

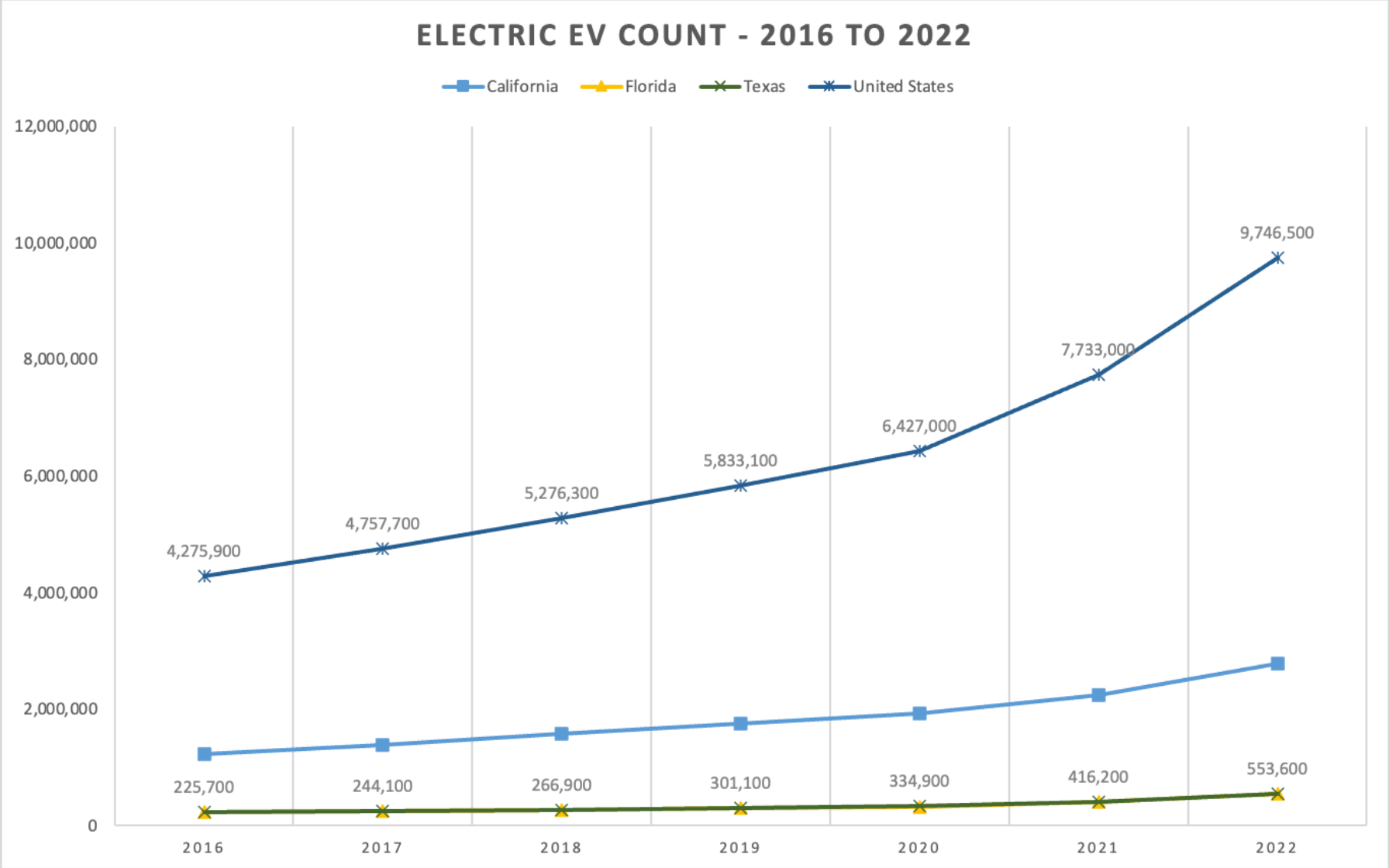
The logo features the word "ONCOR" in a dark red, sans-serif font, with a red arc above and below it. To the right, the word "EVolution" is written in a black, sans-serif font, with "EV" in green and "olution" in black. A small "SM" trademark symbol is positioned to the right of "EVolution".

