comed℠
AN EXELON COMPANY

Feb. 21, 2024

ComEd's Beneficial Electrification (BE) Plan:

New EV Rebates and Customer Tools

Cristina Botero – Sr. Manager, Beneficial Electrification
Teri Lewand – Sr. Manager, C&I Program Implementation
Shikhar Pandey – Sr. Manager, DER Planning and Engineering

Metropolitan Mayors' Caucus (MMC) – EV Readiness Program Cohort Meeting

Agenda

1. Overview of ComEd's Beneficial Electrification (BE) Plan
2. New EV Programs under ComEd's BE Plan
3. New Tools Available for Customers
4. Summary and Next Steps

ComEd's Beneficial Electrification Plan (2023-2025)

On September 15, 2021, Illinois Governor J.B. Pritzker signed the Climate and Equitable Jobs Act ("CEJA"), that sets a pathway for Illinois to make meaningful progress towards combating climate change.

Along with a commitment to preserve existing zero emissions electricity generating resources and develop new renewable resources, CEJA amended the Electric Vehicle Act, 20 ILCS 627/45 ("EVA") to include beneficial electrification ("BE") provisions that will help leverage Illinois' clean electricity grid to unlock even greater climate and air pollution benefits.

Per the EVA, all electric utilities serving more than 500,000 customers in Illinois are required to file a beneficial electrification plan for programs beginning by January 1, 2023.

ComEd filed its BE Plan 1 (2023-2025) last year.
BE plan 2 will be filed in July 2024 (informed by Stakeholder collaborations in April), then after that we must file every three years.

Link to ComEd's BE Compliance Filing, May 2023

Rebating sub-programs: New in 2024
Rebating sub-program: Existing under EE

Overview of ComEd's 2023-2025 BE Portfolio Offerings

Program Name	2023 (actuals)	2024	2025	Total (Yearly Avg)
Residential Program - Residential EV Charger and Installation Rebates - Residential BE Technology Adoption Rebates (Heat Pumps) - Residential BE Infrastructure Readiness Rebates	$0.9M	$10.5M	$12.6M	$24M ($8M/yr)
Business & Public Sector Program - Business and Public Sector EV Rebates - Business and Public Sector Make-ready Rebates	$1.4M	$86.8M	$85.8M	$174M ($58M/yr)
Customer Education & Awareness Program - Business/Public Sector Fleet Assessments - Education & Awareness Campaign - Other educational efforts (inc. Metropolitan Mayors' Caucus)	$3.0M	$6.3M	$8.7M	$18M ($6M/yr)
BE Pilot Program	$0.3M	$7.4M	$7.3M	$15M ($5M/yr)
Total	$5.5M	$111.0M	$114.0M	$231M ($77M/yr)
Tariff Revisions Related to EV Charging	N/A	N/A	N/A	

comed

New EV Rebating Programs in Feb 2024: Summary

56% of new EV Program Budget is reserved for “eligible costumers/communities”, who also receive a 50% higher rebate

	Rebate for Upgrades and Installation	Rebate for Charger	Rebate for Vehicle	Total 2023-2025 Budget	% of Budget Reserved for equity-eligible customers
Residential EV Charger and Installation Program (Launched 2/1/24*)	√	√		**$20M** ($5M/year avg)	**50%**
Business & Public Sector EV Program (Launched 2/15/24**)	√		√	**$174M** (58M/year avg)	**57%**
EV Rebates			√	$114M ($38M/year avg)	50%
Make-ready Rebates	√			$60M ($20M/year avg)	70%
New EV rebating Programs Total				**$194M** (65M/year avg)	**56%**

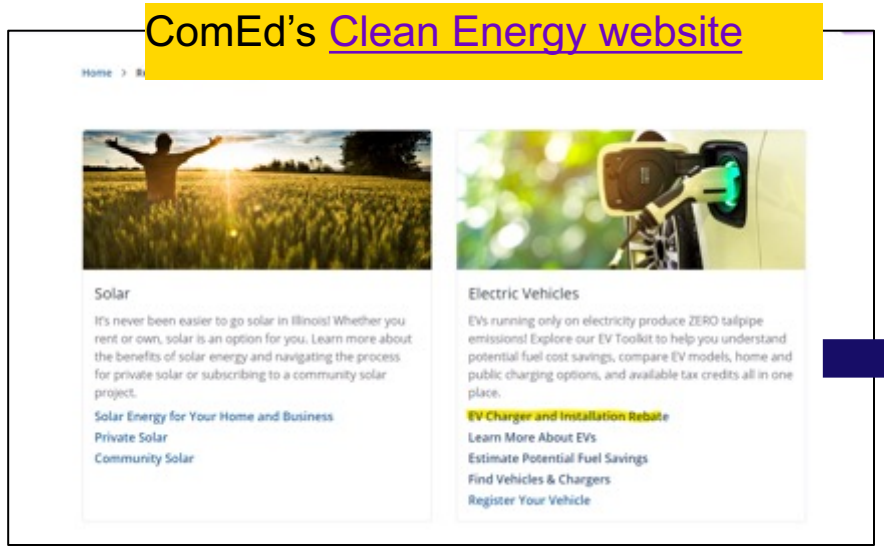
comed

*Go to ComEd.com/clean, navigate to “For Home”
**Go to ComEd.com/clean, navigate to “For Business”

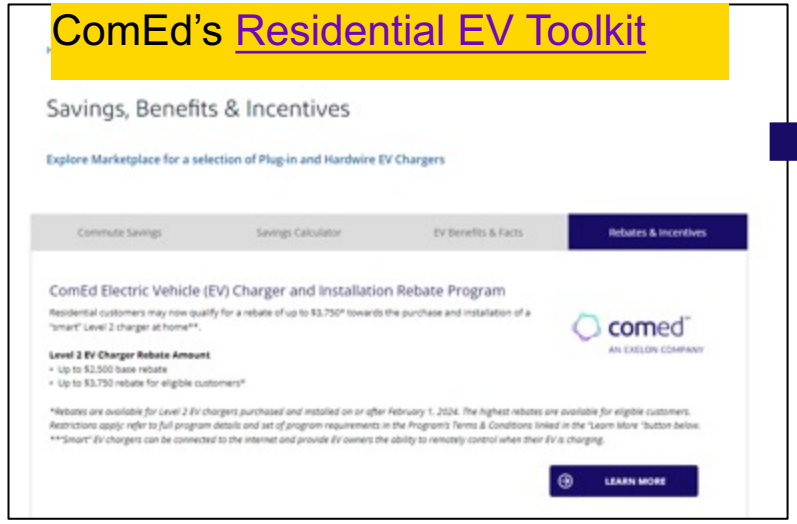
Residential "EV Charger and Installation Rebate Program" launched as planned on 2/1/24

