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An Exelon Company

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October 15, 2020

Ms. Brinda Westbrook-Sedgwick
Commission Secretary
Public Service Commission
of the District of Columbia
1325 G Street, N.W.
Suite 800
Washington, DC 20005

Re: Formal Case Nos. 1130 and 1155

Dear Ms. Westbrook-Sedgwick:

Pursuant to Public Service Commission of the District of Columbia ("Commission") Order No. 19898 issued on April 12, 2019, Potomac Electric Power Company ("Pepco") submits its Quarterly Status Report for the third quarter of 2020.

Please feel free to contact me if you have any questions regarding this matter.

Sincerely,

/s/ *Dennis P. Jamouneau*

Dennis P. Jamouneau

Enclosures

cc: All Parties of Record

Quarterly Report on the Implementation of the Transportation Electrification Program

October 15, 2020

I. Introduction

Pursuant to Public Service Commission of the District of Columbia ("Commission") Order No. 19898 issued on April 12, 2019, Potomac Electric Power Company ("Pepco" or "the Company") submits its Quarterly Status Report for the third quarter of 2020 ("Q3 2020 Report"). This report is the Company's second since launching its Transportation Electrification Program.

II. Background

On September 6, 2018, Pepco submitted its application for a Transportation Electrification Program to the Commission. On April 12, 2019, the Commission approved Pepco's application in part and with modifications.[1] In accordance with the Company's Implementation Plan filed October 31, 2019, Pepco launched its Transportation Electrification Program in March 2020.

III. Q3 2020 Quarterly Report

A. Information Require d by Commission Order No. 19898

Program Status Summary – Third Quarter 2020

The Commission approved 5 Offerings for Pepco's Transportation Electrification Program. A status update for the Offerings follows:

1. **Offering 1: Whole House Time of Use Rate for an unlimited number of customers –** Pepco has enrolled 4 residential customers in R-PIV.

2. **Offering 7: Make-ready infrastructure for 35 Public Smart Level II EVCS** – Through September 30, 2020, four (4) Level II EVCS are under construction within the District. Additionally, Pepco is reviewing 5 applications for 14 EVCS in commercial locations within the District. Pepco can accept applications for the public right-of-way once the District's Curbside Charging Regulations are finalized[2].

3. **Offering 8: Make-ready infrastructure for 20 Public DCFC** – Pepco has not received applications for DCFC in commercial spaces. Pepco can accept applications for the public right-of-way once the District's Curbside Charging Regulations are finalized[3].

4. **Offering 10: Make-ready infrastructure for 2 DCFC and 10 Level II for taxi/rideshare** – In April 2020, Pepco participated in an application through the Mid-Atlantic Electrification Partnership for federal DOE grant funding to increase the charging capability for this

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[1] Order No. 19898, subsequently clarified by Order No. 19983, issued August 2, 2019.
[2] https://dcregs.dc.gov/Common/NoticeDetail.aspx?NoticeId=N0097818
[3] Id.

Offering. Conditional approval for Pepco's portion of the grant was received by the DOE in August 2020. Final notification for this funding is expected in October 2020.

5. **Offering 11: Make-ready infrastructure for five (5) 125kW bus depot chargers and one (1) 500kW on-route charger** – Pepco continues to coordinate with WMATA and DDOT on this initiative and is currently reviewing requests for EVCS make-ready infrastructure at 2 bus depots. Both WMATA and DDOT's plans for electrification within their bus depots currently call for 150kW chargers. Pepco and the transit agencies are currently reviewing available capacity and the expected charging profile at the bus depots. At the completion of this review, Pepco may formally request a modification of this Offering to meet the needs of the transit agencies.

a. The total number of EVCS taking service under each approved tariff

Four customers have enrolled in Offering 1 as of September 30, 2020.

b. The Wards where EVCS are located

No EVCS for Offerings 7, 8, 10 or 11 have been deployed through Pepco's program as of September 30, 2020.

c. The number of EVs reported by Ward[4]

Ward	Vehicle Registrations through July 2020
Ward 1	243
Ward 2	481
Ward 3	620
Ward 4	380
Ward 5	232
Ward 6	422
Ward 7	66
Ward 8	40
Plug-In Hybrid Vehicles[5]	**1409**
Total Battery Electric and Plug-In Hybrid Vehicles	**3,893**

d. The increased peak demand and kWh as a result of each of the Offerings

There are no changes in peak demand and kWh through September 30, 2020 for

[4] Battery Electric Vehicle (excl. scooters and micro vehicle) registrations as reported by the District of Columbia Department of Motor Vehicles

[5] Plug-in hybrid vehicle registrations reported by Electric Power Research Institute as of June 30, 2020

Offerings 7, 8, 10 or 11.

e. Pepco's costs and revenues for each of the Offerings

Pepco has not incurred any incremental costs or revenues for the Offerings through September 30, 2020.

f. Analysis of obstacles encountered during the reporting period

As discussed in the Company's Q2 2020 report, while customers have expressed an interest in a time of use rate, enrollment in Offering 1 remains low due to the impacts of the COVID-19 global pandemic. Also, as a result of the pandemic, Pepco has modified its planned education and outreach activities to focus efforts on digital media and online events to reach and educate customers about Pepco's Offerings.

g. The most recent projected system upgrade requirements based on EV charging projections

Pepco does not project any system upgrade requirements based on EV charging projections at this time.