ONCOR[®]
EVolutionSM

August 25, 2023

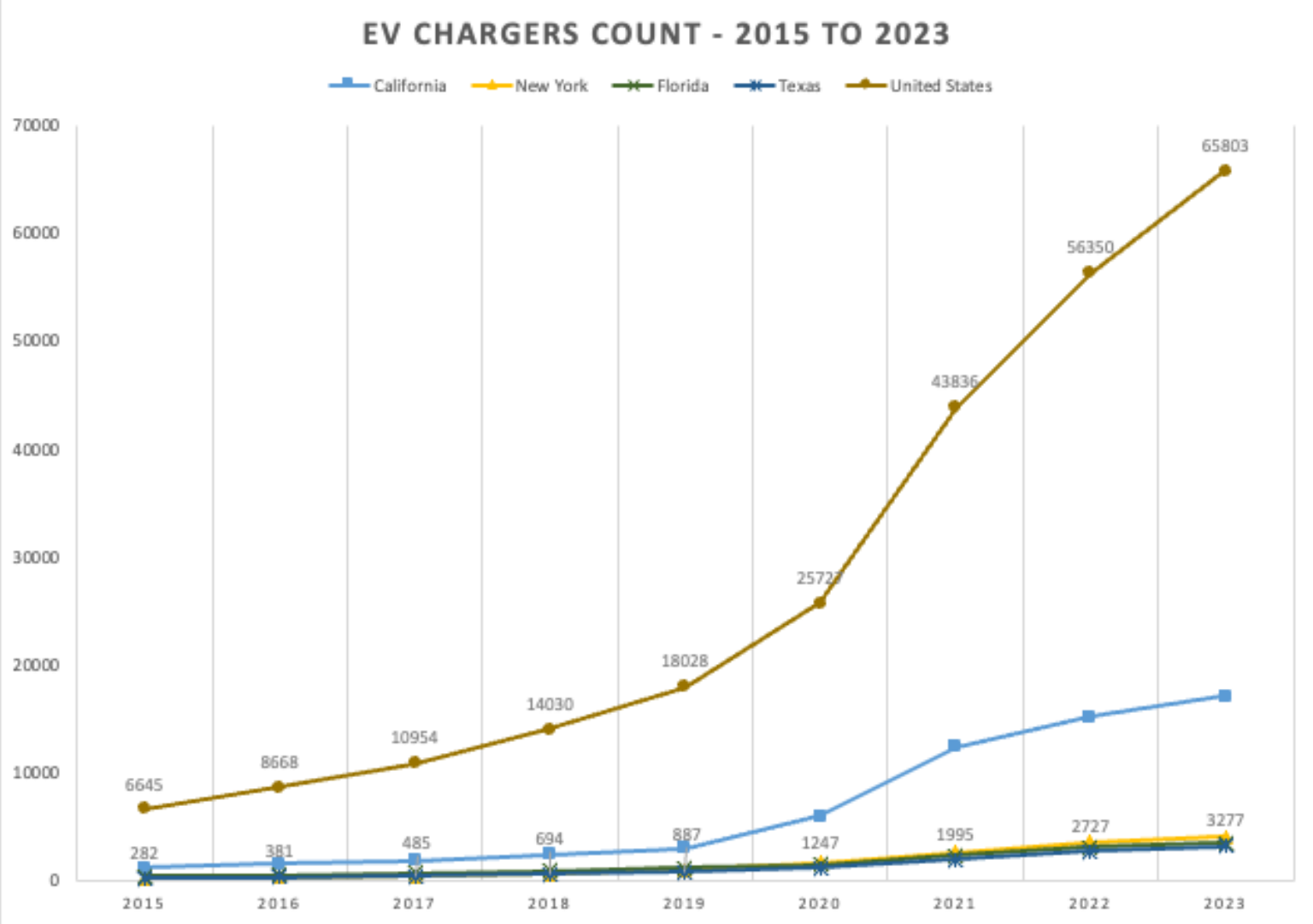


EV Count of All EV Types from 2016 to 2022 - USA and Top 3 States



Source: US Department of Energy, Alternative Fuels Data Center (<https://afdc.energy.gov/vehicle-registration>)

