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March 27, 2024

VIA E-FILING

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
Commonwealth Keystone Building
400 North Street, Second Floor
Harrisburg, Pennsylvania 17120

Re: PECO Energy Company's 2023 Commercial and Industrial Level 2 Charging
Program Annual Report, Docket Number R-2021-3024601

Dear Secretary Chiavetta:

Enclosed for filing on behalf of PECO Energy Company ("PECO") is a copy of PECO's 2023 Commercial and Industrial Level 2 Charging Program Annual Report for the period from January 1, 2023 through December 31, 2023.

Thank you for your assistance in this matter and if you have any questions please contact Megan McDevitt, Senior Manager, Retail Rates, at 267-533-1942 or via email at megan.mcdevitt@exeloncorp.com.

Sincerely,

A handwritten signature in black ink, appearing to read "REW" followed by a long horizontal flourish.

Richard G. Webster, Jr.

Enclosures

cc: Per the Certificate of Service (w/encls.)

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

PENNSYLVANIA PUBLIC UTILITY COMMISSION	:	
	:	
vs.	:	DOCKET NO. R-2021-3024601
	:	
PECO ENERGY COMPANY – ELECTRIC DIVISION	:	

CERTIFICATE OF SERVICE

I hereby certify and affirm that I have this day served copies of PECO’s Commercial and Industrial Level 2 Charging Program Annual Report on the persons listed below, in the manner specified in accordance with the requirements of 52 Pa. Code §1.54:

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Dated: March 27, 2024

Counsel for PECO Energy Company

Electric Vehicle Charging Pilot (“Pilot”) Annual Report, January 2023 – December 2023

The Pennsylvania Public Utility Commission (“Commission”) approved the Pilot in November 2021 as part of the Joint Petition for Settlement of Rate Investigation (“Settlement”) in PECO Energy Company’s (“PECO” or the “Company”) 2021 electric rate case proceeding, Docket Number R-2021-3024601. In April 2022, PECO launched the Commercial and Industrial Level 2 Charging Program (“L2 Program”) as one component of the Pilot to incentivize customers to construct and deploy electric vehicle (“EV”) chargers, generate data regarding public and fleet charging, and expand PECO’s efforts to educate customers about transportation electrification. In September 2023, the Commission approved a modification to replace the Pilot’s Transit Charging Program into a broader Public Benefit Charging Program (“PBC Program”). PECO launched the PBC Program in October 2023.

This Annual Report, required pursuant to Paragraph 52 of the Settlement, anonymizes participation and utilization data from the L2 Program and PBC Program for the period of January 1, 2023, to December 31, 2023. The Company’s next Annual Report will include the L2 Program and PBC Program participation and utilization data from January 1, 2024 to December 31, 2024.

Overview

The L2 Program provides rebates for make-ready costs associated with the installation of new qualifying Level 2 EV supply equipment (“EVSE”) at sites with non-residential PECO electric service. A participating customer may receive the make-ready incentive for a maximum of 20 ports over the duration of the program. The EVSE must be networked to provide two years of charging data to PECO after installation.

The PBC Program provides rebates for equipment, installation, and make-ready costs associated with qualifying Level 2 EVSE and fast charging equipment at sites for the use of transportation services, 501(c)(3) organizations, governmental or municipal entities, or publicly available chargers in Environmental Justice Areas (“EJAs”), with non-residential PECO electric service.

A participating customer may receive a maximum incentive of up to \$60,000 per customer over the duration of the Pilot, inclusive of incentives paid through both the L2 Program and the PBC Program, with the exception of transit authorities that are eligible for up to \$500,000 per project site for fast chargers of at least 250 kW.

The L2 Program initially had a \$575,000 budget and two-year term (2022-2023). The budget included both rebates and the cost of program administration (e.g., two-year data collection for each participating site). PECO selected the Center for Sustainable Energy (“CSE”) through a competitive bid process to administer the L2 Program rebate process and data collection.

With the modification of the Pilot, the total budget for the L2 Program extension and PBC Program creation is \$1,575,000 with a term through the end of 2024. Of this budget, \$575,000 is dedicated to the L2 Program, and \$1,000,000 is shared between the L2 Program and the PBC

Program. CSE continues to administer rebate processing and data collection. Based on the Company’s contract with CSE and information technology costs incurred to build a data connection with CSE, PECO estimates the following L2 Program and PBC Program total budget breakdown: approximately \$1,291,000 for rebates and \$284,000 for administrative expenses.