Press release 2/1

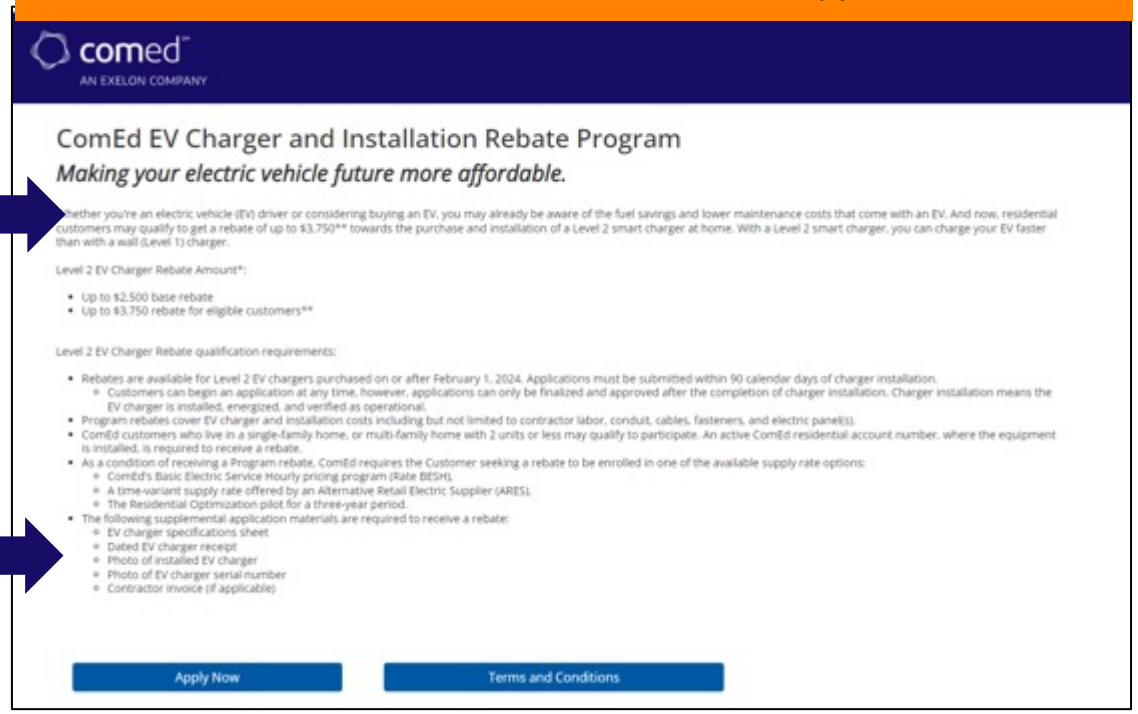
ComEd's Clean Energy website



ComEd's Residential EV Toolkit

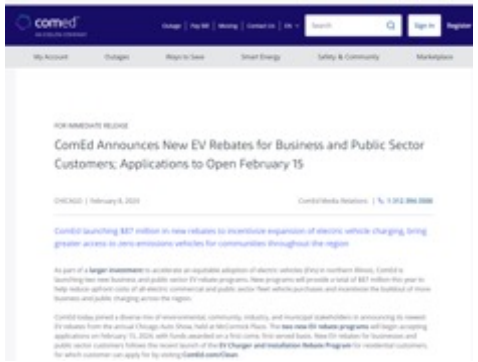


Residential **EV Charger & Installation Rebate** Portal:
Information, Terms & Conditions, and Application

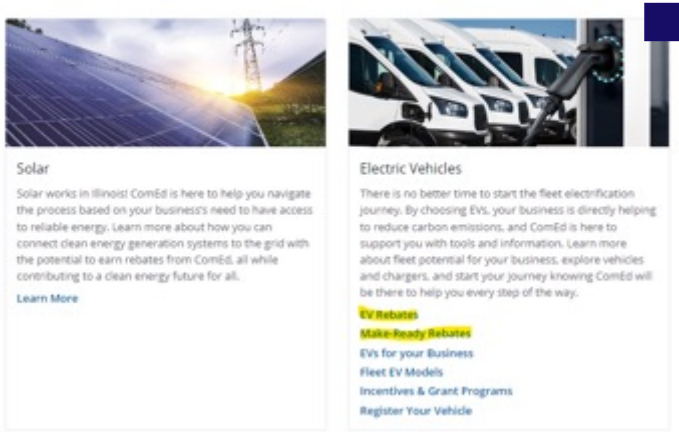


Business and Public Sector EV Programs (2) launched as planned on 2/15/24

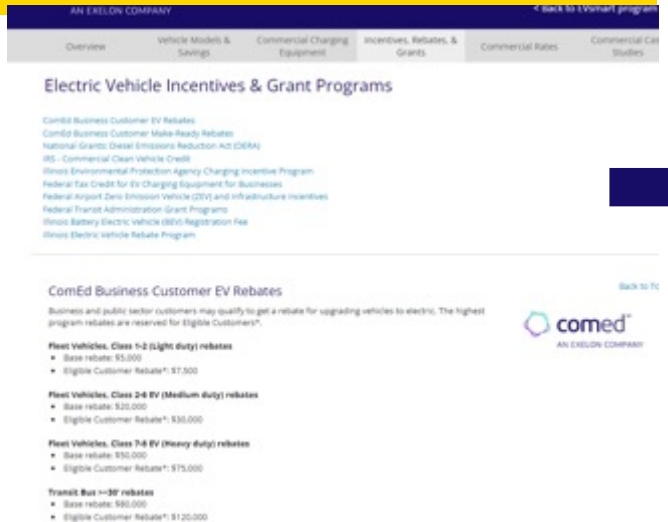
Press release 2/8



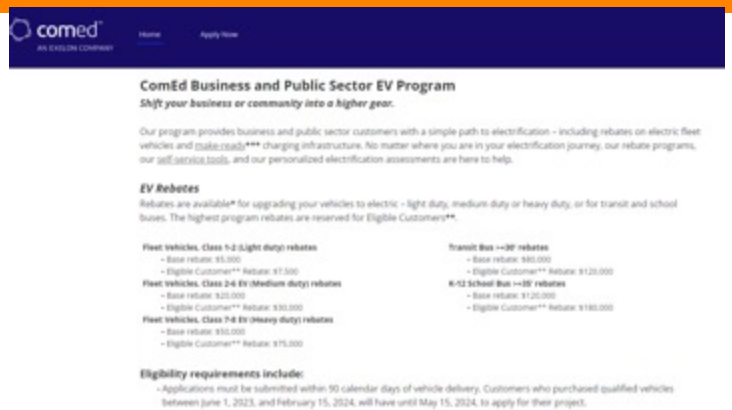
ComEd's Clean Energy website



ComEd's Commercial EV Toolkit



Business & Public Sector **EV Rebate** Portal



Business & Public Sector **Make-Ready Rebate** Portal

New Residential EV Charger and Installation Rebates

The approved Beneficial Electrification Plan allocates $5M avg annually to incentivize the purchase and installation of new residential EV charging infrastructure, 50% of which must be distributed to "eligible customers" (LI or EJ/R3[1])

Overview

Description: This sub-program incentivizes purchase and installation of new residential L2 chargers by providing a rebate to offset the cost of the charger and installation (e.g. contractor labor, cable, electrical panel, etc.)

Off-Peak Charging: Enrollment in Rate BESH, a time-variant supply rate offered by an ARES, or the Residential Optimization pilot is required to receive a rebate (for 3 years).

Multifamily: Includes small multifamily (2 units or less).

Timing: Eligible for L2 chargers purchased on or after February 1st, 2024. Applications must be submitted within 90 days of charger installation

Equipment: Level 2 "smart" chargers that are ENERGY STAR® and NRTL certified

Base Rebate

$2.5M Maximum Average Annual Funding

$2,500 Maximum Rebate Amount

Average Annual Budget

Eligible Customers (LI/EJ/R3[1])

$2.5M Minimum Average Annual Funding

$3,750 Maximum Rebate Amount

comed

[1]LI refers to Low-Income, EJ is Environmental Justice communities, and R3 is Restore, Reinvest, and Renew communities. EJ + R3 are also often referred to jointly as "Equity Investment Eligible Communities (EIEC)"

New Business and Public Sector EV Rebates

The approved Beneficial Electrification Plan allocates $38M annually ($114M total) to incentivize the purchase of EVs for Business and Public Sector customers, at least 50% of which must be distributed to eligible customers/communities (LI or EJ/R3)

Overview

Description: This sub-program provides rebates for C&I and public sector customers to adopt electric fleet vehicles that are registered in the state of Illinois.

CTA: All CTA buses will be eligible for the higher incentive value ($120K).

Timing: Vehicles purchased on or after 6/1/23 are eligible. Application must be submitted within 90 days of vehicle delivery (or within 90 days of vehicle purchase if backdated). Point of purchase rebate vouchers projected for later in 2024.

School Bus Funding

- $6M Avg. Annual Funding
- $120K Base Rebate
- $180K LI/EJ/R3 Rebate

Transit Bus Funding

- $6M Avg. Annual Funding
- $80K General Rebate
- $120K LI/EJ/R3 Rebate

Average Annual Budget

LDV Funding

- $10M Avg. Annual Funding
- $5K General Rebate
- $7.5K LI/EJ/R3 Rebate

MDV Funding

- $10M Avg. Annual Funding
- $20K General Rebate
- $30K LI/EJ/R3 Rebate

HDV Funding

- $6M Avg. Annual Funding
- $50K General Rebate
- $75K LI/EJ/R3 Rebate

New Business & Public Sector Make-Ready[1] Rebates

The approved BE Plan allocates $20M annually to incentivize make-ready work that enables EV charging stations for public sector entities, publicly-accessible charging, and large multifamily properties, 70% of which must be distributed to eligible communities (LI or EJ/R3[2])

Overview

Description: This sub-program provides rebates for make-ready[2] work, on either side of the meter, for L2 and DCFC EV charging stations.

Target Customers: Public transit authorities can access both pots of funding. Members of BOMA/Chicago or other orgs can apply collectively.

Multifamily: Includes multifamily of 3 or more units

Rider NS & Watt-hour: In parallel with this sub-program, ComEd offers a Watt-Hour Delivery Class and will offer make-ready work under Rider NS ("EV Turnkey")

Timing: Projects completed on or after 6/1/23 are eligible. Application must be submitted within 90 days of project completion (or within 90 days of Program Launch if backdated). Securing of rebate funds earlier in the project (e.g. via pre-applications) projected for later in 2024.