Count of EV Chargers from 2015 to 2023 - USA and Top 4 States

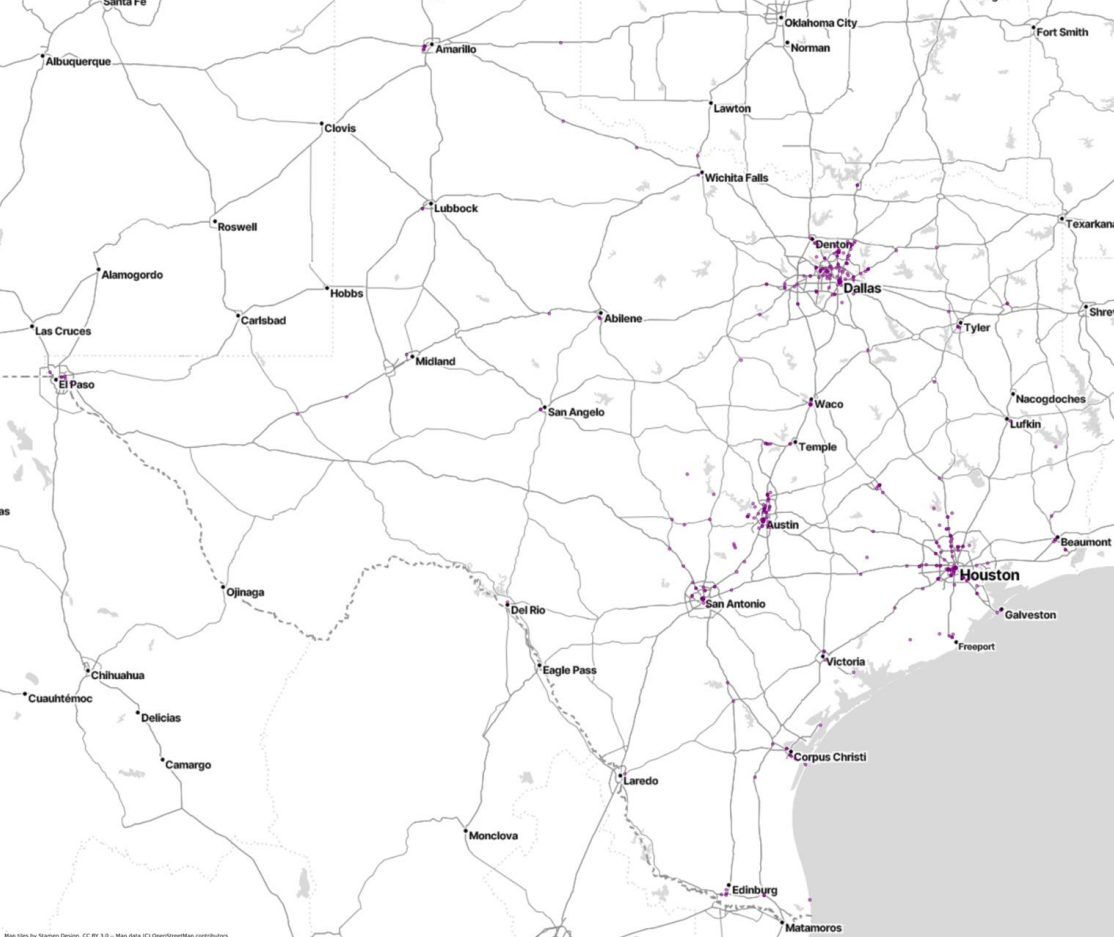


Source: US Department of Energy, Alternative Fuels Data Center
https://afdc.energy.gov/fuels/electricity_locations.html#/analyze