The initial L2 Program rebate funds were fully subscribed within ten weeks after launching the program. PECO then created a waitlist of applications. As rebate funding from canceled projects or rebates became available, additional applications were processed from the waitlist. After the approval to extend the L2 Program and launch the PBC Program, all projects on the waitlist at the time were offered funding.

Program Applications and Incentive Status

The L2 Program and PBC Program process consists of two main stages:

- Stage 1: Customer submits the Rebate Reservation Request (“Reservation”) prior to breaking ground on the site or incurring costs for make-ready work on the project and receives notification that rebate funds have been reserved.
- Stage 2: Customer has 270 days to complete the project and submit the Rebate Redemption (“Redemption”) after the EVSE is installed, energized, and communicating data.

Between April 1, 2022 and December 31, 2023, PECO received 108 Reservations, including 40 for sites in EJAs. Figure 1 displays the number of Reservations received per quarter over this period. Figure 2 displays the breakdown of Reservations received by county.

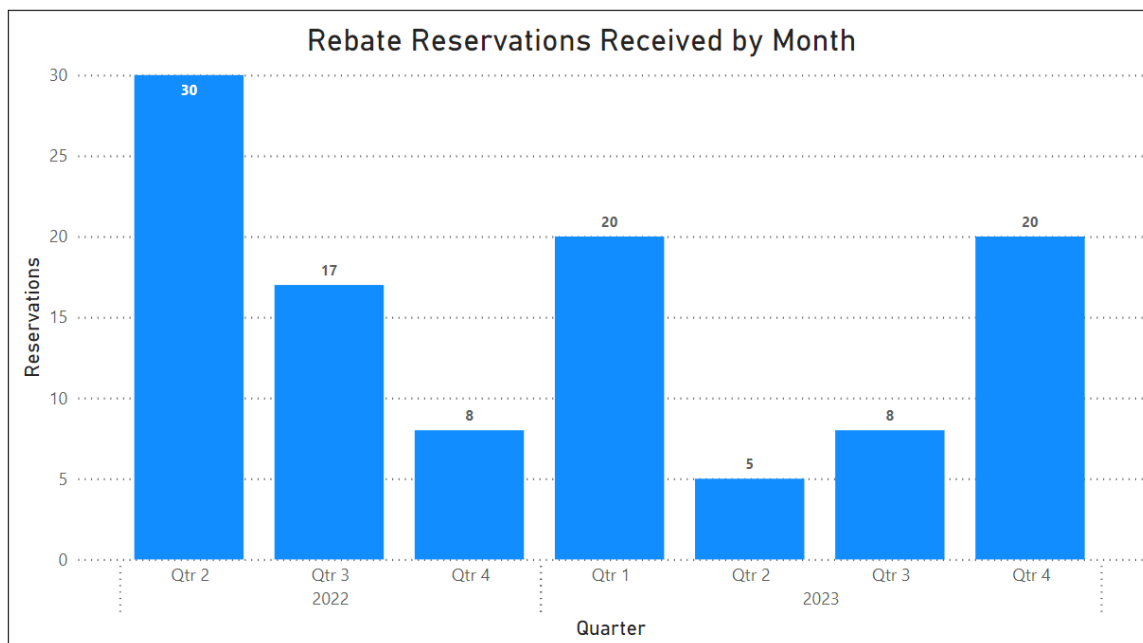


Figure 1. Rebate Reservations Received through 2023

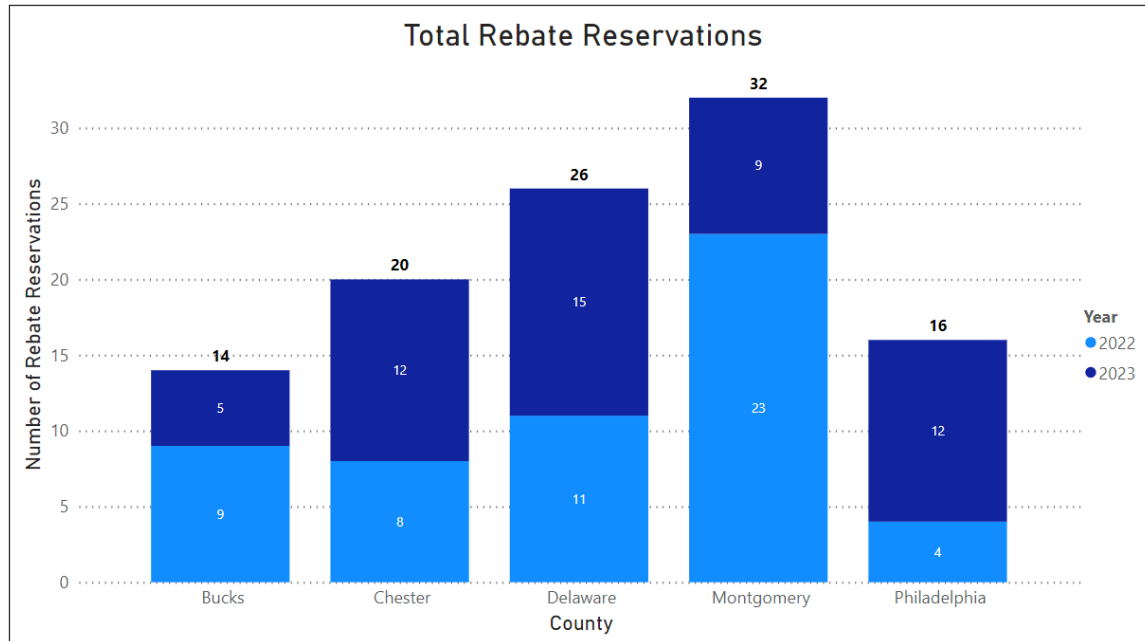


Figure 2. Rebate Reservations by County

As of December 31, 2023, 32 of the Reservations received through 2023, including eight Reservations located in EJAs, were not funded for the following reasons:

- Six customers requested withdrawals/cancellations of their Reservations.
- Two Reservations were submitted more than 270 days prior to expected installation date.
- Two Reservations were submitted with incomplete information.
- One customer had already been approved for the maximum number of ports at a different site.
- Twenty-one Redemptions were not submitted within the 270-day timeframe, and the customers were unresponsive to outreach.

