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February 3, 2025

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 Electric Vehicle Report**

Dear Ms. Westbrook-Sedgwick:

Enclosed please find Potomac Electric Power Company's (Pepco or the Company) semi-annual transportation electrification report for the third and fourth quarter of 2024. Per Order Nos. 22242 and 22302, Pepco will continue filing semi-annual reports on the implementation of the TE Program beyond the five-year Program authorized by Order No. 19898 until the allocated funds are exhausted.

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

February 3, 2025



## **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 third and fourth quarters of 2024. Per Order No. 19898, PEPCO began semi-annual reporting on August 1, 2022. Finally, per Order No. 22302, the Company will continue filing semi-annual reports on the implementation of the Transportation Electrification Program ("TE Program") beyond the five-year Program authorized by Order No. 19898 until the budget is exhausted and all installations are completed. The reports must also include the locations of the six (6) 125 kW bus depot chargers.

## **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.<sup>1</sup> 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 – Third and Fourth Quarters 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 December 31, 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 representing Pepco DC EVsmart:

Northeast Utility & Fleet "Speed Dating" event hosted by the North American Council on Freight Efficiency (NACFE), National Grid & ESource representing the current make-ready offerings and learning of customer interests for the future.

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<sup>1</sup> Order No. 19898, subsequently clarified by Order No. 19983, issued August 2, 2019.

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

There are one hundred and twenty-eight (128) residential customers enrolled in the R-PIV rate; including one hundred (100) previous R-PIV customers who remained enrolled in the program.<sup>2</sup> Forty-nine (49) additional applications are in progress. 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”)<sup>3</sup>**

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 December 31, 2024, the program is fully allocated with a waitlist. PEPCO has completed construction on make-ready infrastructure enabling the successful installation of thirty-nine (39) Level II EVSE. As of December 31, 2024, eleven (11) applications associated with thirty-one (31) EVSE installations are in process. On July 27, 2024, 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. On October 11, 2024, "Enel X Way North America has decided to close its electric mobility business in the US."<sup>4</sup> This closure and transition of the charging platform has impacted two Offering 7 customers including eleven (11) chargers. An additional customer with six (6) Blink chargers has been unable to share data.

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

The Offering is fully subscribed with a waitlist. Pepco has received seven (7) applications to date. Three (3) applications with eleven (11) DCFCs have been fully installed and one rebate issued two additional rebates are in process. Four (4) applications have been accepted comprising nine (9) charging stations, which are in progress. Offering 8 continues to receive applications demonstrating increasing demand. Pepco has received two (2) additional applications for eight (8) DCFC chargers, which remain on a waitlist. On July 27, 2024, Order No. 22242 authorized the

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<sup>2</sup> Program statistics are as of December 31, 2024 unless stated otherwise.

<sup>3</sup> 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.

<sup>4</sup> Enel X Way North America has decided to close its electric mobility business in the US.  
<https://mailchi.mp/98005631c04f/closure-of-enel-x-way-usa-llc-4764026>.

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 services**

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). PEPSCO 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. On February 28, 2024, Pepco submitted a request jointly with DOE 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, 2024, 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**

In the August 1, 2024, Semi-Annual Report, Pepco submitted a request for the one (1) 500kW on-route charger to be transferred to one (1) 125kW bus depot charger. On September 25, 2024, in Order 22302, the Public Service Commission approved Pepco's request to convert the on-route charger to a bus depot charger. This allowed Pepco to further support bus electrification across the District of Columbia. Pepco is working to support WMATA as the sole customer. WMATA has signed the EVsmart Terms and Conditions. The installation of the six (6) chargers are complete. Initial charging session data has been shared with WMATA and Pepco is working with WMATA to begin the incentive process.

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

One hundred and twenty-eight (128) customers are enrolled in Offering 1 as of December 31, 2024.

##### **b. The Wards where EVSE are located**

Thirty – nine (39) Level II EVSE have been energized under Offering 7.