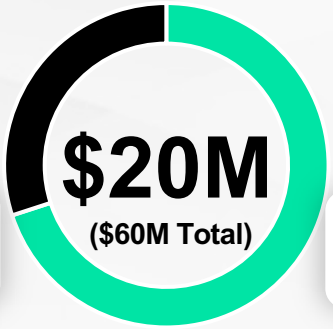
General Funding

$6M Average Annual Funding

$5,333 Maximum Rebate Per L2 Make-Ready, Limit 10 Ports

$667/kW Maximum Rebate Per DCFC Make-Ready, min 50 kW, limit $500,000

Average Annual Budget



Eligible Communities Funding

$14M Average Annual Funding

$8,000 Maximum Rebate Per L2 Make-Ready, Limit 10 Ports

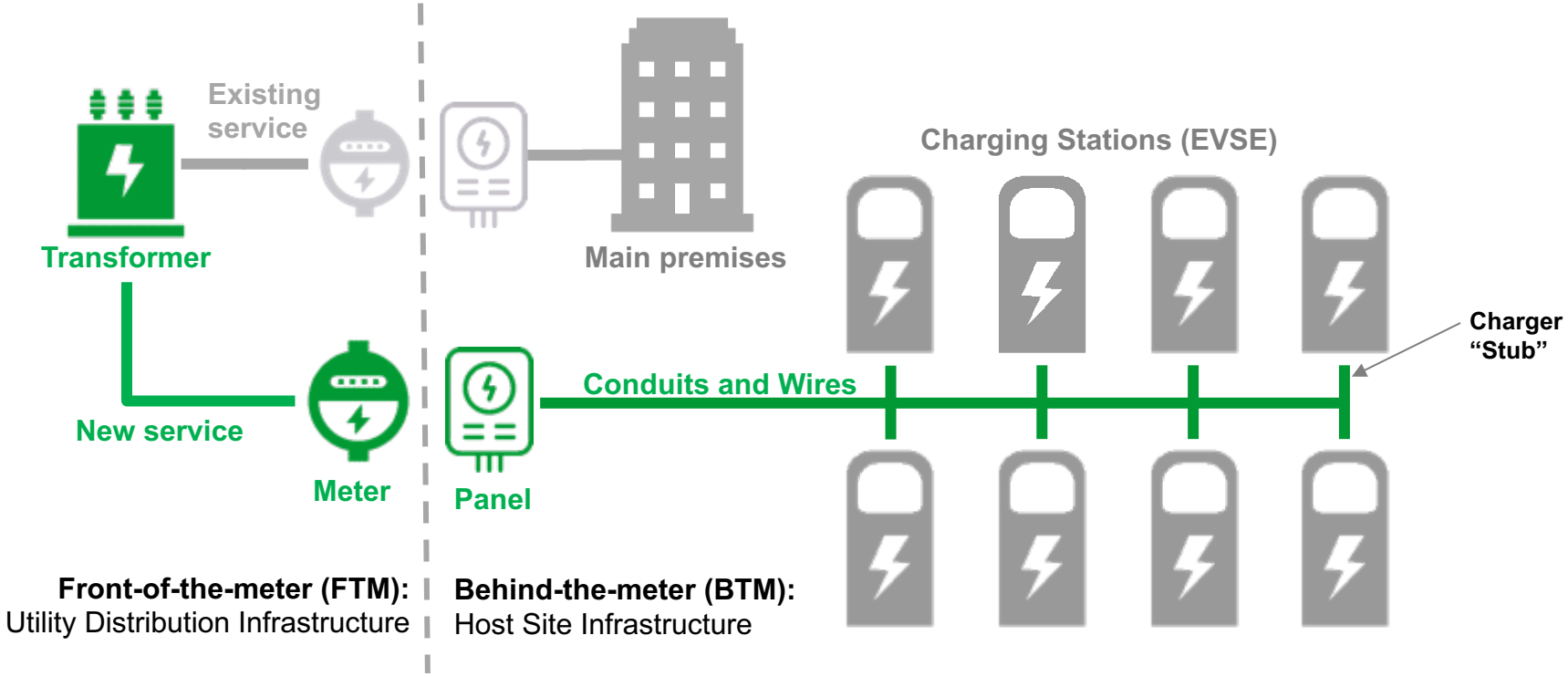
$1,000/kW Maximum Rebate Per DCFC Make-Ready, min 50 kW, limit $500,000

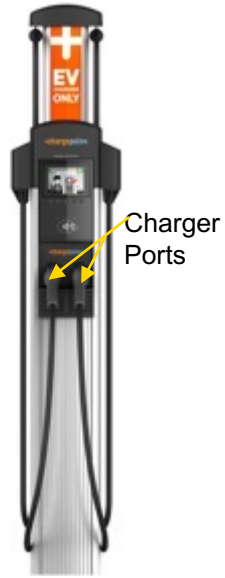
comed

[1]"Make-ready" includes infrastructure between secondary transformer and the charging station stub (excluding charger)

What is “Make-Ready” EV Charger Infrastructure?

“Make-ready” is used to refer to costs associated with infrastructure costs between transformer and charger stub, which are required to install EV chargers, excluding the chargers. This could include service drop, panel, meter, trenching, site work, and circuit dedicated to EV charging, etc. Charging Stations and mounting/pedestals are excluded.





New BE EV Programs: Fact Sheet Summary*

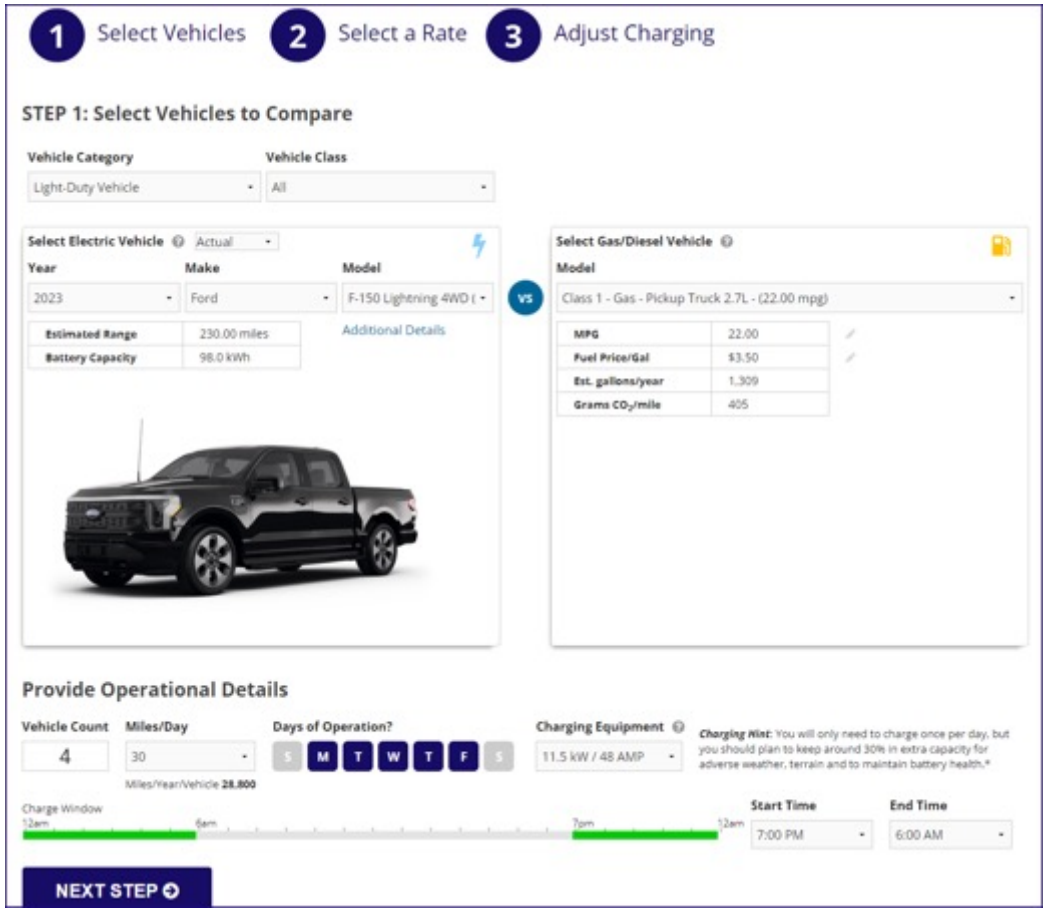
Rev. 2/20/24 (CB)

