All	11/27/2022	11	65,444	124	528
2023-04-01	WORKPLACE	All	11/28/2022	11	52,175	124	421
2023-04-01	WORKPLACE	All	11/29/2022	11	47,449	124	383
2023-04-01	WORKPLACE	All	11/30/2022	11	48,630	124	392
2023-04-01	WORKPLACE	All	12/1/2022	12	47,179	124	380
2023-04-01	WORKPLACE	All	12/2/2022	12	50,481	124	407
2023-04-01	WORKPLACE	All	12/3/2022	12	43,318	124	349
2023-04-01	WORKPLACE	All	12/4/2022	12	45,611	124	368
2023-04-01	WORKPLACE	All	12/5/2022	12	48,304	124	390
2023-04-01	WORKPLACE	All	12/6/2022	12	52,235	124	421
2023-04-01	WORKPLACE	All	12/7/2022	12	53,563	124	432
2023-04-01	WORKPLACE	All	12/8/2022	12	53,936	124	435
2023-04-01	WORKPLACE	All	12/9/2022	12	50,794	124	410
2023-04-01	WORKPLACE	All	12/10/2022	12	43,943	125	352
2023-04-01	WORKPLACE	All	12/11/2022	12	45,621	125	365
2023-04-01	WORKPLACE	All	12/12/2022	12	50,480	125	404
2023-04-01	WORKPLACE	All	12/13/2022	12	53,465	125	428
2023-04-01	WORKPLACE	All	12/14/2022	12	54,451	125	436
2023-04-01	WORKPLACE	All	12/15/2022	12	53,343	125	427
2023-04-01	WORKPLACE	All	12/16/2022	12	59,110	125	473
2023-04-01	WORKPLACE	All	12/17/2022	12	57,735	125	462
2023-04-01	WORKPLACE	All	12/18/2022	12	53,741	125	430
2023-04-01	WORKPLACE	All	12/19/2022	12	55,263	125	442
2023-04-01	WORKPLACE	All	12/20/2022	12	51,045	125	408
2023-04-01	WORKPLACE	All	12/21/2022	12	56,414	125	451
2023-04-01	WORKPLACE	All	12/22/2022	12	61,950	125	496
2023-04-01	WORKPLACE	All	12/23/2022	12	66,506	125	532
2023-04-01	WORKPLACE	All	12/24/2022	12	54,254	125	434
2023-04-01	WORKPLACE	All	12/25/2022	12	50,108	125	401
2023-04-01	WORKPLACE	All	12/26/2022	12	69,916	125	559
2023-04-01	WORKPLACE	All	12/27/2022	12	65,121	125	521
2023-04-01	WORKPLACE	All	12/28/2022	12	60,433	125	483
2023-04-01	WORKPLACE	All	12/29/2022	12	65,882	125	527
2023-04-01	WORKPLACE	All	12/30/2022	12	65,462	125	524
2023-04-01	WORKPLACE	All	12/31/2022	12	48,400	125	387

