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# ComEd's Beneficial Electrification (BE) Plan: New EV Rebates and Customer Tools

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Green Drives Conference & Expo – Alsip, IL

# 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



# Accelerating Electrification in Illinois



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.

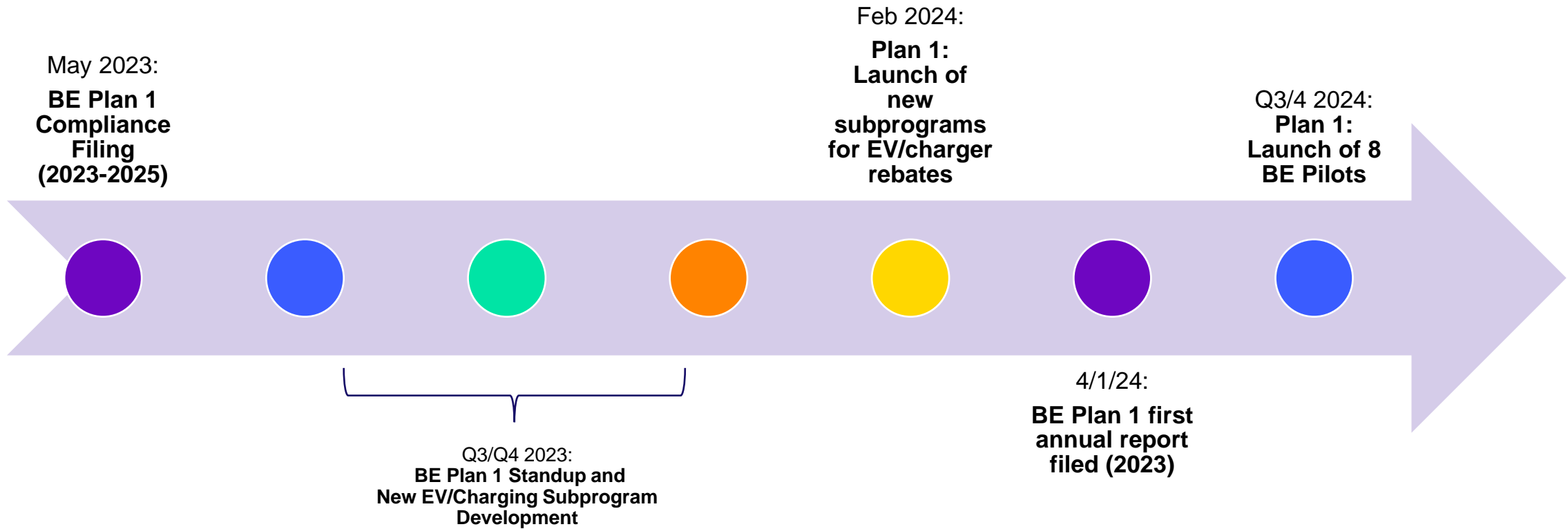
Along with a commitment to preserve existing zero emissions electricity generating resources and develop new renewable resources, CEJA amended the Electric Vehicle Act (“EVA”) to include beneficial electrification (“BE”) provisions that will **help leverage Illinois’ clean electricity grid to unlock even greater climate and air pollution benefits equitably.**

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's BE Plan is thoughtfully geared to achieve BE adoption and deliver benefits to all customers, with special focus on **Low Income (LI), and Equity Investment Eligible Communities (EIEC)<sup>1</sup> – jointly referred to as “Select Customers”**

<sup>1</sup>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 \(EIEC\)”](#)

# 2023/2024 Timeline and Key Milestones



# ComEd's BE Plan 1: Highlights by the Numbers



\$231M

Total size of BE Plan investment over 3 years (2023-2025)



3

Number of new sub-programs offering rebates for EVs and EV charging infrastructure