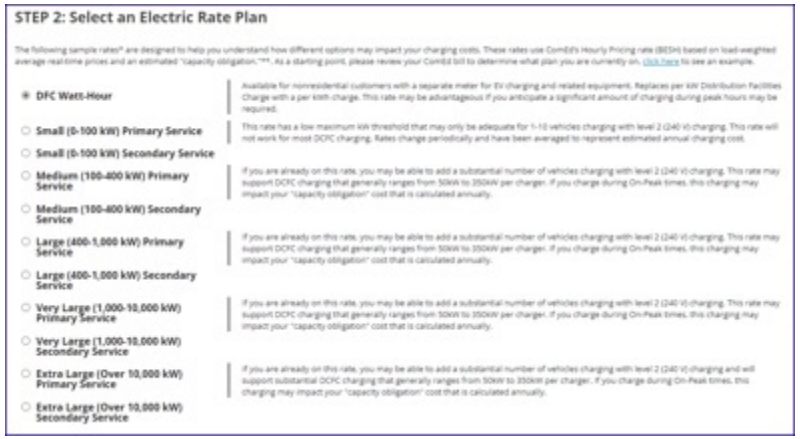
	Residential	Business and Public Sector	
Program Name	**EV Charger & Installation Rebate**	**EV Rebates**	**Make-ready Rebates**
What does rebate cover?	**L2 charger purchase and installation** (e.g. contractor labor, cable, electrical panel, etc.). Includes charger cost.	**Electric vehicle** from light to heavy-duty, transit and school buses	**Make-ready infrastructure** (i.e. infrastructure installed between the meter and the charging station stub (excluding charger) serving L2 and DCFC charging stations
When will rebate be available?	Available since 2/1/24	Planned for 2/15/24 launch	Planned for 2/15/24 launch
Rebate Amounts	Up to $2,500 and eligible customers can get up to $3,750. Max 100% of cost.	-From $5k to $180k depending on vehicle and whether customer is eligible for highest rebate. Refer to Program Collateral. -CTA buses can access highest incentive amount	-Infrastructure for L2 chargers: Up to $5,333/port. Eligible customers can get up to $8,000/port. Max 10 port limit. -Infrastructure serving DCFC chargers (aka Level 3): Up to $667/kW. Eligible customers can get up to $1,000/kW (max $500k)
What is an "Eligible customer/community"?	Low-income customer or customer domiciled in EJ/R3 zip code as defined by State of IL	Vehicle is domiciled in Low-income (as defined by CEJA) or EJ/R3 zip code (as defined by State of IL) or ≥50% of its driving is in these communities (self-attestation via routes)	Project installed in low-income (as defined by CEJA) or EJ or R3 zip code (as defined by State of IL), or if applicant can demonstrate (via vehicle routes) that 50%+ of driving done by vehicles served by charging infrastructure will be in these communities (self-attestation)
Program Funding	$5M/year avg, of which ≥50% is reserved for eligible customers	$38M/year avg, of which ≥50% is reserved for eligible communities	$20M/year avg, of which 70% is reserved for eligible communities
Is Backdating allowed?	**No**. Only Chargers purchased on or after program launch date (2/1/24) qualify for rebate	**Yes**. EVs purchased between 6/1/23 and program launch date (2/15/24) qualify if application submitted within 90 days of launch	**Yes**. Eligible projects completed between 6/1/23 and program launch date (2/15/24) qualify if application submitted within 90 days of launch
Is incentive stacking allowed?	Yes, incentives can be stacked with other federal/state incentives up to 100% of project cost	Yes, incentives can be stacked with other federal/state incentives up to 100% of vehicle cost	Yes, incentives can be stacked with other federal/state incentives up to 100% of project cost
Timing of Rebate Application	Within **90 days** of charger installation	Within **90 days** of vehicle delivery (or 90 days of program launch if backdated). Point of purchase rebate vouchers projected for later in 2024.	Within **90 days** of project completion (or 90 days of program launch if backdated). Securing of rebate funds earlier in the project (e.g. via pre-applications) projected for later in 2024.
Multifamily treatment	**Single family and multifamily of 2 units** or less qualify	N/A	**Multifamily of 3+ units** qualify
Equipment eligibility	Level 2 "smart" (i.e. wi-fi enabled) chargers that are ENERGY STAR® and NRTL certified	-New electric vehicles class 1-8 (light duty to heavy duty), transit buses ≥ 30', K-12 school buses ≥ 35'. -Repowered electric vehicles (i.e. converted from gas to electric) may be eligible if operational lifespan determined to be ≥ 10 years	-Project installing L2 (max 10 ports) or DCFC charger (min 50kW) -For projects involving publicly available charging stations, multiple equipment requirements in place, including min uptime reliability and communication protocols per NEVI Standards, min ports per station, plug type, and ENERGY STAR® certification, etc. (See appendix for detail)
How do I apply?	Go to Residential section of ComEd.com/clean	Go to Business Section of Comed.com/clean	Go to Business Section of Comed.com/clean

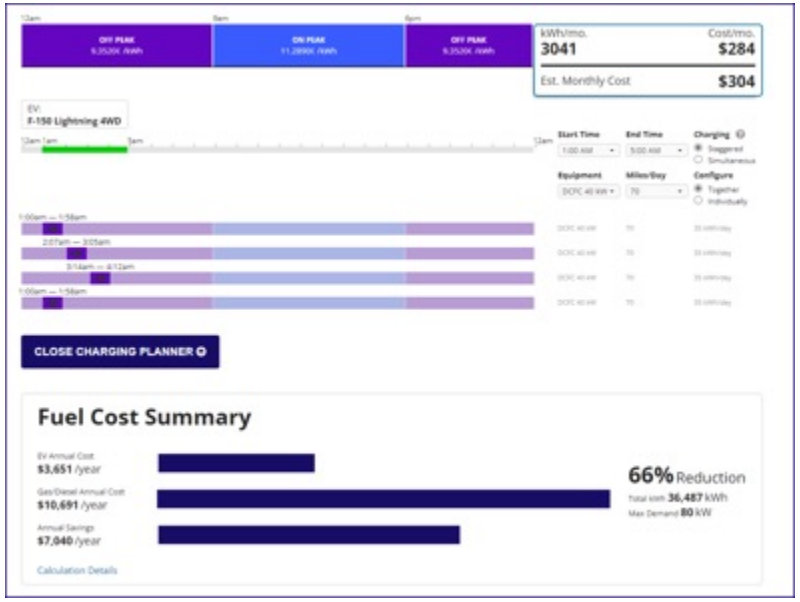
*Not comprehensive, refer to Full Terms and Conditions (T&C) on Program portal, see comed.com/clean

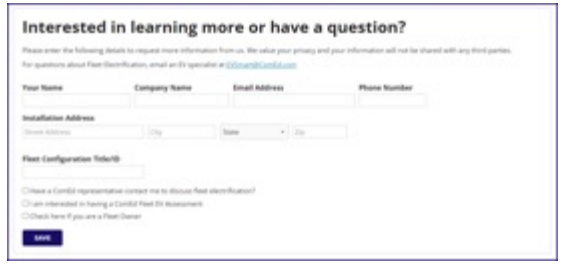
New Customer Resource: Fleet EV Calculator

Business/Public Sector Customers are now able to generate a customized Fuel Cost Savings and Carbon Reduction estimate when considering Fleet Electrification: [ComEd Fleet Electrification Calculator]









New Customer Resource: Fleet Electrification Assessments (FEA)

High Level Customer Journey

Customer Awareness/Interest/ Engagement
(via inbound channels below)

Complete Assessment Request Form
Request a FREE Facility Assessment for Your Business or Organization | ComEd - An Exelon Company

Introductory Call / Kick-Off Meeting
Request vehicle data, schedule visit

Site Visit
Assess on-site infrastructure

Compile Information
Vehicle Replacement Plan
Charging Infrastructure
Customer Infrastructure
Utility Infrastructure
Scope Funding Sources
TCO

Report & Presentation
Timing: ~1 month from Kick-Off Meeting

Inbound Channels:

- Large Customer Services
- External Affairs/Gov Affairs
- Economic Development
- New Business
- BE Implementation Contractor
- Call center/website
- Engineers (EE FAs)
- OSPs (Outreach)
- Service Providers
- Dealerships
- Others

Site Data:

- Service type and location
- Transformer(s), electric meter(s); historical demand
- Switchboard/panel labeling
- Parking area dimensions and space types
- Electrical route/surface(s) to potential EV charging spaces
- Cellular signal strength
- Obstacles to charger installs
- Observed EE/electrification project opportunities
- Default assumptions used for missing data

New Customer Resource: Fleet Electrification Assessments (Ctd)

What is the Customer's Interest Level in Fleet EVs? ⇨

Curious - What is it? | Exploring – Some interest | Planning - High Interest

Content	Self Service – ComEd Fleet EV Calculator	Express FEA	Comprehensive FEA
Total Cost of Ownership		√	√1
Charging Plan	√	√	√2
Infrastructure Cost - Customer			√
Infrastructure Cost - Utility			√
Investment Cashflow			√
Vehicle Model Recommendation	√	√	√3
Vehicle Model Comparison	√		√3
Funding Sources	√	√	√4
Utility/Environmental Impact Analysis	√	√	√5
Site Specific Consultation		√	√6

Details:

1- Includes depreciation, financing, carbon & downtime costs above charging infrastructure, maintenance & fuel costs

2- Includes layout and location of chargers.