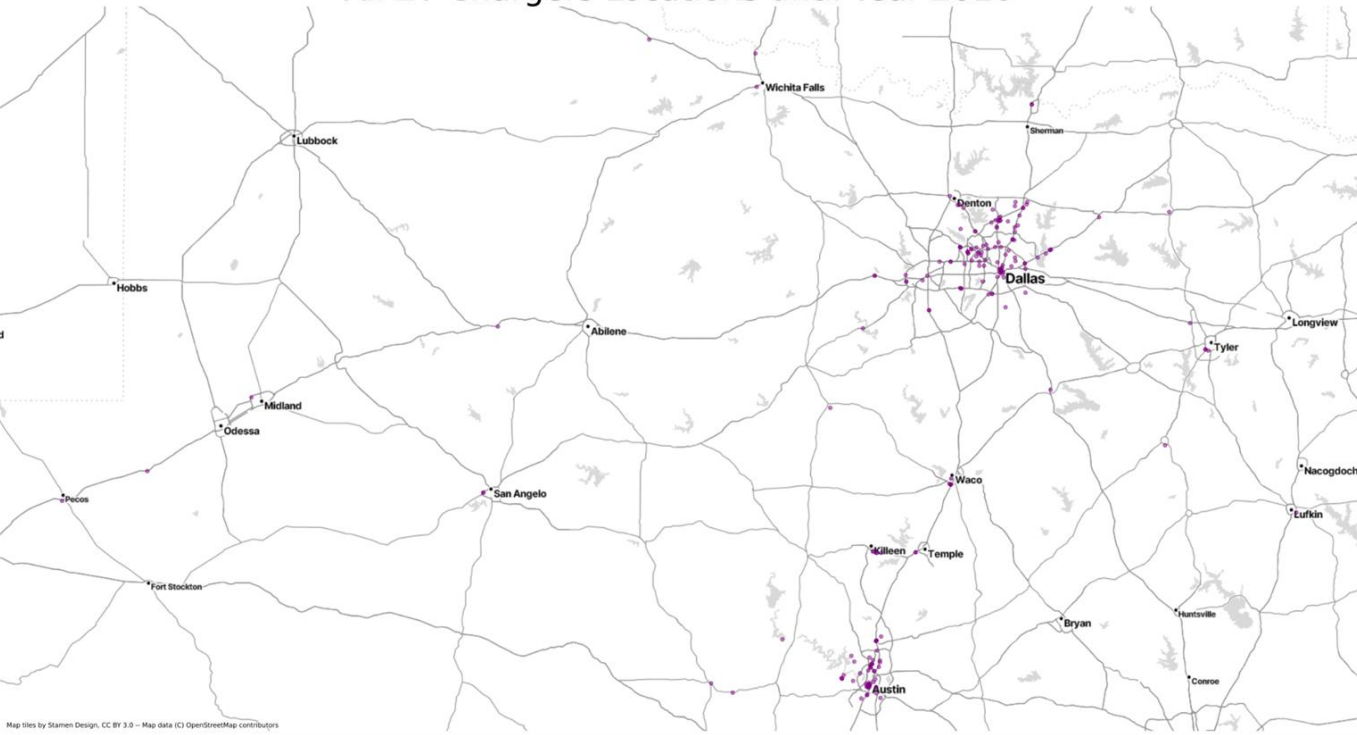
EV Network - Texas and Oncor Area - 2016