420,000

Estimated metric tons CO<sub>2</sub> emissions reduced



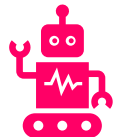
Feb 2024

Launch of ComEd's new EV rebate offerings



78 Million

Estimated gallons of fossil fuel avoided



8

New BE Technology Pilots

Focused on equitable transition



>58%

Percentage of BE Rebate Program **funds reserved for Select Customers\***

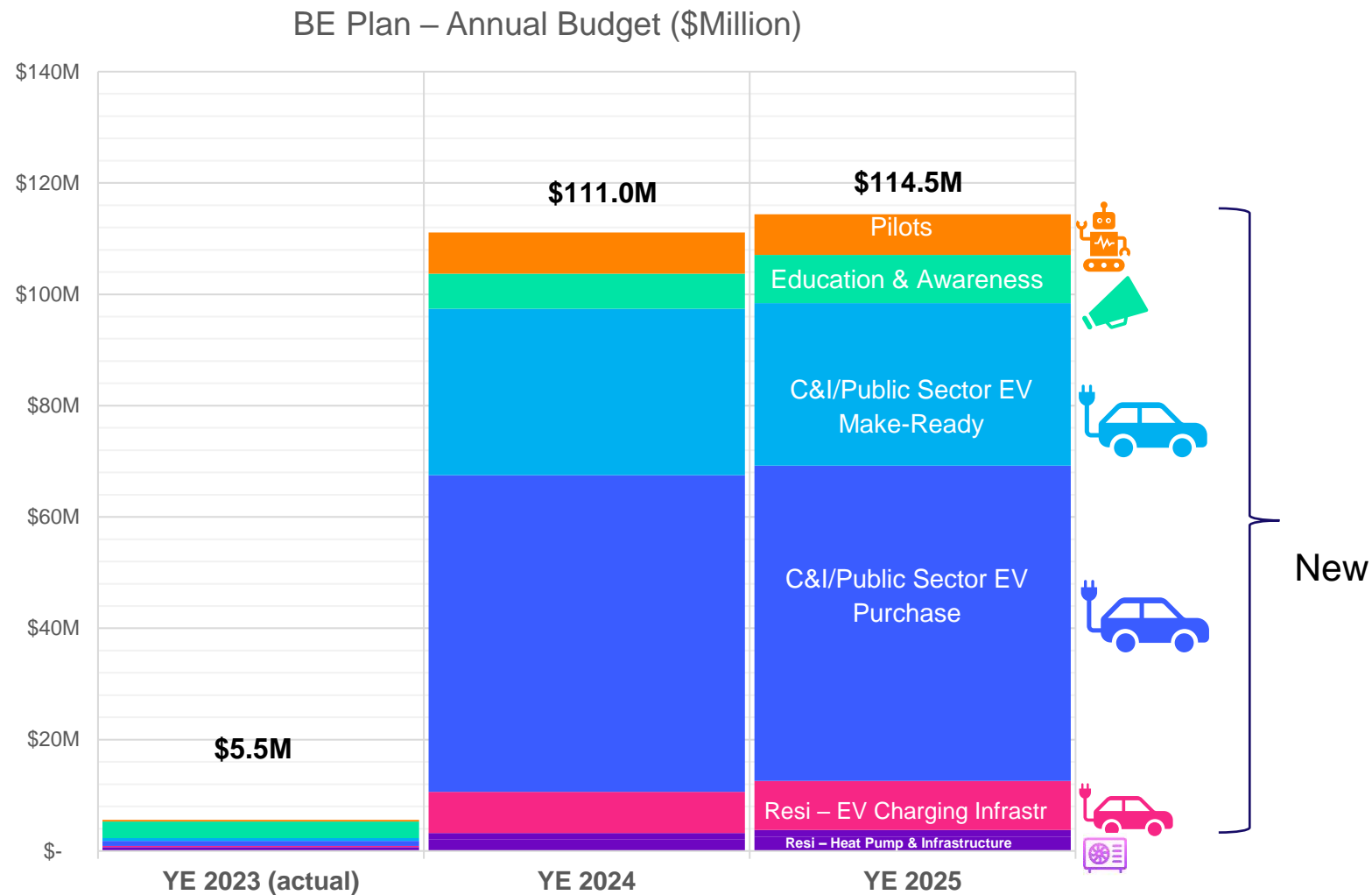
i.e. >\$115M

50% higher

Size of **BE rebates available to customers for Select Customers\*** that transition to electric vehicles, relative to base rebate

