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August 1, 2024

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

Re: Formal Case No. 1130 and 1155 EV Report

Dear Ms. Westbrook-Sedgwick:

Enclosed please find Potomac Electric Power Company's (Pepco or the Company) semi-annual transportation electrification report for the first and second quarter of 2024. Please note that, per Public Service Commission of the District of Columbia (Commission) Order No. 19898, this five-year program is set to expire at the end of 2024. To that end, this will be the final semi-annual report and Pepco intends on filing a final program report in February 2025.

As the program concludes, and while Pepco intends to continue to allow customers to enroll in program Offering 1, the Whole-House Time-of-Use rate (R-PIV), Pepco will not accept applications for its other approved offerings after December 31, 2024 although Pepco will continue to provide incentives to accepted applications up to the budget amounts previously set by the Commission.

Finally, with respect to Offering 11, which has been approved to provide make-ready infrastructure for five (5) 125kW bus depot chargers and one (1) 500kW on-route charger, Pepco proposes to modify this to six (6) 125kW bus chargers and remove the on-route charger portion of the offering due to lack of interest. If the Commission approves this modification timely, Pepco can promptly accept an application to fully subscribe this offering.

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



Semi-Annual Report on the Implementation of the Transportation Electrification Program

August 1, 2024



I. Introduction

Pursuant to Public Service Commission of the District of Columbia ("the Commission") Order No. 19898 issued on April 12, 2019, Potomac Electric Power Company ("PEPCO" or "the Company") submits its semi-annual status report for the first and second quarters of 2024. Per Order No. 19898, PEPCO began semi-annual reporting on August 1, 2022. This will be the final semi-annual report. The February 1, 2025 report will serve as the final report.

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 modifications¹. In accordance with the Company's Implementation Plan filed October 31, 2019, PEPCO launched its Transportation Electrification Program in March 2020. On March 30, 2022, PEPCO filed the "DC Market Penetration Study" and "TE Program Analysis, Evaluation, and Reassessment Report" as required by Order No. 19898.

III. Semi-Annual Report

A. Information Required by Commission Order No. 19898

Program Status Summary – First and Second Quarter of 2024

The Commission approved five (5) offerings for PEPCO's Transportation Electrification Program. A progress update for each offering follows, reflecting program activity through June 30, 2024.

To publicize the offerings during the reporting period, PEPCO shared program information with customers via webinars, attendance at conventions, and discussions during community events. PEPCO also has followed a marketing plan with the help of a contracted marketing team. That plan came into effect in Q1 2023.

PEPCO attended the following event in the Washington, District of Columbia Region:

The DC EVsmart Team spoke at the Greater Washington Region Clean Cities Coalition Monthly Clean Energy and Transportation Industry Meeting - Alternative Fuel Corridor Planning on May 9, 2024.

¹ Order No. 19898, subsequently clarified by Order No. 19983, issued August 2, 2019.

The Pepco DC Public Charger Program factsheet was updated in Q1 to focus on Level 2 charging information. The factsheet was provided as a handout at local events and auto shows.

1. Offering 1: Whole House Time of Use Rate for an unlimited number of customers

There are one hundred and twenty-two (122) residential customers enrolled in the R-PIV rate; including one hundred (100) previous R-PIV customers who remained enrolled in the program². Fourteen (14) additional applications are in progress. Twenty-eight (28) inquiries are pending EV application receipt and thirteen (13) customers have opted out of the program. Increased engagement may be attributed to increased focus on education and customer outreach via webinars and cooperation with community partners, such as individual Ward and DC government representatives and community organizers.

2. Offering 7: Make-ready infrastructure for seventy (70) Public Smart Level II Electric Vehicle Supply Equipment (EVSE)³

On September 14, 2023, Order No. 21901 authorized a budget reallocation and an increase of Level II EVSEs. This increased Pepco's target for Offering 7 from thirty-five (35) to seventy (70) EVSEs. As of June 30, 2024, PEPCO has completed construction on make-ready infrastructure enabling the successful installation of thirty-two (32) Level II EVSE. As of June 30, 2024, eleven (11) applications associated with thirty-one (31) EVSE installations in process. Pepco's EVsmart Team is working to increase program exposure to increase applications for the additional thirty-five (35) EVSEs that became authorized per Order No. 21901. On July 27, Order No. 22242 authorized the reallocation of funds from Offering 10 to Offerings 7 & 8. These funds will address additional demand through an existing waitlist of customers.