Offering	EVSE Type	EVSE Qty	Location
7	Level II	2	Ward 1
7	Level II	20	Ward 2
7	Level II	4	Ward 3
7	Level II	7	Ward 4

7	Level II	4	Ward 6
7	Level II	2	Ward 8

Eleven (11) DCFC EVSE have been energized under Offering 8.

Offering	EVSE Type	EVSE Qty	Location
8	DCFC	4	Ward 3
8	DCFC	3	Ward 4
8	DCFC	4	Ward 6

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 Ward<sup>5</sup>**

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 December 2024 and the EPRI data set was through December 31, 2024.

Ward	Vehicle Registration
Ward 1	663
Ward 2	825
Ward 3	1543
Ward 4	1224
Ward 5	820
Ward 6	919
Ward 7	377
Ward 8	264
Plug-In Hybrid Vehicles	2039
Total Battery Electric and Plug-Hybrid Vehicles	8674

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<sup>5</sup> Plug-in hybrid vehicle registrations reported by Electric Power Research Institute as of December 2024

**d. The increased peak demand and kWh as a result of each of the Offerings<sup>6</sup>**

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.

Total Energy per Event in Kwh											
		2022		2023		2024				Total	
		Total		Total		Qtr 1	Qtr 2	Qtr 3	Qtr 4	Total	Total
Offering	Level	Charger	Qty	Ward	Total Kwh	Total Kwh	Total Kwh	Total Kwh	Total Kwh	Total Kwh	Total Kwh
7	Level II	2	1			5,059		5,623	7,752	18,434	18,434
7	Level II	20	2		13,347	16,107	7,545	7,555	5,172	5,316	25,588
7 & 8	L II & DCFC	8	3		1,278	4,605		155,084	175,517	330,601	336,484
7 & 8	L II & DCFC	10	4		78	7,016	98,651	104,396	152,433	168,654	524,134
7 & 8	L II & DCFC	8	6		8,547	22,782	12,441	6,951	425,300	514,870	959,562
7	Level II	2	8			2,247		7,059	11,746	21,051	21,051
Total		50			23,250	50,509	125,943	118,902	750,671	883,855	1,879,371
											1,953,130

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.

Data Points	Detail	Data
Average Frequency of Daily Charging	Charging sessions per day (session less than 5 minutes excluded)	15:45
Average Length of Daily Charging	Minutes of charging activity while plugged (all sessions)	55.81
Timing of Daily Charging	Median time drivers started charging	15:37:00

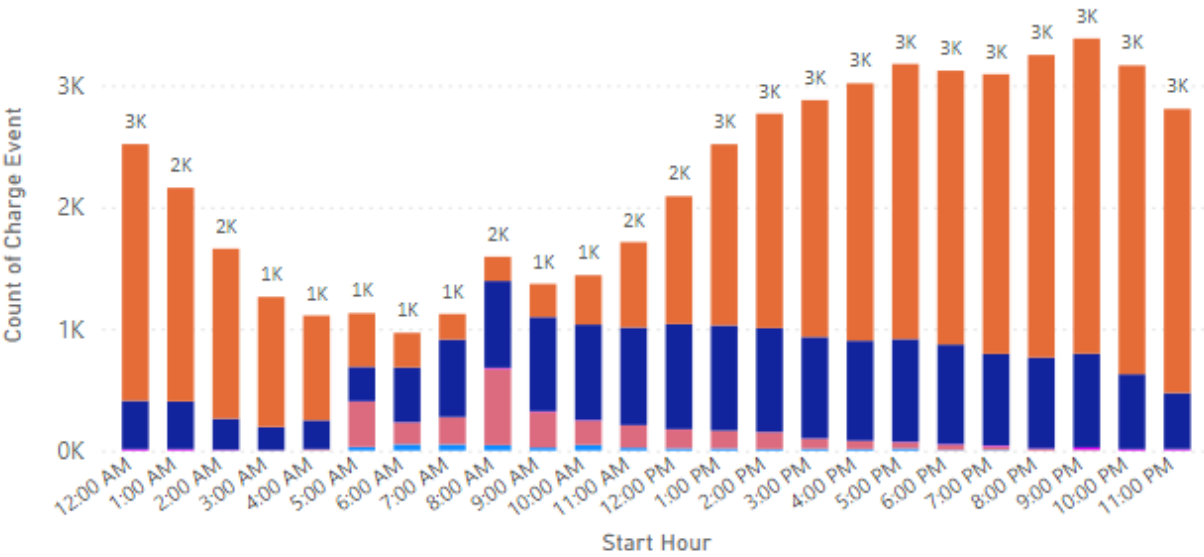
PEPCO reviewed the energy usage (kWh) and charging sessions from program participants. The data are summarized in the charts below.