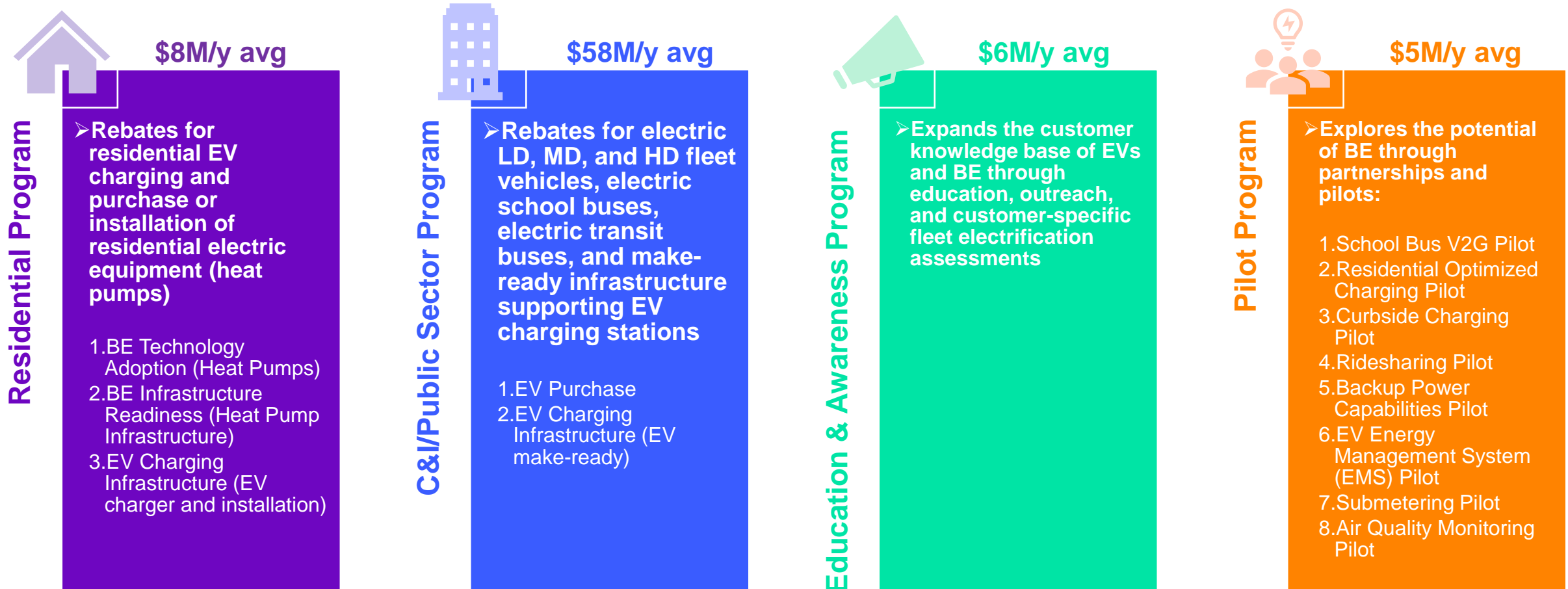
\* "Select Customers" are low-income customers or customers living in Equity Investment Eligible Communities (EIEC)

# BE Plan 1 Budget (Total \$231M over 3 years)



# BE Plan 1: Programs and Sub-Programs

\$77M average annual funding across four Programs, **total \$231M between 2023-2025**





# New EV Rebating Sub-Programs (new since Feb 2024)

Available to customers under [www.comed.com/clean](http://www.comed.com/clean)



## Residential Charging Infrastructure Sub-program (“EV Charger and Installation Rebates”)

Incentivizes purchase and installation of new residential L2 smart chargers by providing a rebate to offset the cost of the charger and installation (e.g. contractor labor, cable, electrical panel, etc.)

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## C&I/Public Sector EV Purchase Sub-program (“Business and Public Sector EV Rebates”)

Provides rebates for business and public sector customers to purchase electric vehicles that are registered in the state of Illinois.