3- Includes replacement plan based on current fleet models, operations and ROI.

4- Includes analysis of existing customer model groups and selects best fit vehicles.

5- Included in multi-year cash flow analysis.

6- Additional time onsite inventorying existing equipment and site conditions.

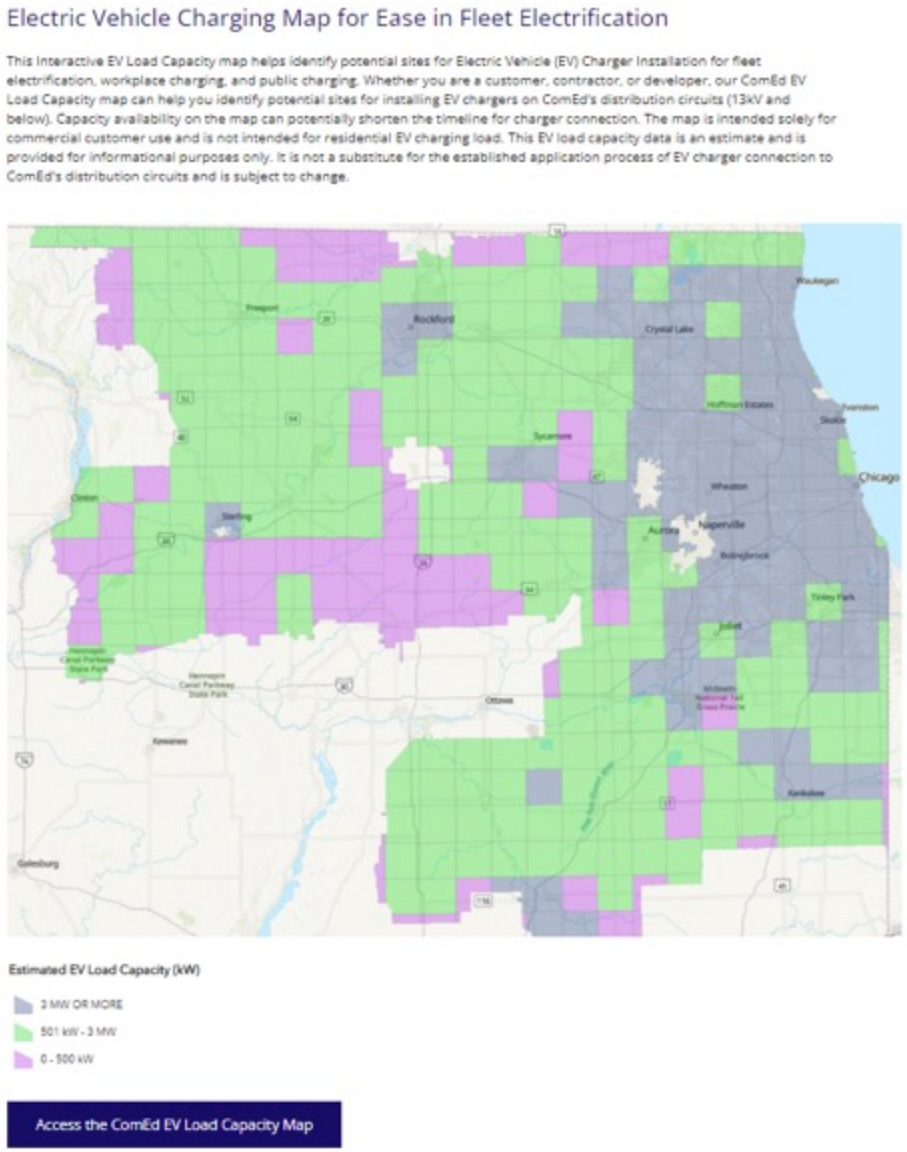
New Customer Resource: EV Load Capacity Map

The EV load capacity maps are a key resource to C&I/public sector customers. They provide an estimate of the remaining circuit load capacity to **help guide electric vehicle charging developers to areas where they may install the charging electric vehicle supply equipment (EVSE) with minimal needs for system reinforcement at 13kV and below sourced by a ComEd substation***

- The map is only for Business/Public Sector use, does not cover residential EV load.
- New resource available since Dec 2023

ComEd's EV Load Capacity Maps are accessible to customers as part of our [Commercial EV Toolkit](www.comed/com/evbiz) (www.comed/com/evbiz)

*Analysis conducted under current configurations and prior to any planned infrastructure upgrades such as reconductoring.



Summary

- ComEd's $231M 2023-2025 BE Plan 1 is heavily focused on:
  - EV and charging infrastructure incentives, with majority of funds dedicated to Business and Public Sector Customers
  - Low-income customers and Equity Investment Eligible Communities (EIEC), who have at least 50% of funding reserved and receive 50% higher rebates
- ComEd's 3 new EV rebate programs launched in February 2023 and are taking applications for rebates on charging infrastructure and fleet electric vehicles
- Multiple new customer tools available to support during electrification journey
- Visit ComEd.com/Clean to learn more!

Program-Specific Marketing & Outreach Materials

(February 2024)

Click to open each item

	Residential	Business & Public Sector	
Fact Sheet		**New Rebate Programs** 	**Fleet Electrification Assessment (FEA) Offering** 
Brochure			

Collateral date: 2/6/24

comed

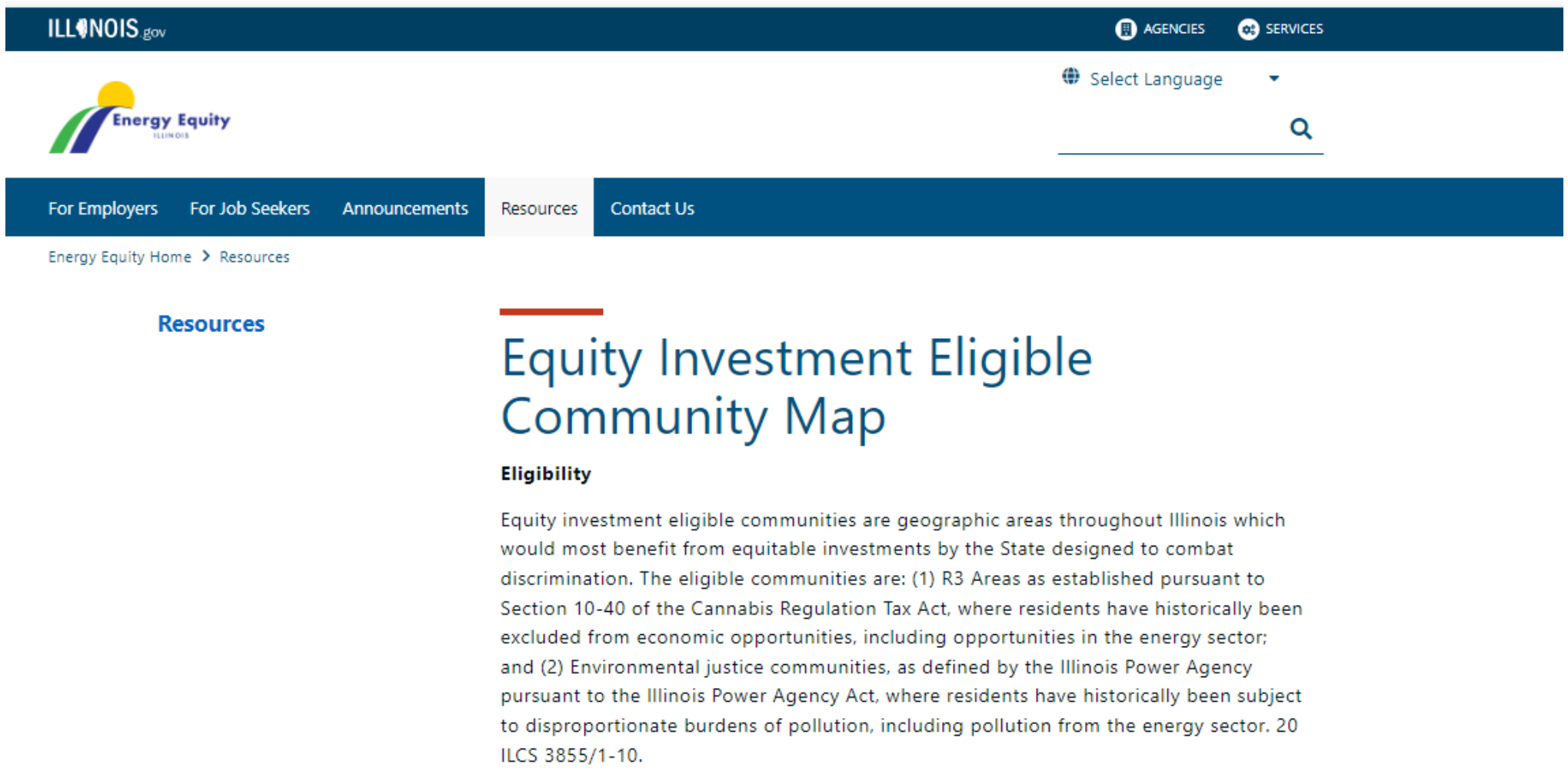
BE Plan Next Steps

- First BE Annual Report (2023 period): 4/1/24
- The Electric Vehicle Act requires ComEd to file a BE Plan 2 in 2024, then every three years.
  - "BE Plan 2" is **under development now**
  - Stakeholder collaboration meetings in April 2024 will inform BE Plan 2 Filing
  - The BE Plan Update filing will be made by **July 1, 2024,** cover the years 2026 - 2028