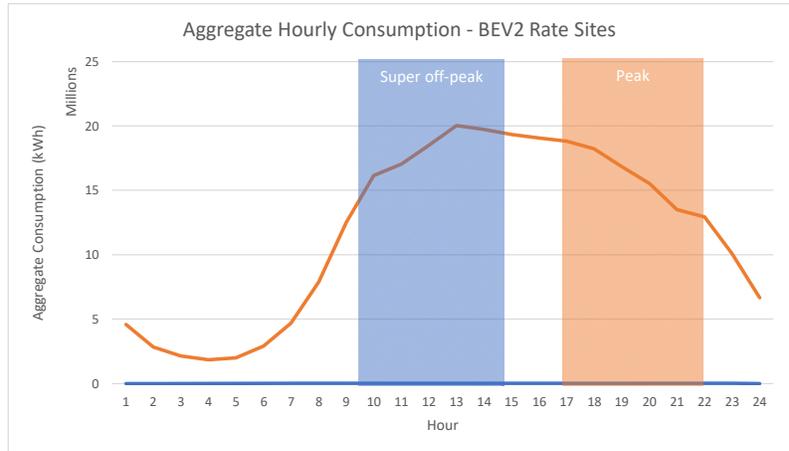
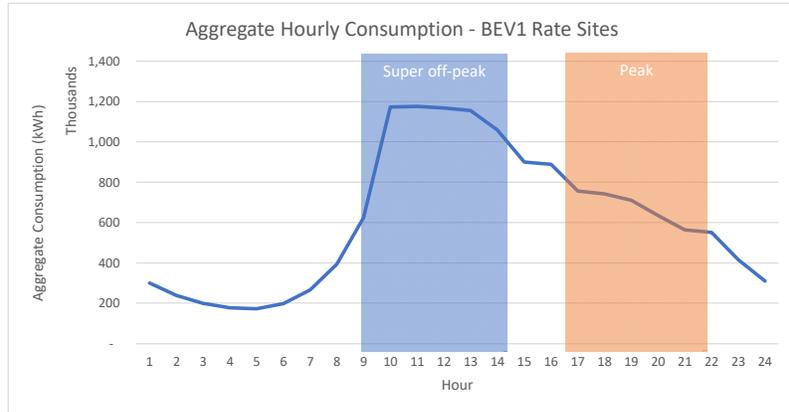
Reporting Date	Utility Program	Market sectors covered	Usage Month	kWh Consumed	Average Number of SPID	kWh Per SPID
2023-04-01	BEV1	All	Jan	990,269	260	3,809
2023-04-01	BEV1	All	Feb	977,714	268	3,648
2023-04-01	BEV1	All	Mar	1,198,489	271	4,422
2023-04-01	BEV1	All	Apr	1,243,803	272	4,573
2023-04-01	BEV1	All	May	1,344,102	271	4,960
2023-04-01	BEV1	All	Jun	1,164,179	271	4,296
2023-04-01	BEV1	All	Jul	1,194,058	269	4,439
2023-04-01	BEV1	All	Aug	1,255,625	272	4,616
2023-04-01	BEV1	All	Sep	1,259,615	275	4,580
2023-04-01	BEV1	All	Oct	1,340,402	278	4,854
2023-04-01	BEV1	All	Nov	1,341,139	279	4,807
2023-04-01	BEV1	All	Dec	1,454,879	280	5,196
2023-04-01	BEV2	All	Jan	16,826,766	249	67,577
2023-04-01	BEV2	All	Feb	17,041,767	264	64,552
2023-04-01	BEV2	All	Mar	20,629,728	274	75,291
2023-04-01	BEV2	All	Apr	21,732,999	278	78,176
2023-04-01	BEV2	All	May	23,251,923	291	79,904
2023-04-01	BEV2	All	Jun	24,164,304	306	78,968
2023-04-01	BEV2	All	Jul	26,504,700	319	83,087
2023-04-01	BEV2	All	Aug	25,732,748	330	77,978
2023-04-01	BEV2	All	Sep	25,810,200	344	75,030
2023-04-01	BEV2	All	Oct	26,412,104	354	74,610
2023-04-01	BEV2	All	Nov	26,917,907	357	75,400
2023-04-01	BEV2	All	Dec	28,845,848	359	80,351