All EV Chargers Locations until Year 2016



All EV Chargers Locations until Year 2016

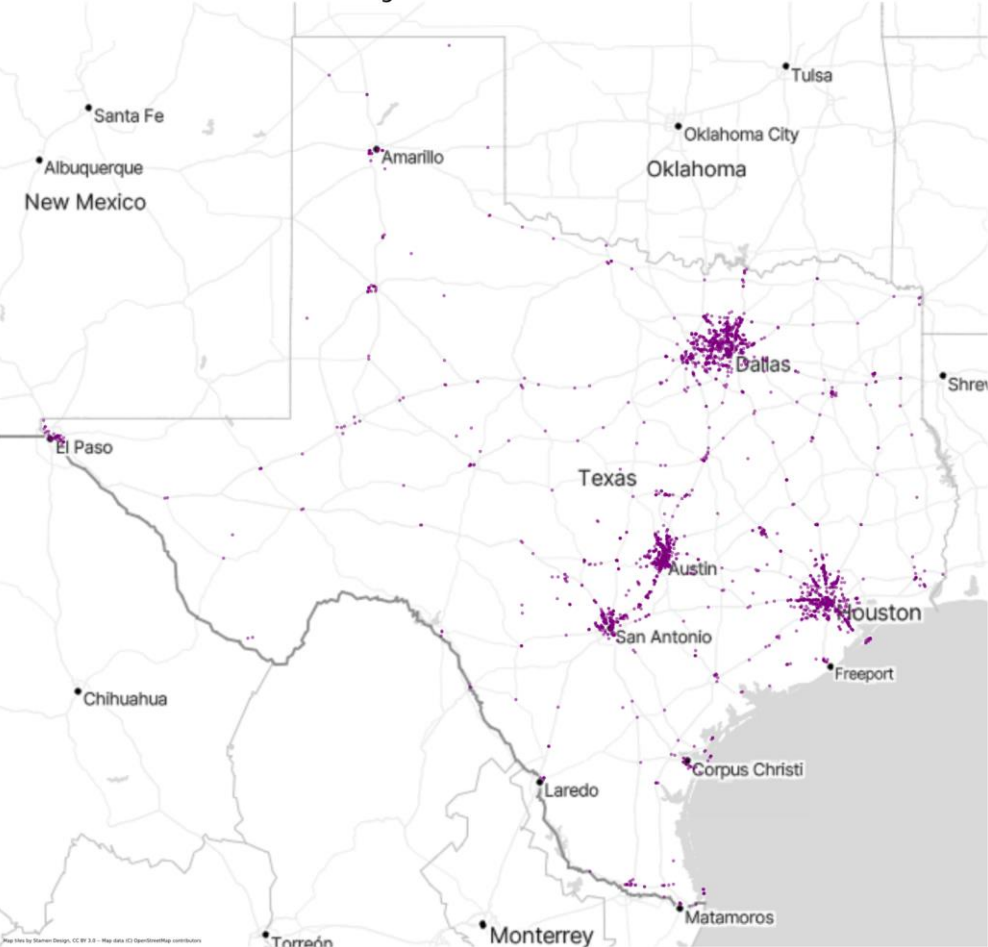


Source: US Department of Energy, Alternative Fuels Data Center
https://afdc.energy.gov/fuels/electricity_locations.html#/analyze

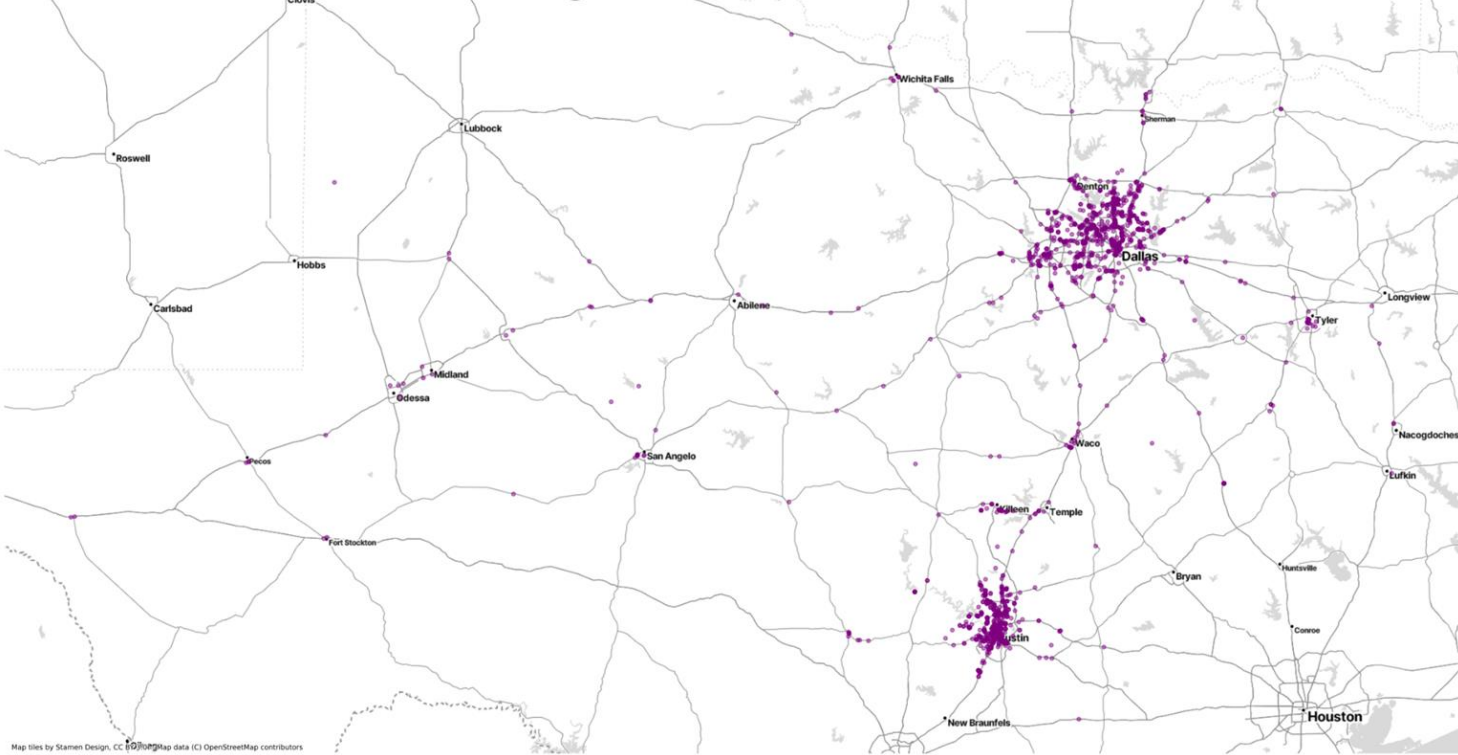
EV Network - Texas and Oncor Area - 2023