3. Offering 8: Make-ready infrastructure for twenty (20) Public Direct Current Fast Chargers ("DCFC")

The Offering is fully subscribed. Pepco has received nine (9) applications to date. One (1) application with three (3) DCFCs has been fully installed and the rebate issued. One (1) application comprising four (4) charging stations has completed construction and Pepco is working with the customer to share data to allow for the rebate to be issued. Four (4) applications have been accepted comprising thirteen (13) charging stations, which are in progress. One (1) application has been received and denied due to the applicant becoming inactive and not maintaining contact, to allow for active applications to be pursued. Offering 8 continues to receive applications demonstrating increasing demand. Pepco has received two (2) additional

² Program statistics are as of June 30, 2024 unless stated otherwise

³ Data from one Enel X customer chargers were not included in this report due to data access issues from the vendor. Pepco is exploring alternatives for obtaining data for future reports.

applications for eight (8) DCFC chargers, which remain on a waitlist. On July 27, Order No. 22242 authorized the reallocation of funds from Offering 10 to Offerings 7 & 8. These funds will address additional demand through an existing waitlist of customers.

4. Offering 10: Make-ready infrastructure for two (2) DCFC and ten (10) Level II for taxi/rideshare

Order No. 21901 confirmed the total number of DCFC chargers in Offering 10 to support the incentivization of up to twelve (12) DCFC chargers through a Partnership under DOE's Mid-Atlantic Electrification Program (MAEP). PEPCO worked with MAEP partners towards the installation of DCFCs; however, as previously reported to the Commission, due to partner programmatic constraints the partnership will not move forward. Offering 10 is currently held in abeyance. On February 28, 2024 Pepco submitted a request jointly with DOEE to the Commission to authorize the transfer of funds from Offering 10 to Offerings 7 and 8 in order to further support public charging. On July 27, through Order No 22242, the PSC approved the reallocation of the Offering 10 budget to Offerings 7 & 8.

5. Offering 11: Make-ready infrastructure for five (5) 125kW bus depot chargers and one (1) 500kW on-route charger

Pepco is actively working to support WMATA in the installation of the five (5) DCFC depot chargers to support the customer's transportation electrification plans. Two (2) chargers have been installed to date and are in the process of finalizing documentation. Additional charger installations are planned for Q3-Q4 2024, three (3) of which are eligible under the program offering and will be submitted in addition to the two (2) already installed. Pepco continues to look for a customer installing on-route charging to participate in Offering 11.

a. The total number of customers taking service under each approved

One hundred and twenty-two (122) customers are enrolled in Offering 1 as of June 30, 2024.

b. The Wards where EVSE are located

Thirty – two (32) Level II EVSE have been energized under Offering 7.

Offering	EVCS Type	EVCS Qty	Location
7	Level II	<u>2</u>	Ward 1
7	Level II	<u>13</u>	Ward 2
7	Level II	<u>4</u>	Ward 3
7	Level II	<u>7</u>	Ward 4
7	Level II	<u>4</u>	Ward 6
7	Level II	<u>2</u>	Ward 8

Three (3) DCFC EVSE have been energized under Offering 8.

Offering	EVCS Type	EVCS Qty	Location
8	DCFC	3	Ward 4

As noted in preceding sections, additional EVSE for Offerings 10, and 11 are either in the design phase, under construction, or not yet deployed.

c. The number of EVs reported by Ward⁴

The following table derives from added registrations collected by the District of Columbia Department of Motor Vehicles (“DMV”) and the Electric Power Research Institute (“EPRI”). The DMV data set received was through June 2024 and the EPRI data set was through June 30, 2024.

⁴ Plug-in hybrid vehicle registrations reported by Electric Power Research Institute as of June 2024

Ward	Vehicle Registrations
Ward 1	544
Ward 2	657
Ward 3	1231
Ward 4	949
Ward 5	616
Ward 6	725
Ward 7	283
Ward 8	191
Plug-In Hybrid Vehicles ⁴	1829
Total Battery Electric and Plug-In Hybrid Vehicles	7484

d. The increased peak demand and kWh as a result of each of the Offerings⁵

Offering 11 did not contribute to additional peak demand or kWh because no chargers were installed to date.

For charging stations deployed under Offering 7 & 8, PEPCO reports the kWh usage by quarter in the table below. Note that the table's values reflect changes the District of Columbia made to Ward boundaries in 2022.