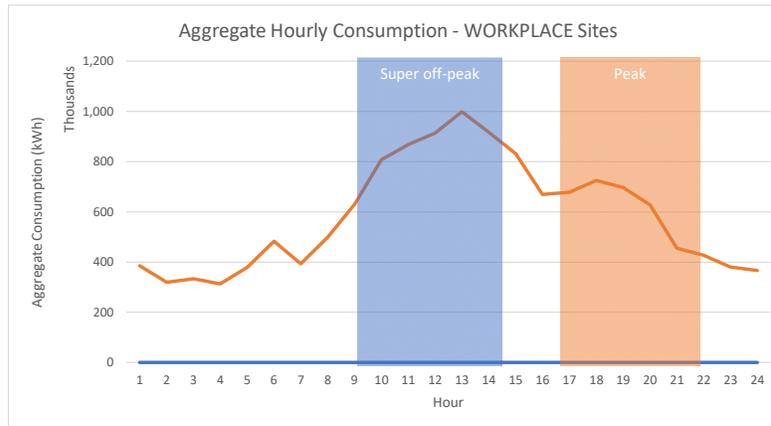
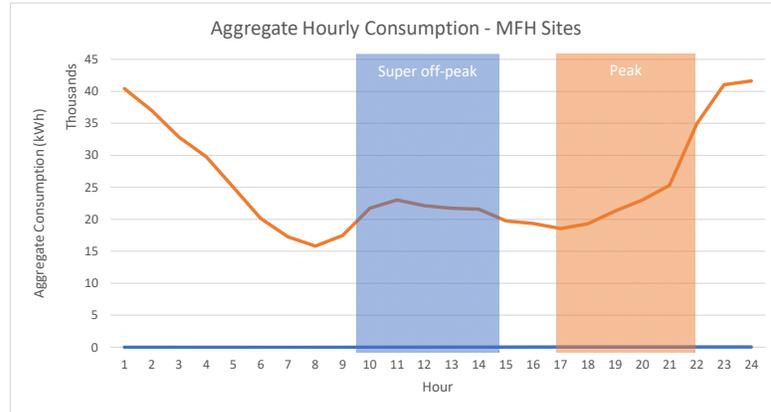
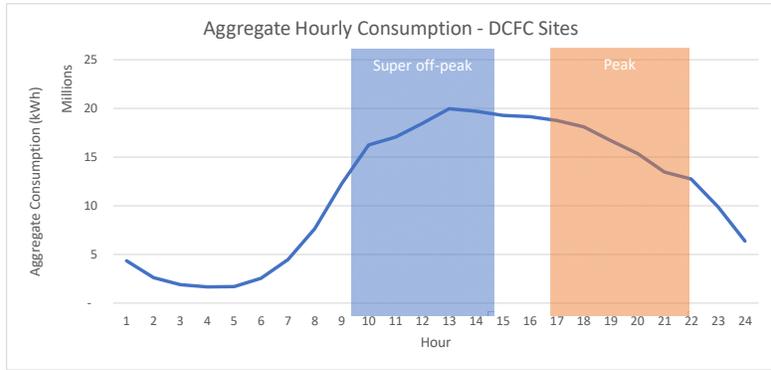
Reporting Date	Use Case	Market sectors covered	Usage Month	kWh Consumed	Average Number of SPID	kWh Per SPID
2023-04-01	DCFC	All	Jan	16,694,457	351	47,563
2023-04-01	DCFC	All	Feb	16,947,071	366	46,303
2023-04-01	DCFC	All	Mar	20,574,587	376	54,720
2023-04-01	DCFC	All	Apr	21,739,068	380	57,208
2023-04-01	DCFC	All	May	23,284,512	390	59,704
2023-04-01	DCFC	All	Jun	23,800,249	401	59,352
2023-04-01	DCFC	All	Jul	26,106,724	408	63,987
2023-04-01	DCFC	All	Aug	25,398,528	420	60,473
2023-04-01	DCFC	All	Sep	25,473,579	433	58,830
2023-04-01	DCFC	All	Oct	26,047,100	442	58,930
2023-04-01	DCFC	All	Nov	26,329,974	445	59,168
2023-04-01	DCFC	All	Dec	28,186,410	445	63,340
2023-04-01	MFH	All	Jan	36,271	37	980
2023-04-01	MFH	All	Feb	32,407	38	853
2023-04-01	MFH	All	Mar	45,262	39	1,161
2023-04-01	MFH	All	Apr	46,922	39	1,203
2023-04-01	MFH	All	May	50,078	40	1,252
2023-04-01	MFH	All	Jun	52,137	42	1,241
2023-04-01	MFH	All	Jul	55,022	43	1,280
2023-04-01	MFH	All	Aug	57,715	43	1,342
2023-04-01	MFH	All	Sep	56,814	44	1,291
2023-04-01	MFH	All	Oct	59,290	45	1,318
2023-04-01	MFH	All	Nov	59,723	45	1,327
2023-04-01	MFH	All	Dec	58,321	45	1,296
2023-04-01	WORKPLACE	All	Jan	837,980	105	7,981
2023-04-01	WORKPLACE	All	Feb	767,651	110	6,979
2023-04-01	WORKPLACE	All	Mar	919,766	112	8,212
2023-04-01	WORKPLACE	All	Apr	933,265	111	8,408
2023-04-01	WORKPLACE	All	May	1,004,867	112	8,972
2023-04-01	WORKPLACE	All	Jun	1,239,873	114	10,876
2023-04-01	WORKPLACE	All	Jul	1,319,729	116	11,377
2023-04-01	WORKPLACE	All	Aug	1,253,793	118	10,625
2023-04-01	WORKPLACE	All	Sep	1,258,847	121	10,404
2023-04-01	WORKPLACE	All	Oct	1,347,429	122	11,044
2023-04-01	WORKPLACE	All	Nov	1,529,509	123	12,435
2023-04-01	WORKPLACE	All	Dec	1,688,065	125	13,505