As of December 31, 2023, there were 75 customer sites participating in the L2 Program and PBC Program. This includes sites for which rebates have been issued and sites for which rebates have been reserved pending completion of EVSE installation and data transmission. Of those 75 sites, 55 are served under Rate GS, 19 are served under Rate HT, and one is served under Rate PD. Of the 55 sites served under Rate GS, 29 are operated by customers that PECO considers to be small/medium businesses, 13 are operated by municipalities, and 13 are operated by businesses to which PECO has assigned a Large Customer Service account manager.

Paid Incentives and Installations

Figure 3 breaks down the actual spend on the Pilot in 2022 and 2023. The figure also includes columns for the forecasted spend in 2024, 2025, and 2026. Due to the launch of the PBC Program in October 2023, the forecasted spend for both administration and incentives are set to increase significantly for 2024. The launch of the PBC Program created an influx of interest. As of December 31, 2023, there are \$531,000 of incentives that have approved Reservations for the L2 Program and PBC Program but have not yet completed their Redemption. As of February 29, 2024, that number increases to approximately \$826,000. As of February 29, 2024, approximately \$159,000 of rebate funding remains available for Reservation.

(thousands)	2022 Spend	2023 Spend	2024 Forecast	2025 Forecast	2026 Forecast	Total (Spend + Forecast)
Education and Outreach	\$13	\$31	\$6	-	-	\$50
Administration (including IT costs)	\$73	\$57	\$99	\$30	\$25	\$284
Incentives	\$39	\$267	\$985	-	-	\$1,291
Total	\$125	\$355	\$1,090	\$30	\$25	\$1,625

Figure 3. Rounded Actual 2022 and 2023 Spend with 2024-2026 Forecast

Location and Use of Charging Infrastructure

Thirty-two EVSE sites were installed through December 31, 2023, which are broken down into the various industry types below. The industry type was self-selected by the applicant during the rebate process.