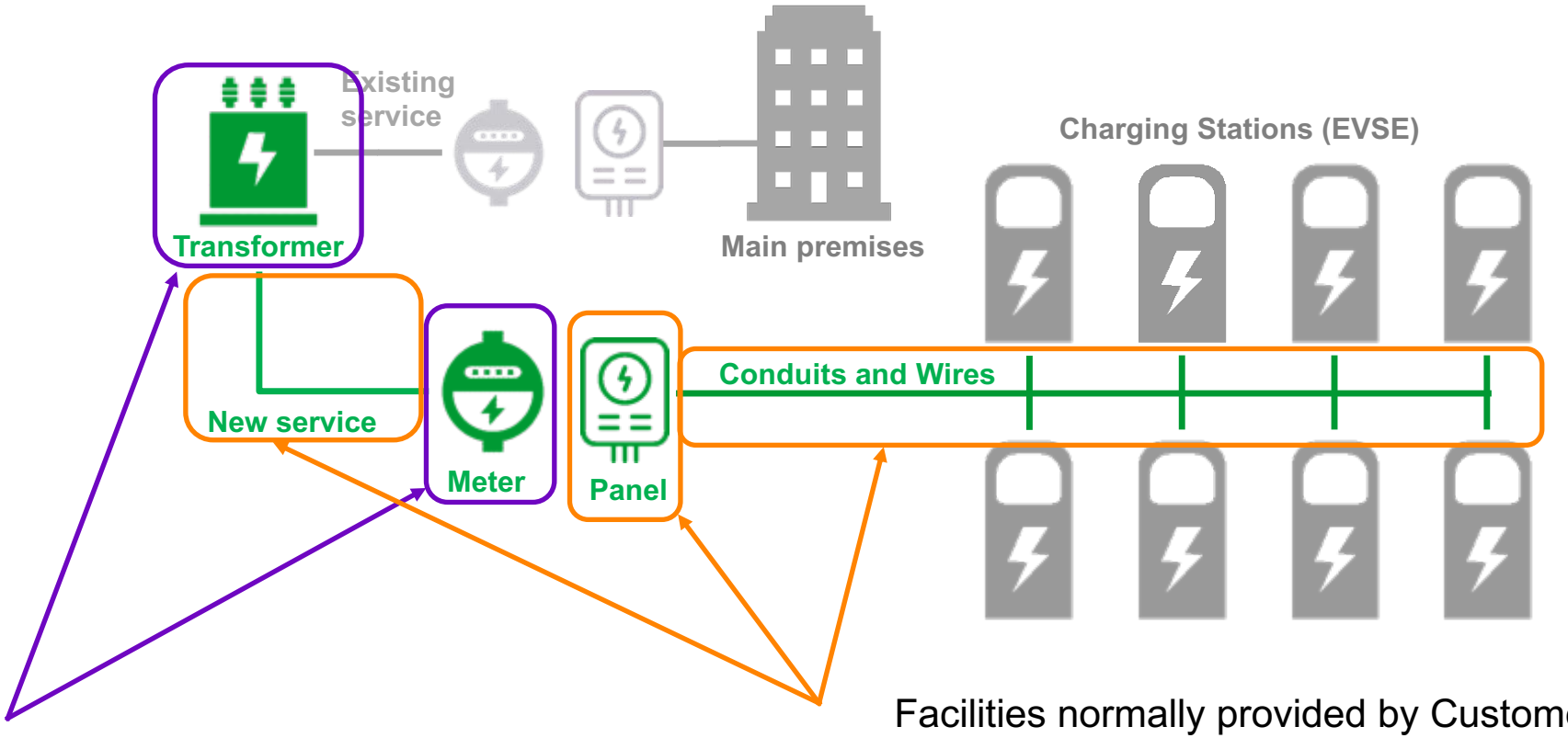

comed
SM
AN EXELON COMPANY

Appendix

Equity Investment Eligible Communities (EIEC) = EJ+R3



Typical ComEd / Customer Responsibilities “Make-Ready” EV Charger Infrastructure

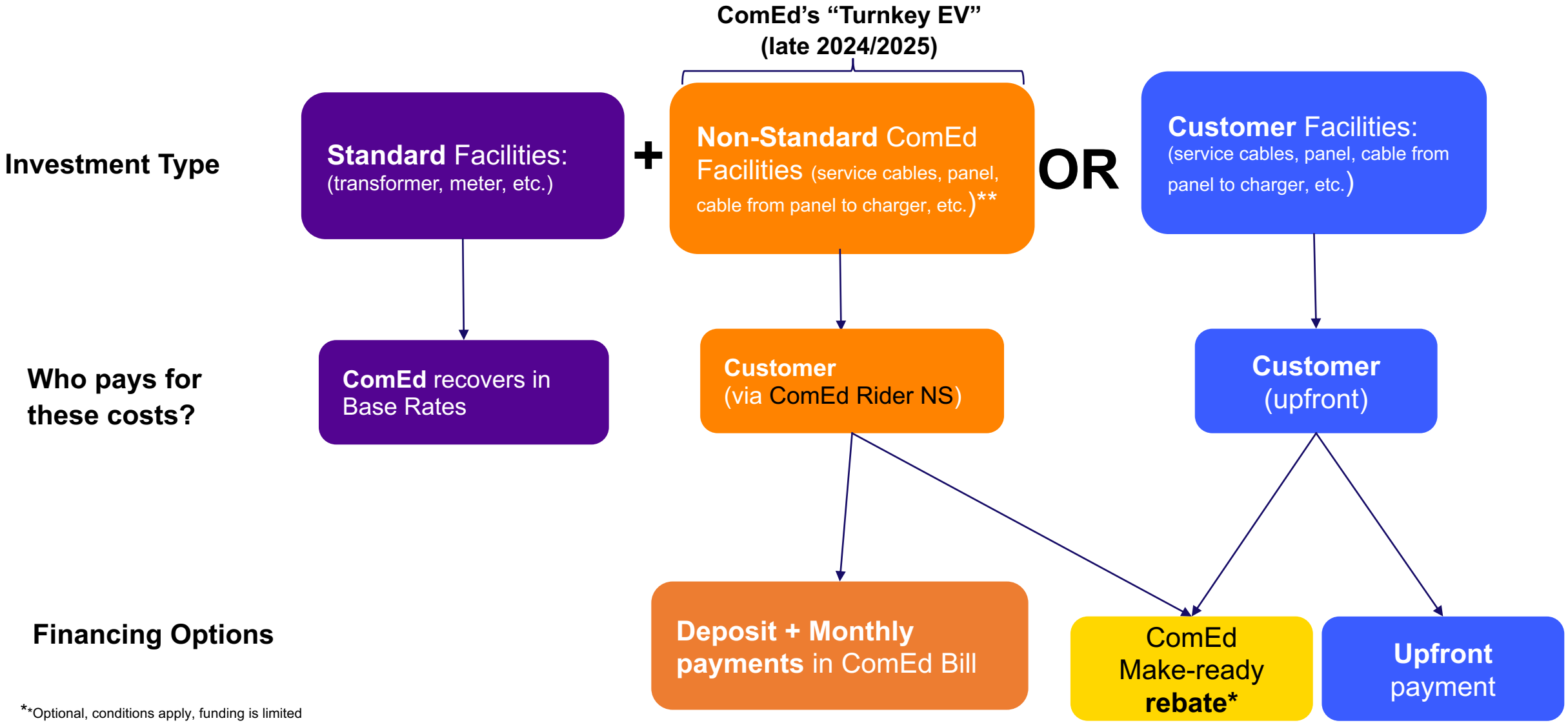


Standard facilities by ComEd:
Transformer & Meter

Facilities normally provided by Customer
To be offered by ComEd as optional under Rider NS:

- Cable from transformer to meter
- Panel and meter fitting
- Cable from panel to chargers

Who Pays for Make-Ready Costs and How?