## C&I/Public Sector EV Charging Infrastructure (“Business and Public Sector Make-ready Rebates”)

Provides rebates for make-ready work, on either side of the meter, for L2 and DCFC EV charging stations.



# 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 “select customers” (LI or EIEC)



## 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 ComEd or an ARES, or the Residential Optimization pilot is required to receive a rebate (for 3 years).

**Multifamily:** Residential ComEd accounts are eligible

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

**Equipment:** Level 2 “smart” chargers that are ENERGY STAR® and NRTL certified

[Apply now](#)

## Base Rebate

**\$2.5M** Maximum Average Annual Funding

**\$2,500** Maximum Rebate Amount

Average Annual Budget



## Select Customers

**\$2.5M** Minimum Average Annual Funding

**\$3,750** Maximum Rebate Amount

# 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 select 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:** Applications must be submitted within 90 calendar days of project completion. Customers who completed qualified purchases between June 1, 2023, and February 15, 2024, will have until May 15, 2024, to apply for their project. Point of purchase rebate vouchers projected for later in 2024.

[Apply now](#)

### School Bus Funding

**\$6M** Avg. Annual Funding

**\$120K** Base Rebate

**\$180K** Select Customer Rebate

### Transit Bus Funding

**\$6M** Avg. Annual Funding

**\$80K** General Rebate

**\$120K** Select Customer Rebate

### HDV Funding

**\$6M** Avg. Annual Funding

**\$50K** General Rebate

**\$75K** Select Customer Rebate

### LDV Funding

**\$10M** Avg. Annual Funding

**\$5K** General Rebate

**\$7.5K** Select Customer Rebate

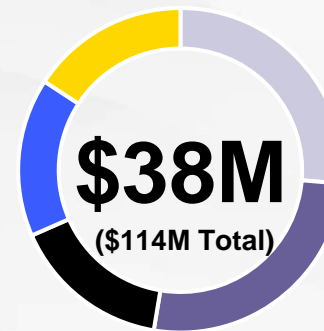
### MDV Funding

**\$10M** Avg. Annual Funding

**\$20K** General Rebate

**\$30K** Select Customer Rebate

Average Annual Budget



# New Business & Public Sector Make-Ready\* 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 select communities (LI or EJ/R3)



## Overview

**Description:** This sub-program provides rebates for make-ready<sup>1</sup> 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:** Non-residential ComEd accounts are eligible

**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:** Applications must be submitted within 90 calendar days of project completion. Customers who completed qualified projects between June 1, 2023, and February 15, 2024, will have until May 15, 2024, to apply for their project. Securing of rebate funds earlier in the project (e.g. via pre-applications) projected for later in 2024.

[Apply now](#)

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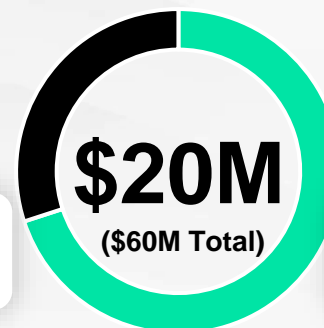
## General Funding

**\$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



## Select Customer 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

\*\*"Make-ready" costs are those required to make the site ready for EV charging on both sides of the ComEd meter. Examples of eligible costs include, but are not limited to, permits, electric panel upgrades, conduit, wiring, site work, trenching and repair, required protective equipment, and associated labor. EV chargers, also known as Electric Vehicle Supply Equipment (EVSE), and mounting equipment/pedestals are not eligible for program rebates.

# New Customer Resource: Fleet EV Calculator

C&I /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](#)

1

Select Vehicles

2

Select a Rate

3

Adjust Charging

STEP 1: Select Vehicles to Compare

Vehicle Category

Vehicle Class

Light-Duty Vehicle

All

Select Electric Vehicle

Actual

Year

Make

Model

2023

Ford

F-150 Lightning 4WD


Estimated Range

230.00 miles

Additional Details

Battery Capacity

98.0 kWh



Select Gas/Diesel Vehicle

Model

Class 1 - Gas - Pickup Truck 2.7L - (22.00 mpg)

MPG

22.00

Fuel Price/Gal

\$3.50

Est. gallons/year

1,309

Grams CO<sub>2</sub>/mile

405

Provide Operational Details

Vehicle Count

Miles/Day

Days of Operation?