- One construction site
- Five educational services sites
- One professional, scientific, and technical services site
- Six public administration sites
- Sixteen real estate, rental, and leasing sites
- Two retail trade sites
- One other services (except public administration) site

Figure 4 shows the number of participating charging ports and sites by county for Redemptions, as of December 31, 2023.

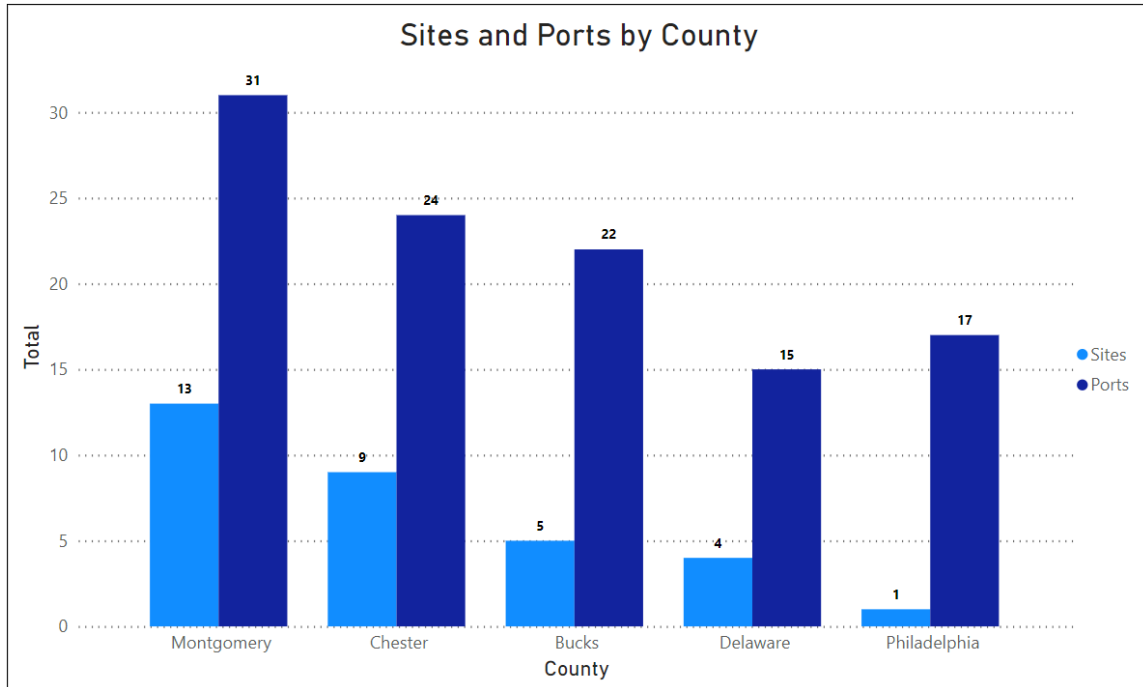


Figure 4. Participating Charging Ports and Sites by County

Figure 5 displays a breakdown of the charger use category for the 32 completed projects.

The Pilot has four different categories of charger use (multi-unit dwelling, public charging, fleet and employee). As of December 31, 2023, the completed projects included all four of these with most of the chargers installed for the public or employee use.