Offering	Level Charger	EVSE Quantity	Ward	kWh 2021	kWh 2022	kWh Total 2023	kWh 2024 Q1	Q2	Total
Offering 7	Level II	2	1			5,589	5,059		10,648
Offering 7	Level II	13	2	1,746	13,346	16,107	15,100		31,207
Offering 7	Level II	4	3	65	1,278	4,605	203,047		207,652
Offering 7 & 8	Level II & DCFC	10	4	0	78	3,486	19,392		22,878
Offering 7	Level II	4	6	1,121	13,868	28,795	2,247		31,042
Offering 7	Level II	2	8	17,110	2,299	4,126	244,845		248,971
Total		35		20,042	150,769	62,708	489,690		552,398

PEPCO is analyzing EV driver charging behavior to prepare for increased demand in the District. The average frequency of daily charging, the average length of daily charging, and the timeframe of daily charging are shown in the table below for currently deployed chargers from Offering 7 & 8.

⁵ Data from one Enel X customer chargers were not included in this report due to data access issues from the vendor. Pepco is exploring alternatives for obtaining data for future reports.

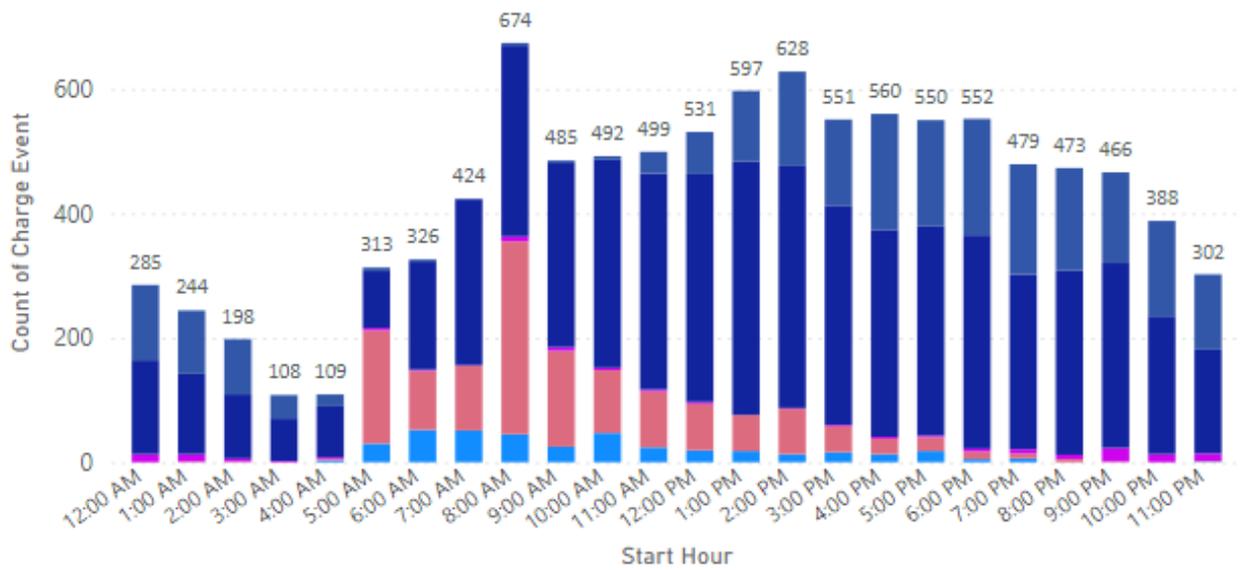
Data Points	Detail	Data
Average Frequency of Daily Charging	Charging sessions per day (sessions less than 5 min excluded)	6.79
Average Length of Daily Charging	Minutes of charging activity while plugged (all sessions)	113.91
Timing of Daily Charging	Median time drivers started charging	13:43:30

PEPCO reviewed the energy usage (kWh) and charging sessions from program participants. The data are summarized in the charts below.