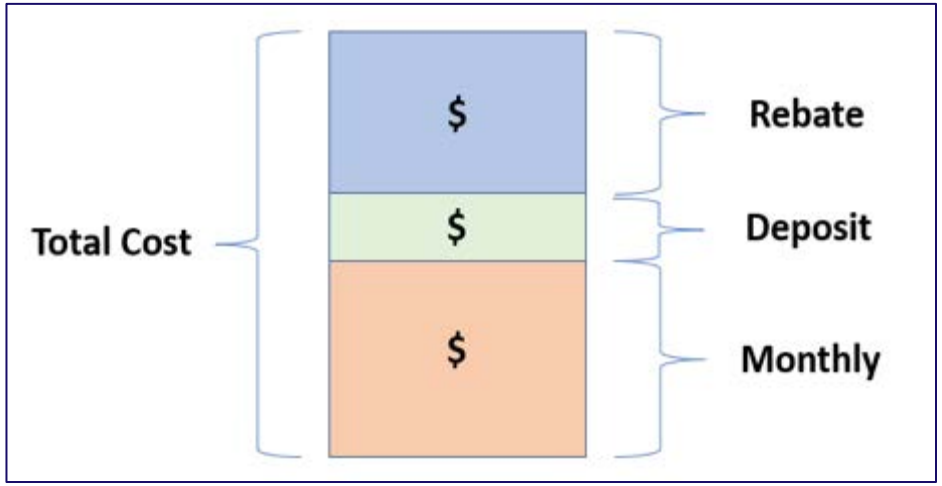
**Optional, conditions apply, funding is limited

**Non-standard facilities can apply outside of Turnkey EV program

comed

ComEd's "Turnkey EV" (under development)

- ComEd was approved to **offer EV Make-Ready infrastructure to customers under the provisions of Rider NS: "Turnkey EV"**
- The objective of the Rider NS for EV Make-Ready is to incent the deployment of EV charging throughout the service territory by:
  - **Providing guidance and ease of service for customers that may not be familiar with requirements for EV Make-Ready facilities**
  - ComEd can also **help customers avoid high up-front charges by allowing customers to pay monthly**
- Key Provisions:
  - **ComEd installs/owns/maintains the facilities** at customer's expense
  - Does not impact other bill line items
- Timeline:
  - **ComEd is developing standards**
  - **Pilot deployment in 2024, with full deployment in 2025**

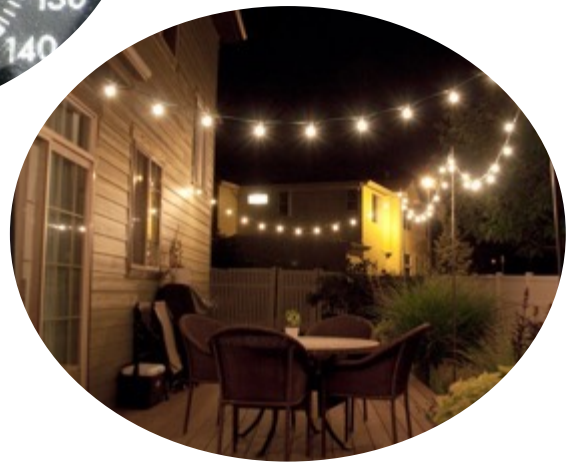


New “Watt-Hour” Delivery Class Options for EV Charging Providers

- **Timing:** Open for enrollment starting in September 2023
- **Eligibility:** Nonresidential customers with separately metered EV charging
- **Connections:** Second point of service provided as standard (requires 12-month minimum stay)
- **Switching:** Customers who opt to leave the Watt-Hour Delivery Class and return to their default kW-based Delivery Service Class cannot return to the Watt-Hour Delivery Class for a minimum of 12 monthly billing periods
- **Energy:** Does not impact energy supply
  - Customers may elect to take supply from ComEd or Retail Electric Supplier
  - Competitive Declaration still applies so Hourly Pricing (https://hourlypricing.comed.com/live-prices/) is default over 100 kW
- **Long Term:** Minimum 10-year offering by ComEd

Kilowatts (kW) verses kilowatt-hours (kWh)

Speedometer is like kW
Odometer is like kWh



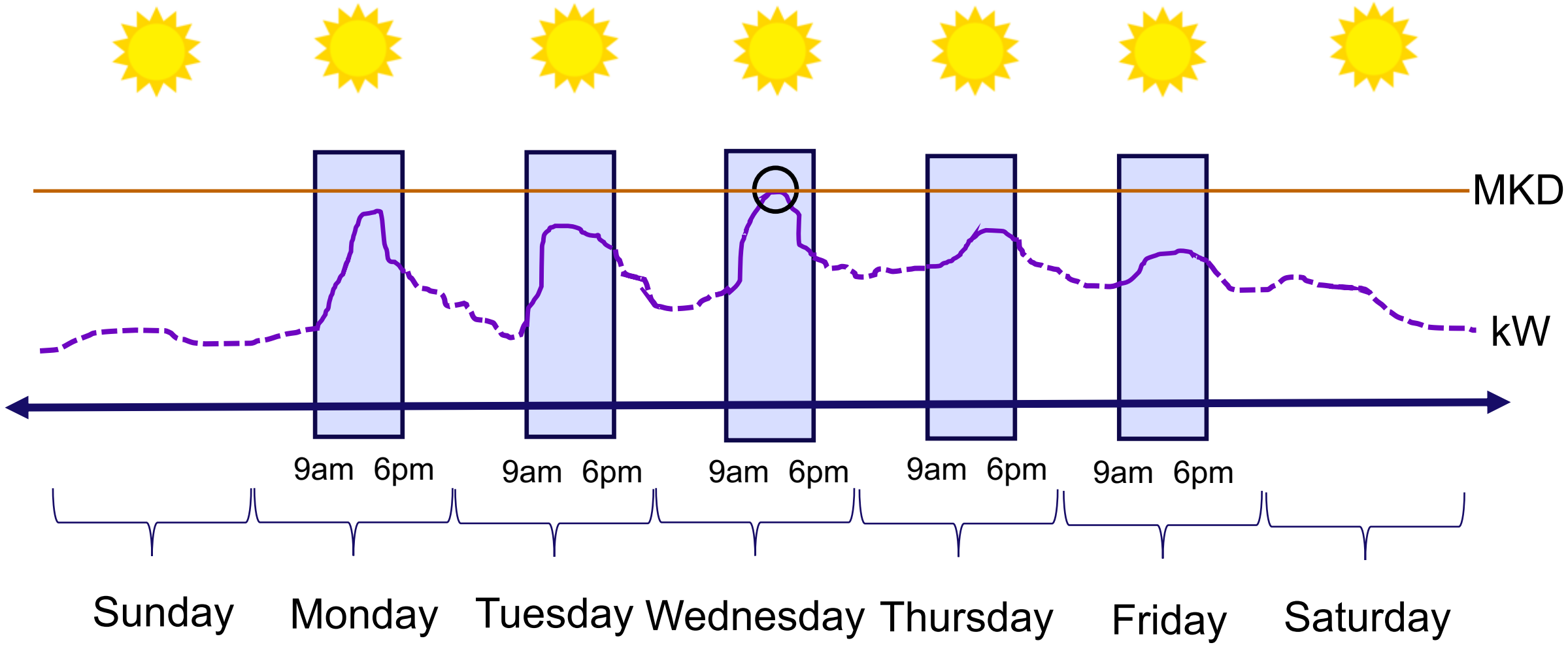
45 light bulbs each using 20 watts = 0.9 kW
if left on for 3 hours = 2.7 kWh

MKD
MKD means Maximum Kilowatts Delivered. A retail customer's MKD for a monthly billing period is the highest thirty (30) minute demand for electric power and energy established by the retail customer and delivered by the Company during such monthly billing period during the periods from 9:00 A.M. until 6:00 P.M. on Monday through Friday, except on days designated as holidays by the North American Electric Reliability Corporation (NERC).