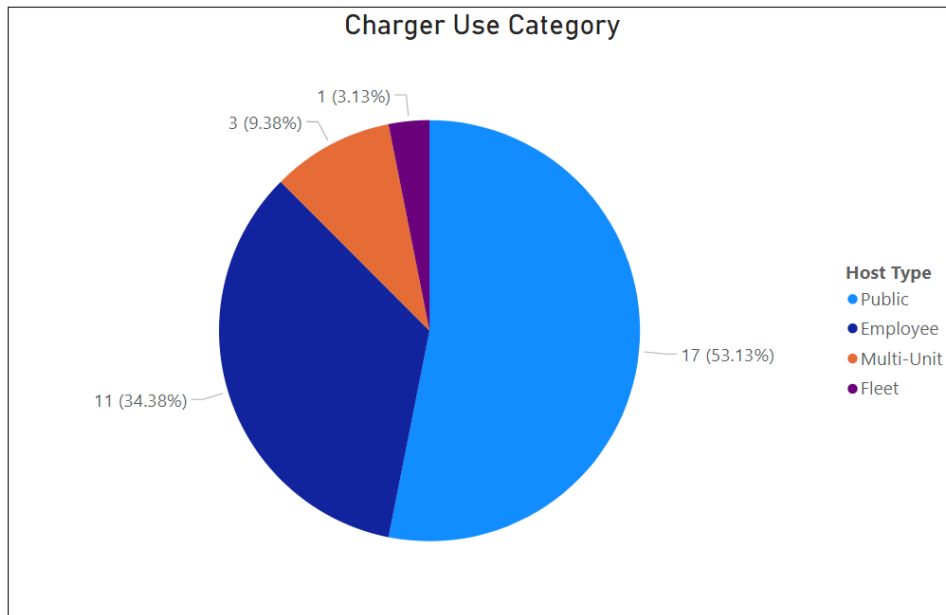


Figure 5. Charger Use Category

Energy Consumption and Load Profile

Figure 6 shows a breakdown of kWh consumption by county of the 32 projects installed through 2023 and are transmitting data. The coordination of data collection from network providers continues to be a challenge and is a cause for delays in completing the rebate process.

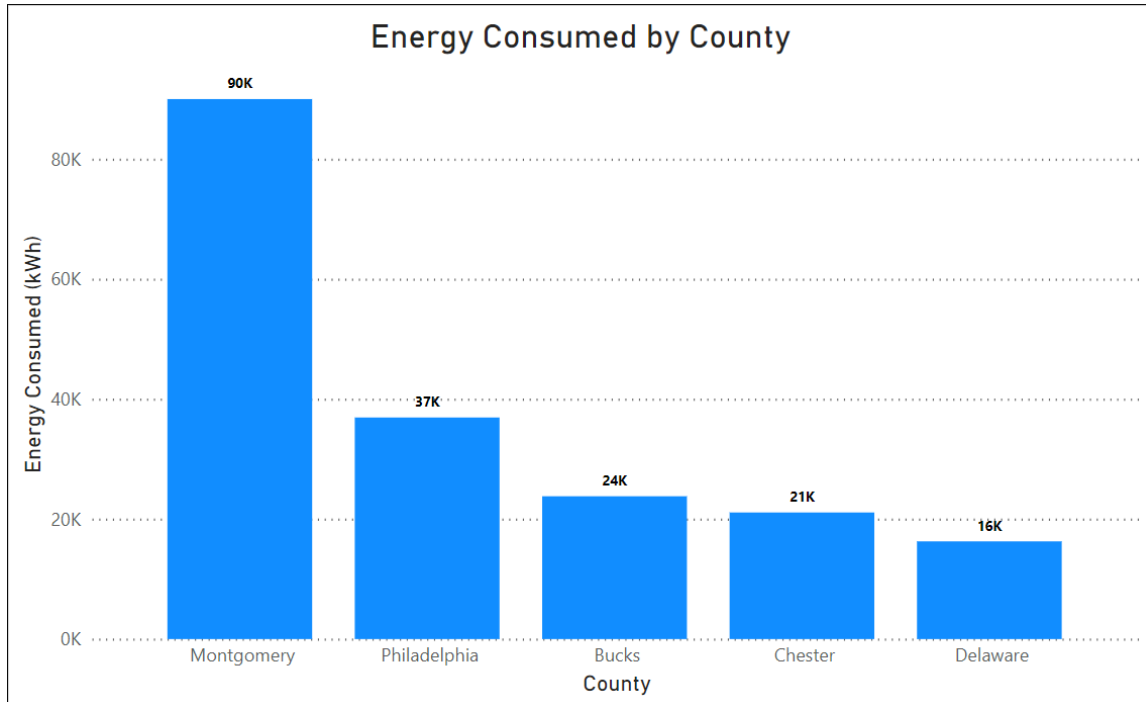


Figure 6. Aggregate kWh Consumption by County through 2023

The solid black line in Figure 7 shows the total aggregate load profile of the 32 projects transmitting data in the Pilot. The percentage of total usage is graphed against the hour of the day. Figure 7 is inclusive of weekends and holidays. The peak usage occurs at hour 14 or 2 pm.