4

30

S M T W T F S

Miles/Year/Vehicle 28,800

Charging Equipment

Charging Hint: You will only need to charge once per day, but you should plan to keep around 30% in extra capacity for adverse weather, terrain and to maintain battery health.\*

11.5 kW / 48 AMP

Charge Window

Start Time

End Time

12am

6am

7pm

12am

7:00 PM

6:00 AM

NEXT STEP

STEP 2: Select an Electric Rate Plan

The following sample rates\* are designed to help you understand how different options may impact your charging costs. These rates use ComEd's Hourly Pricing rate (BESH) based on load-weighted average real-time prices and an estimated "capacity obligation".\*\* As a starting point, please review your ComEd bill to determine what plan you are currently on, [click here](#) to see an example.

DFC Watt-Hour

Small (0-100 kW) Primary Service

Small (0-100 kW) Secondary Service

Medium (100-400 kW) Primary Service

Medium (100-400 kW) Secondary Service

Large (400-1,000 kW) Primary Service

Large (400-1,000 kW) Secondary Service

Very Large (1,000-10,000 kW) Primary Service

Very Large (1,000-10,000 kW) Secondary Service

Extra Large (Over 10,000 kW) Primary Service

Extra Large (Over 10,000 kW) Secondary Service

Available for nonresidential customers with a separate meter for EV charging and related equipment. Replaces per kW Distribution Facilities Charge with a per kWh charge. This rate may be advantageous if you anticipate a significant amount of charging during peak hours may be required.

This rate has a low maximum kW threshold that may only be adequate for 1-10 vehicles charging with level 2 (240 V) charging. This rate will not work for most DCF charging. Rates change periodically and have been averaged to represent estimated annual charging cost.

If you are already on this rate, you may be able to add a substantial number of vehicles charging with level 2 (240 V) charging. This rate may support DCF charging that generally ranges from 50kW to 350kW per charger. If you charge during On-Peak times, this charging may impact your "capacity obligation" cost that is calculated annually.

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If you are already on this rate, you may be able to add a substantial number of vehicles charging with level 2 (240 V) charging and will support substantial DCF charging that generally ranges from 50kW to 350kW per charger. If you charge during On-Peak times, this charging may impact your "capacity obligation" cost that is calculated annually.

12am

6am

6pm

OFF PEAK

ON PEAK

OFF PEAK

9.3520¢ /kWh

11.2890¢ /kWh

9.3520¢ /kWh

kWh/mo.

Cost/mo.

3041

\$284

Est. Monthly Cost

\$304

EV: F-150 Lightning 4WD

Start Time

End Time

Charging

12am

1:00 AM

5:00 AM

Staggered

Equipment

Miles/Day

Configure

DCFC 40 kW

70

Together

1:00am — 1:58am

2:07am — 2:05am

3:14am — 4:12am

1:00am — 1:58am

DCFC 40 kW

70

35 kWh/day

DCFC 40 kW

70

35 kWh/day

DCFC 40 kW

70

35 kWh/day

DCFC 40 kW

70

35 kWh/day

CLOSE CHARGING PLANNER

Fuel Cost Summary

EV Annual Cost

\$3,651 /year

Gas/Diesel Annual Cost

\$10,691 /year

Annual Savings

\$7,040 /year

Calculation Details

66% Reduction

Total kWh 36,487 kWh

Max Demand 80 kW

Interested in learning more or have a question?

Please enter the following details to request more information from us. We value your privacy and your information will not be shared with any third parties.

For questions about Fleet Electrification, email an EV specialist at [EVSpecialist@ComEd.com](#)

Your Name

Company Name

Email Address

Phone Number

Installation Address

Street Address

City

State

Zip

Fleet Configuration Title/ID

☐ Have a ComEd representative contact me to discuss fleet electrification?