Utility Program	Hour	TOU Period	Aggregate Consumption (kWh)
BEV1	1	Off-peak	300,360
BEV1	2	Off-peak	238,889
BEV1	3	Off-peak	199,518
BEV1	4	Off-peak	177,534
BEV1	5	Off-peak	172,333
BEV1	6	Off-peak	196,869
BEV1	7	Off-peak	266,085
BEV1	8	Off-peak	393,520
BEV1	9	Off-peak	624,071
BEV1	10	Super off-peak	1,173,005
BEV1	11	Super off-peak	1,175,924
BEV1	12	Super off-peak	1,168,596
BEV1	13	Super off-peak	1,155,977
BEV1	14	Super off-peak	1,059,671
BEV1	15	Off-peak	900,092
BEV1	16	Off-peak	888,389
BEV1	17	Peak	755,440
BEV1	18	Peak	742,544
BEV1	19	Peak	709,973
BEV1	20	Peak	633,916
BEV1	21	Peak	564,178
BEV1	22	Off-peak	550,302
BEV1	23	Off-peak	415,795
BEV1	24	Off-peak	310,294
BEV2	1	Off-peak	4,592,193
BEV2	2	Off-peak	2,823,800
BEV2	3	Off-peak	2,129,177
BEV2	4	Off-peak	1,855,576
BEV2	5	Off-peak	1,982,554
BEV2	6	Off-peak	2,912,996
BEV2	7	Off-peak	4,683,882
BEV2	8	Off-peak	7,879,284
BEV2	9	Off-peak	12,506,095
BEV2	10	Super off-peak	16,154,832
BEV2	11	Super off-peak	17,043,262
BEV2	12	Super off-peak	18,485,858
BEV2	13	Super off-peak	20,048,203
BEV2	14	Super off-peak	19,740,458
BEV2	15	Off-peak	19,347,244
BEV2	16	Off-peak	19,064,247
BEV2	17	Peak	18,825,400
BEV2	18	Peak	18,236,364
BEV2	19	Peak	16,838,858
BEV2	20	Peak	15,522,031
BEV2	21	Peak	13,501,990
BEV2	22	Off-peak	12,933,092
BEV2	23	Off-peak	10,105,439
BEV2	24	Off-peak	6,658,157