Count of Charge Event

BY START HOUR, PROVIDER

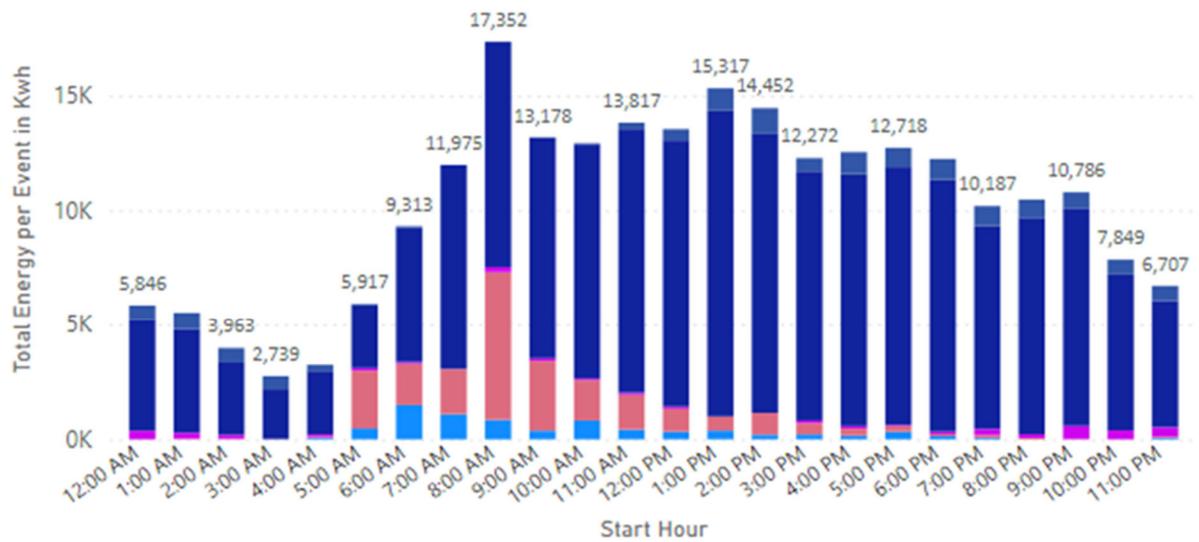
Provider ● Blink ● ChargePoint ● Enel ● EVGO ● Volta



Total Energy per Event in Kwh

BY START HOUR, PROVIDER

Provider ● Blink ● ChargePoint ● Enel ● EVGO ● Volta



Nine (9) of the thirty-two (32) charging stations are from ChargePoint. These charging stations are located at various commercial and multi-dwelling unit properties. Median start time for charging is 8:56AM. Based on the existing load profile, charging initiates at 5AM and peaks around 8AM and continues with higher usage until 11AM. This may coincide with EV drivers arriving at work and plugging in.

Ten (10) of the installed charging stations are from Blink. They are in a commercial property garage and a retirement community. Median start time for charging is 9:31AM. Charging appears to peak between 6AM to 8AM. This usage coincides with EV drivers arriving at work in the commercial area and plugging in prior to starting their workday and the vehicle terminating the charge once the battery is fully charged.

Six (6) of the charging stations are deployed by Volta. They are in grocery store parking lots. The second chart illustrates that Volta chargers are used more frequently than other Original Equipment Manufacturers (“OEM’s”). The peak usage of Volta stations is between 2PM with median start time at 5:15PM. This may coincide with EV drivers going to grocery stores mid-day and after work. These findings are consistent with the data from previous reports. Lew property garage. This site had little usage in the past, but after the site host began to market the location, there was an increase in user sessions. Charging appears to peak during 10PM & demand remains until 12AM. The median start time is 4:32PM. This may coincide with EV drivers arriving at work in the commercial area and plugging in either prior to starting their workday or prior to leaving work. They may also be patronizing the facility’s establishments in the evening.

Three (3) of the installed charging stations are deployed by EVgo for Offering 8 DCFCs. Median peak charging time is 1:51PM with peak charging at 1PM.

e. PEPCO’s costs and revenues for each of the Offerings market

From inception through June 30, 2024, PEPCO’s total incurred cost for the Transportation Electrification Program is \$1,656,329.

Program Management costs sum to \$649,179. They include all contracts to administer and manage the offerings.

Marketing and outreach costs for the Transportation Electrification Program total \$415,331. PEPCO has increased RPIV applications through increased online advertising.

Offering 7 has incurred a cost of \$260,164.

Offering 8 has incurred a cost of \$160,928.

f. Analysis of obstacles encountered during the reporting period

The Company is working to find customers to fully allocate Offerings 7 & 11. Customers face difficulties in identifying a location that is accessible twenty-four hours a day to qualify for Offering 7. Offering 11 includes a one 500kW on-route charger, and presently there are no customers installing on-route charging for a public bus fleet.

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

PEPCO understands that power distribution system upgrades may be required due to increased EV market penetration. The Company is working on an individual customer basis to meet each customer project's requirements.

CERTIFICATE OF SERVICE

I hereby certify that a copy of Potomac Electric Power Company's semi-annual transportation electrification report was served this August 1, 2024 on all parties in Formal Case No. 1155 by electronic mail.

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