☐ I am interested in having a ComEd Fleet EV Assessment

☐ Check here if you are a Fleet Owner

Save

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## 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 C&I use, does not cover residential EV load.
- New resource available since Dec 2023

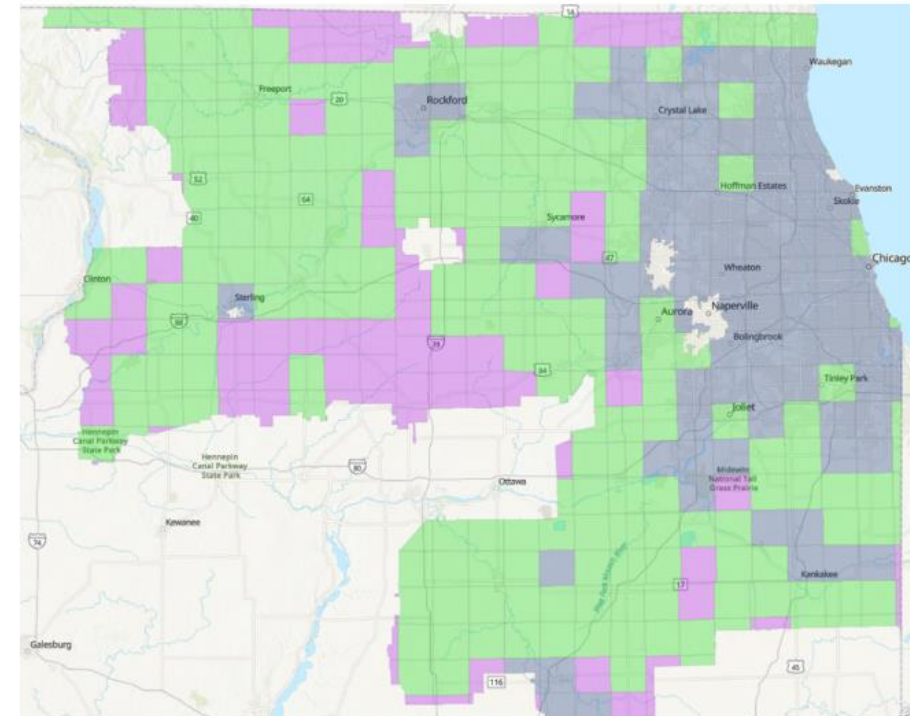
**ComEd's EV Load Capacity Maps are accessible to customers as part of our [Commercial EV Toolkit](#)**

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




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## Electric Vehicle Charging Map for Ease in Fleet Electrification

This Interactive EV Load Capacity map helps identify potential sites for Electric Vehicle (EV) Charger Installation for fleet electrification, workplace charging, and public charging. Whether you are a customer, contractor, or developer, our ComEd EV Load Capacity map can help you identify potential sites for installing EV chargers on ComEd's distribution circuits (13kV and below). Capacity availability on the map can potentially shorten the timeline for charger connection. The map is intended solely for commercial customer use and is not intended for residential EV charging load. This EV load capacity data is an estimate and is provided for informational purposes only. It is not a substitute for the established application process of EV charger connection to ComEd's distribution circuits and is subject to change.



Estimated EV Load Capacity (kW)

-  3 MW OR MORE  
 501 kW - 3 MW  
 0 - 500 kW

[Access the ComEd EV Load Capacity Map](#)

# New Customer Resource: Fleet Electrification Assessments

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



Curious -  
What is it?

Exploring –  
Some interest

Planning -  
High Interest

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

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.

# 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
  - Rebates available for all ComEd customers
- 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
- [BE Service Provider Network](#) is also receiving applications
- Visit [ComEd.com/Clean](https://www.comed.com/Clean) to learn more!