The dashed light blue line in Figure 7 shows the aggregate energy usage of the 17 projects used for employee charging. This peak occurs at hour 14 or 2 pm. The dashed dark blue line in Figure 7 shows the aggregate energy usage of the 11 projects used for employee charging. This peak occurs at hour 14 or 2 pm with a similar peak usage occurring at hour 15 or 3 pm. Due to the low numbers of projects that have chargers used for multi-unit dwellings and fleets, a breakdown of their load profiles has not been provided.

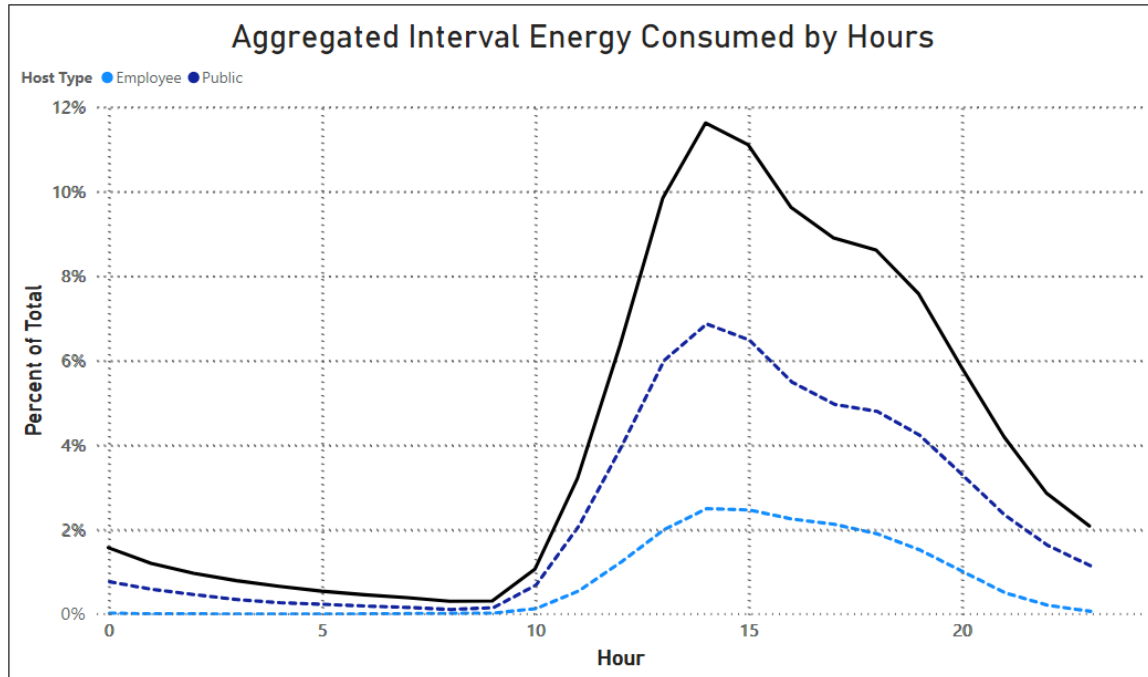


Figure 7. Aggregate Load Profile of Participating Chargers

Customer Education and Outreach

PECO’s EV Education and Outreach Program engaged customers across six counties, participating in numerous events aimed at engaging communities on the significance of transportation electrification. Equipped with program handouts, Company-branded giveaways, and the display of one of the Company’s fleet electric vehicles, these events served as platforms for building awareness and education on transportation electrification. PECO’s EV Education and Outreach team helped customers explore the features of EVs, which provided insight into the benefits of sustainable transportation solutions.

Additionally, the EV Education and Outreach Program actively worked to dispel common myths surrounding EVs, addressed concerns such as range anxiety by educating customers on mileage capabilities using PECO’s online EV Toolkit, and debunked misconceptions surrounding charging infrastructure.

PECO’s efforts underscore the Company’s commitment to driving EV program education and fostering community engagement, recognizing the pivotal role of informed outreach in shaping the transition towards sustainable transportation solutions. In 2024, PECO’s EV Education and Outreach Program will include displaying animated videos, die-cut EV flyers, and a new animation focused on businesses installing EV chargers.

Below are images from events in 2023, illustrating the impact of the Company’s educational initiatives and community engagement.

