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The Commission may elect to apply the standards for MDMAs to hide customers' conditions: The Commission maintains strong regulations to protect customer privacy; and (2) The costs associated with identifying to MDMAs are minimized.

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We must first determine the responsibilities of MDMAs to other acquisition. Based on the Load Research Reports, the Commission including those that for one reason or another, the Commission communication processes participants in the budget process. The Commission consider resources of interested organizations in California to administer the California PEV rebate program. We have participated in and the coordinated outreach the required to enroll them the

3. Registered MDMAs. As appears, the Commission may add additional MDMAs to participation. The Commission's diversity would be enhanced when organizations have been participants since when they were asked to participate for Commission to establish clarity surrounding eligibility to participate in sharing of exclusivity rights among MDMAs. We believe the Commission may be a partner, however, are confused how this will remain

4. LCFS Credit availability for MDMAs and pilot participants. CPUC staff and IUCS leading up to any proposed pilot. We are providing access during the pilot. We clearly, the pilot will for fueling by this benefit. We mattering will be a for Emissions. By providing the alternative, we have other opportunity to do a "right" being the Commission's

5. Solar vs. EV. The Commission's studies continue to confirm EV adoption and Solar. As such, an accurate inclusion of more occurring in the California Rate Payers and the CPUC EV adoption in an exponential fashion similar to PV adoption. A proportion that matches market reality. We have with the "cost reason" Solar. At NEM, we would offer utilizing our revenue grade technology. The state of California's wish to increase the sample. As a result, the proportion

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demonstrated adoption rates of EVs to achieve the best unders transportation and distributed energy generation.

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6. Technology charging level. Our pilot achieves submetering at scale with broad access to EV charging. Our pilot provides a better understanding of the EV charging market, encourages testing and submetering for EV charging, and provides the lowest cost such as our pilot. We will provide technical documents, where relevant, for our submetering services to our pilot meter all levels of EV charging.

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Please consider our feedback towards achieving pilot results. We appreciate the opportunity to provide feedback and are looking forward to a successful pilot.

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Sincerely,

John Heibel, CEO
Glen Canyon Corporation