Questions? [EVSmart@comed.com](mailto:EVSmart@comed.com)





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AN EXELON COMPANY



# New BE EV Programs: Fact Sheet Summary\*

Rev. 3/4/24 (CB)

	Residential	Business and Public Sector	
Program Name	EV Charger & Installation Rebate	EV Rebates	Make-ready Rebates
What does rebate cover?	<b>L2 charger purchase and installation</b> (e.g. contractor labor, cable, electrical panel, etc.). <u>Includes charger cost.</u>	<b>Electric vehicle</b> from light to heavy-duty, transit and school buses	<b>Make-ready infrastructure</b> (i.e. infrastructure installed between the meter and the charging station stub ( <u>excluding charger</u> ) 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 (base rebate) and select customers can get up to \$3,750. Max 100% of cost.	-From \$5k to \$180k depending on vehicle and whether customer is a “select customer” eligible for highest rebate. Refer to Program Collateral. -CTA buses can access highest incentive amount	-Infrastructure for L2 chargers: Up to \$5,333/port. Select customers can get up to \$8,000/port. Max 10 port limit. -Infrastructure serving DCFC chargers (aka Level 3): Up to \$667/kW. Select customers can get up to \$1,000/kW (max \$500k)
What is an “Select customer/community” who is eligible for the highest rebate?	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 <a href="#">EJ/R3 zip code (as defined by State of IL)</a> or ≥50% of its driving is in these communities (self-attestation via routes)	Project installed in low-income (as defined by CEJA) or <a href="#">EJ or R3 zip code (as defined by State of IL)</a> , 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?	<b>No.</b> Only Chargers purchased on or after program launch date (2/1/24) qualify for rebate	<b>Yes.</b> EVs purchased between 6/1/23 and program launch date (2/15/24) qualify if application submitted within 90 days of launch	<b>Yes.</b> 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 <b>90 days</b> of charger installation	Within <b>90 days</b> of vehicle delivery (or by May 15 <sup>th</sup> 2024 if backdated). Point of purchase rebate vouchers projected for later in 2024.	Within <b>90 days</b> of project completion (or by May 15 <sup>th</sup> 2024 if backdated)). Securing of rebate funds earlier in the project (e.g. via pre-applications) projected for later in 2024.
Multifamily treatment	<b>Single family and multifamily with residential ComEd account</b>	N/A	<b>Multifamily properties with commercial ComEd electric account</b>
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?	<a href="#">Go to program portal</a>	<a href="#">Go to program portal</a>	<a href="#">Go to program portal</a>

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

# Pilot Program: List of Pilots and Highlights to Date

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1. School Bus Vehicle to Grid (V2G)

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2. Residential Optimized Charging

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3. Curbside Charging

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4. Ridesharing

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5. Backup Power Capabilities

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6. EV Energy Management System

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7. Submetering

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8. Air Quality Monitoring

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## Highlights to Date

- **July 2023:** Submitted BE Pilot Process and Evaluation Document on [BE Pilot Webpage](#)
- **November 2023:** RFIs Developed and Released on [BE Pilot Webpage](#)
- **December 2023:** RFI Response Period Closed
- **March 2024:** External Communication to all RFI Responders on Next Steps

# Pilot Program: Timeline

- **March-April 2024:** ComEd to submit planning details (i.e. preliminary project plan) on a rolling basis to the Director of the Commission's Integrated Distribution Planning Division and all interested parties, per the Final Order requirement to submit this information 30 days before pilot commencement (defining for purposes of these BE Plan 1 Pilot Programs as prior to each RFP release) for review and comment
- **Q2 2024:** Release all eight pilot RFPs, on a rolling basis:
  - Curbside Charging phase 1 RFP & phase 2 RFP
  - Rideshare RFP
  - Air Quality Monitoring RFP
  - School Bus V2G RFP
  - Residential Optimized Charging RFP
  - Submetering RFP
  - EV EMS RFP
  - Backup Power Capabilities RFP
- **Q2-Q3 2024:** RFP Response Review/Scoring/Contracting
- **Q3 2024:** Launch Implementation for Curbside Charging Pilot, Rideshare Pilot, and Air Quality Monitoring Pilot
- **Q4 2024:** Launch Implementation for School Bus V2G Pilot, Residential Optimized Charging Pilot, Submetering Pilot, EV EMS Pilot, and Backup Power Capabilities Pilot
- **Through Q4 2025:** Pilot Implementation period (pilots to close out by EOY 2025)