Use Case	Hour	TOU Period	Aggregate Consumption (kWh)
DCFC	1	Off-peak	4,335,511
DCFC	2	Off-peak	2,626,196
DCFC	3	Off-peak	1,907,163
DCFC	4	Off-peak	1,646,164
DCFC	5	Off-peak	1,706,186
DCFC	6	Off-peak	2,563,708
DCFC	7	Off-peak	4,469,234
DCFC	8	Off-peak	7,663,339
DCFC	9	Off-peak	12,305,303
DCFC	10	Super off-peak	16,260,107
DCFC	11	Super off-peak	17,063,302
DCFC	12	Super off-peak	18,467,021
DCFC	13	Super off-peak	19,956,871
DCFC	14	Super off-peak	19,711,322
DCFC	15	Off-peak	19,291,360
DCFC	16	Off-peak	19,161,113
DCFC	17	Peak	18,783,980
DCFC	18	Peak	18,130,195
DCFC	19	Peak	16,708,851
DCFC	20	Peak	15,374,330
DCFC	21	Peak	13,459,961
DCFC	22	Off-peak	12,751,819
DCFC	23	Off-peak	9,870,603
DCFC	24	Off-peak	6,368,617
MFH	1	Off-peak	40,439
MFH	2	Off-peak	36,992
MFH	3	Off-peak	32,814
MFH	4	Off-peak	29,776
MFH	5	Off-peak	24,971
MFH	6	Off-peak	20,135
MFH	7	Off-peak	17,244
MFH	8	Off-peak	15,790
MFH	9	Off-peak	17,442
MFH	10	Super off-peak	21,712
MFH	11	Super off-peak	23,014
MFH	12	Super off-peak	22,120
MFH	13	Super off-peak	21,738
MFH	14	Super off-peak	21,576
MFH	15	Off-peak	19,759
MFH	16	Off-peak	19,359
MFH	17	Peak	18,531
MFH	18	Peak	19,311
MFH	19	Peak	21,279
MFH	20	Peak	23,023
MFH	21	Peak	25,320
MFH	22	Off-peak	34,964
MFH	23	Off-peak	41,045
MFH	24	Off-peak	41,609
WORKPLACE	1	Off-peak	385,241
WORKPLACE	2	Off-peak	319,678
WORKPLACE	3	Off-peak	333,084
WORKPLACE	4	Off-peak	312,719
WORKPLACE	5	Off-peak	379,313
WORKPLACE	6	Off-peak	483,506
WORKPLACE	7	Off-peak	393,510
WORKPLACE	8	Off-peak	500,143
WORKPLACE	9	Off-peak	629,984
WORKPLACE	10	Super off-peak	807,903
WORKPLACE	11	Super off-peak	868,009
WORKPLACE	12	Super off-peak	913,890
WORKPLACE	13	Super off-peak	998,979
WORKPLACE	14	Super off-peak	916,560
WORKPLACE	15	Off-peak	831,229
WORKPLACE	16	Off-peak	669,716
WORKPLACE	17	Peak	678,149
WORKPLACE	18	Peak	725,375
WORKPLACE	19	Peak	697,856
WORKPLACE	20	Peak	628,070
WORKPLACE	21	Peak	454,651
WORKPLACE	22	Off-peak	427,076
WORKPLACE	23	Off-peak	379,981
WORKPLACE	24	Off-peak	366,150



**PG&E Gas and Electric
Advice Submittal List
General Order 96-B, Section IV**

AT&T
Albion Power Company

Alta Power Group, LLC
Anderson & Poole

Atlas ReFuel
BART

Barkovich & Yap, Inc.
Braun Blaising Smith Wynne, P.C.
California Cotton Ginners & Growers Assn
California Energy Commission

California Hub for Energy Efficiency
Financing

California Alternative Energy and
Advanced Transportation Financing
Authority
California Public Utilities Commission
Calpine

Cameron-Daniel, P.C.
Casner, Steve
Center for Biological Diversity

Chevron Pipeline and Power
City of Palo Alto

City of San Jose
Clean Power Research
Coast Economic Consulting
Commercial Energy
Crossborder Energy
Crown Road Energy, LLC
Davis Wright Tremaine LLP
Day Carter Murphy

Dept of General Services
Don Pickett & Associates, Inc.
Douglass & Liddell
Downey Brand LLP
Dish Wireless L.L.C.

East Bay Community Energy Ellison
Schneider & Harris LLP
Engineers and Scientists of California

GenOn Energy, Inc.
Green Power Institute
Hanna & Morton
ICF

iCommLaw
International Power Technology
Intertie

Intestate Gas Services, Inc.

Johnston, Kevin
Kelly Group
Ken Bohn Consulting
Keyes & Fox LLP
Leviton Manufacturing Co., Inc.

Los Angeles County Integrated
Waste Management Task Force
MRW & Associates
Manatt Phelps Phillips
Marin Energy Authority
McClintock IP
McKenzie & Associates

Modesto Irrigation District
NLine Energy, Inc.
NRG Solar

OnGrid Solar
Pacific Gas and Electric Company
Peninsula Clean Energy

Pioneer Community Energy

Public Advocates Office

Redwood Coast Energy Authority
Regulatory & Cogeneration Service, Inc.

Resource Innovations

SCD Energy Solutions
San Diego Gas & Electric Company

SPURR
San Francisco Water Power and Sewer
Sempra Utilities

Sierra Telephone Company, Inc.
Southern California Edison Company
Southern California Gas Company
Spark Energy
Sun Light & Power
Sunshine Design
Stoel Rives LLP

Tecogen, Inc.
TerraVerde Renewable Partners
Tiger Natural Gas, Inc.

TransCanada
Utility Cost Management
Utility Power Solutions
Water and Energy Consulting Wellhead
Electric Company
Western Manufactured Housing
Communities Association (WMA)
Yep Energy