<sup>6</sup> 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.

# Count of Charge Event

BY START HOUR, PROVIDER

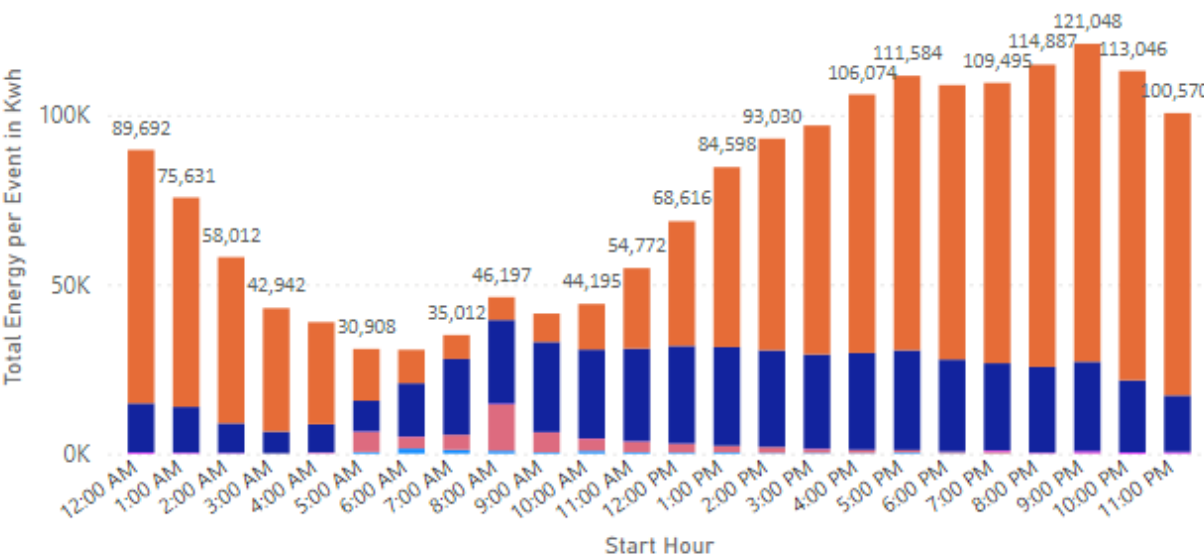
Provider Blink ChargePoint Enel EVGO Tesla



# Total Energy per Event in Kwh

BY START HOUR, PROVIDER

Provider Blink ChargePoint Enel EVGO Tesla





Nine (9) of the thirty-nine (39) 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 10:21AM. 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. New 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.

Enel X Charger data for their North American customers is not currently available because they have ceased operations in North America (*see footnote. 4*).

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.

Eight (8) of the installed charging stations are deployed by Tesla for Offering 8 DCFCs. Median peak charging time is 9 PM with peak charging at 10 PM.

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

From inception through December 31, 2024, PEPCO’s total incurred cost for the Transportation Electrification Program is \$1,807,377.

Program Management costs sum to \$865,719. They include all contracts to administer and manage the offerings.

Marketing and outreach costs for the Transportation Electrification Program total \$415,331.

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

Offering 8 has incurred a cost of \$266,163.

**f. Analysis of obstacles encountered during the reporting period**

The Company is working with customers who are encountering charger data platform issues due to a platform shutdown and now transfer of management.

**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 report on transportation electrification was served this February 3, 2025 on all parties in Formal Case Nos. FC1130 and 1155 by electronic mail.

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