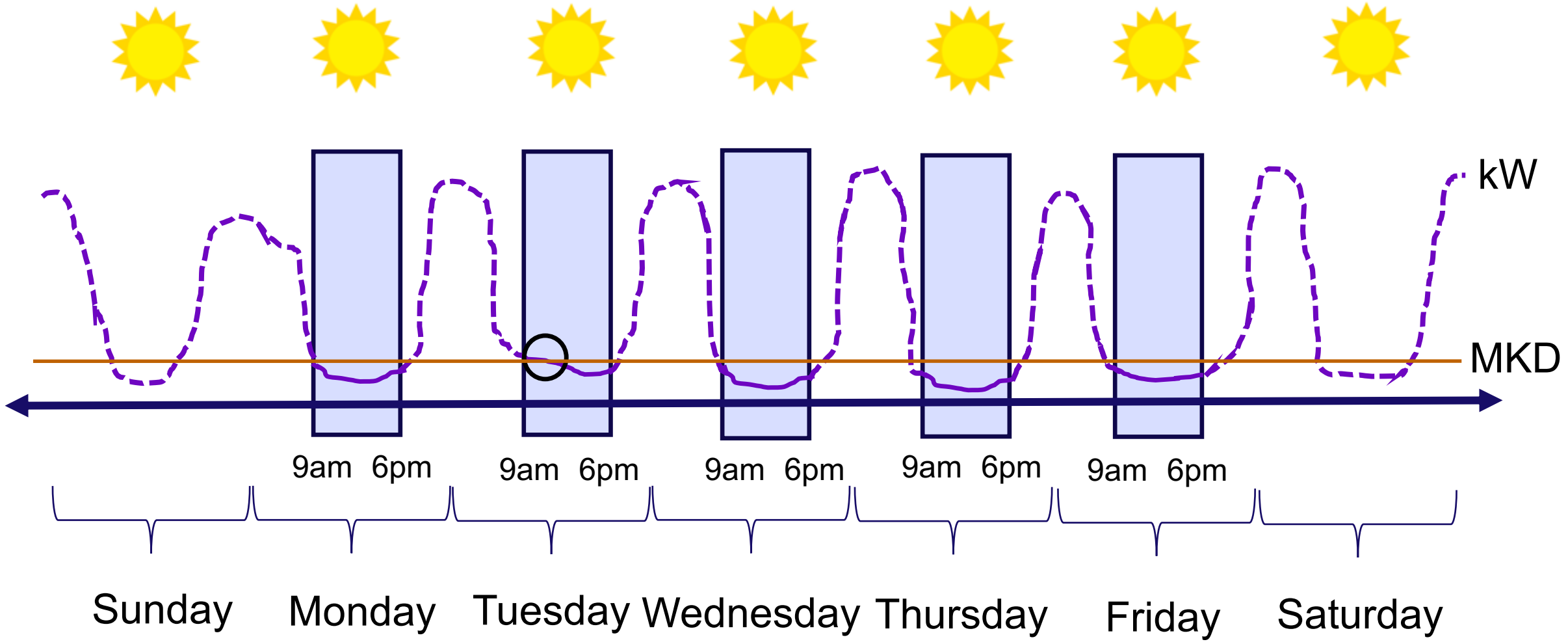
Source: ComEd Schedule of Rates Sheet 129.1 posted at comed.com/rates

comed

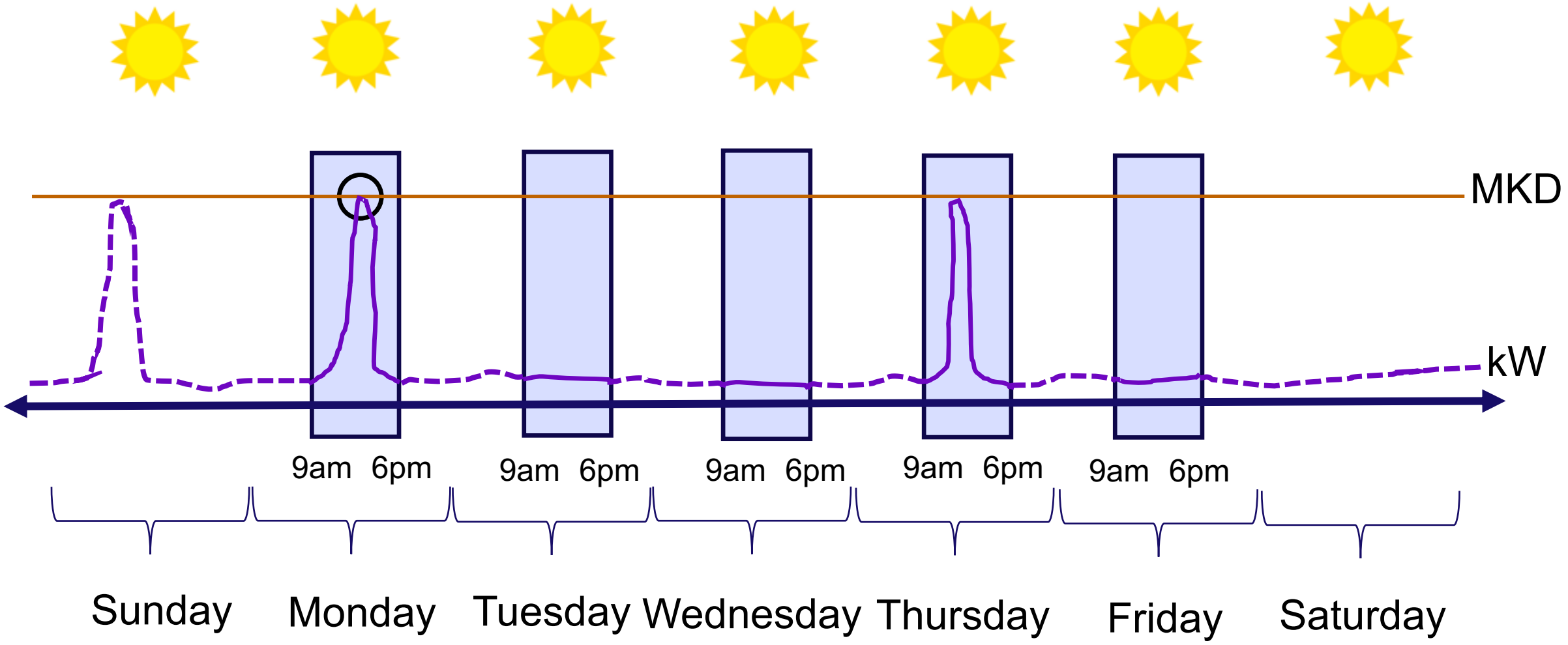
MKD Window – Typical Nonresidential Usage



MKD Window – Overnight Charging



MKD Window – Low Utilization EV Charger



How does the bill change?

Current nonresidential bill with kW-based DFC

Service from 12/28/2023 to 1/29/2024 - 32 Days				Commercial Hourly - 100 kW to 400 kW
Electricity Supply Services				**$1,062.40**
Electricity Supply Charge	20,166 kWh			759.83
Capacity Charge	9.63 kW	X	1.03399	9.96
Transmission Services Charge	20,166 kWh	X	0.00921	185.73
Misc Procurement Component Chg	20,166 kWh	X	0.00057	11.49
Purchased Electricity Adjustment				95.39
Delivery Services - ComEd				**$2,610.97**
Customer Charge				27.88
Standard Metering Charge				10.81
Distribution Facilities Charge	221.52 kW	X	11.50000	2,547.48
IL Electricity Distribution Charge	20,166 kWh	X	0.00123	24.80
Taxes and Other				**$733.35**
Environmental Cost Recovery Adj	20,166 kWh	X	0.00022	4.44
Renewable Portfolio Standard	20,166 kWh	X	0.00502	101.23
Zero Emission Standard	20,166 kWh	X	0.00195	39.32
Carbon-Free Energy Resource Adj	20,166 kWh	X	0.01612	325.08
Energy Efficiency Programs	20,166 kWh	X	0.00691	139.35
Energy Transition Assistance	20,166 kWh	X	0.00072	14.52
Franchise Cost	$2,567.82	X	1.74700%	44.86
State Tax				64.55
Total Current Charges				**$4,406.72**

Actual nonresidential EV charging bill with kWh-based DFC*

Service from 12/28/2023 to 01/29/2024 - 32 Days				Commercial Hourly Watthour
Electricity Supply Services				**$1,062.40**
Electric Supply Charge	20,166 kWh			759.83
Transmission Services Charge	20,166 kWh	X	0.00921	185.73
Capacity Supply Charge	9.63 kW	X	1.03399	9.96
Purchased Electricity Adjustment	0			95.39
Misc Procurement Components Chg	20,166 kWh	X	0.00057	11.49
Delivery Services - ComEd				**$577.46**
Customer Charge				27.88
Standard Metering Charge				2.48
Distribution Facilities Charge	20,166.00 kWh	X	0.02590	522.30
IL Electric Distribution Charge	20,166 kWh	X	0.00123	24.80
Taxes and Other				**$698.35**
Environmental Cost Recovery Adj	20,166 kWh	X	0.00022	4.44
Renewable Portfolio Standard	20,166 kWh	X	0.00502	101.23
Zero Emissions Standard	20,166 kWh	X	0.00195	39.32
Carbon-Free Energy Resource Adj	20,166 kWh	X	0.01612	325.08
Energy Efficiency Programs	20,166 kWh	X	0.00691	139.35
Energy Transition Assistance	20,166 kWh	X	0.00072	14.52
Franchise Cost	$564.40	X	0.01747	9.86
State Tax				64.55
Total Current Charges				**$2,338.21**

***No substantive changes on a customer's bill changes other than Distribution Facilities Charge**

comed

BE Pilots

BE Pilots - ComEd Customer Innovation