IV. Second Quarter Reporting

In Paragraph 59 of Order No. 19898, the Commission directed the following:

> Pepco is directed to perform peak demand and kWh impact study based on its current EV status and report its findings in its second quarterly report to the Commission discussed in detail below. In its second quarterly report, Pepco should also discuss the EV impact on Bill Stabilization Adjustment ("BSA") implementation. The EV impact should also be included in future load forecast, once Pepco performs its initial analysis.

On October 15, 2020, Pepco filed a motion requesting additional time to file its analyses for the BSA-related directive and the directive related to the effect of EVs on peak demand and load forecasting.

a. EV Impact on Bill Stabilization Adjustment ("BSA")[6]

Pepco continues to assess the potential impact of EVs on Pepco's BSA. As stated

[6] *Formal Case No. 1130 and 1155*, Order 19898, para 59.

above, the Company received has received a list of EVs registered in the District from the Department of Motor Vehicles ("DMV"). The Company is continuing to work with the DMV to identify additional data to inform its analysis, such as the date that each EV was registered in the District. In order to evaluate the effect of EV ownership on the BSA, Pepco will compare average customer bills from both before and after EV registration against the BSA revenue per customer targets approved by the Commission in Formal Case No. 1150. The load impact resulting from EV ownership, and any associated impact on the BSA, will not be uniform across all EV owners. For example, customers who install an EV charger are likely to experience a significantly higher load impact than customers who do not install a charger, or who primarily charge their vehicle at public charging stations. Pepco does not have any insight into the specific charging behavior for any individual customer, or whether customers have installed, or are able to install, an at-home EV charger.

Pepco is also separately analyzing usage data for customers enrolled in Offering 1, Pepco's Schedule "R-PIV" whole house time-of-use rate, to determine whether the impact of EVs on the BSA for customers enrolled in Schedule "R-PIV" varies from the broader EV owner population. Given the limited enrollment in DC Schedule "R-PIV" to date, this study may benefit from additional data from Pepco's Maryland service territory, where the Company offers a similar whole house time-of-use rate for EV charging customers. Pepco will be undertaking these analyses and submitting its findings in the next quarterly report. The results may be impacted by the current COVID-19 pandemic which has affected driving and charging behavior since the program's launch.

b. EV Impact on Load Forecasting and Peak Demand

Pepco is reviewing data for District residents, as provided by District of Columbia DMV data, that have registered electric vehicles in the District of Columbia. Many of the same variables and challenges described in the previous section regarding the BSA analysis also apply to an analysis that studies the effect of these EVs on peak demand. Pepco will be undertaking the requested analysis and will seek to have it performed by and filed in the next quarterly report. However, to the extent it is not complete at that time, Pepco will provide an update and the timeframe for completion.

In addition, as the Commission is aware, has already performed some high-level analyses of the effect of EVs on Pepco's system. Pepco contracted with Quanta Technology for a study on the "Assessment of Future Electric Vehicle Charging Impact on Washington, DC Electricity Grid", which was submitted February 19, 2020.

In this report, Quanta Technology recommended adopting an "S-Curve" forecast of EV adoption. In the near term, they anticipated adoption rates between 2-5%. They anticipate an increase from 4% to 60% between 2025 and 2035. These estimates are based on national publications performed by the National Renewable Energy Lab (NREL), Bloomberg New Energy Finance, and Avista Corporation and local publications by the DC Policy Center and the District Department of Transportation.

Pepco is incorporating the adoption rate provided the study into the Ten-Year Forecast, with some modifications.

Pepco is in discussions with the District Department of Transportation on their plans to electrify the Circulator Bus Fleet.

Pepco is working with the Washington Metropolitan Transit Authority on their plans to electrify the Metro Bus Fleet. Together, Pepco and WMATA are working to determine the most cost-effective path for the placement of charging infrastructure at their Washington based bus depots, as well as their suburban depots.

These definitive discussions will be incorporated in the Ten-Year Forecast modified from the “S-Curve” forecast proposed by Quanta Technology in their study.

Pepco continues to review incoming data to ensure that trends in EV adoption are included in the Ten-Year Plan.

CERTIFICATE OF SERVICE

I hereby certify that a copy of Potomac Electric Power Company's Third Quarter Report were served this October 15, 2020 on all parties in Formal Case No. 1130 and 1155 by electronic mail.

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