All EV Chargers Locations until Year 2023



All EV Chargers Locations until Year 2023

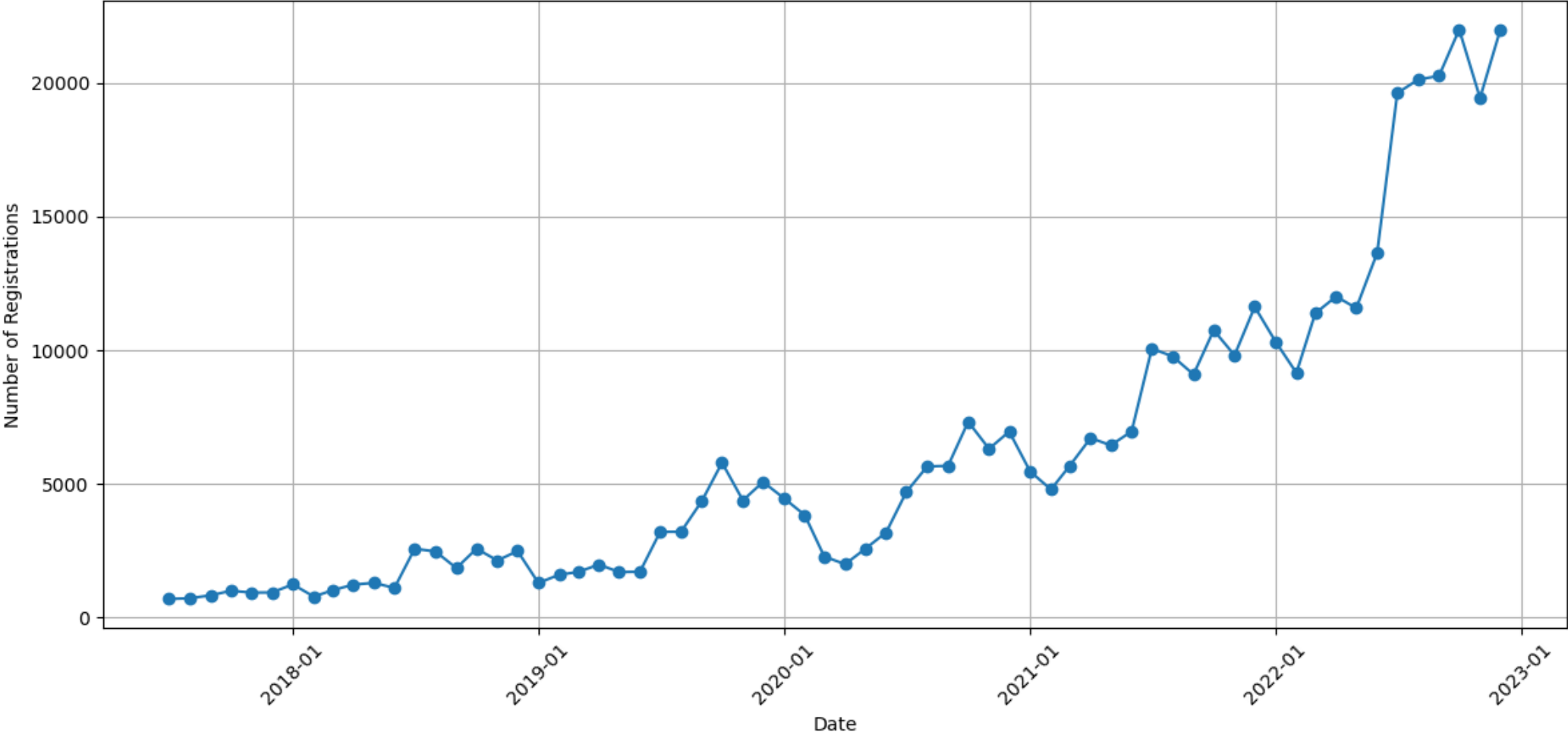


Source: US Department of Energy, Alternative Fuels Data Center
https://afdc.energy.gov/fuels/electricity_locations.html#/analyze

Count of Monthly EV Registrations in Texas



Count of Monthly EV Registrations in Texas from 2017 to 2022



Source: Atlas EV Hub and Dallas-Fort Worth Clean Cities (<https://www.atlasevhub.com/materials/state-ev-registration-data/>)

Investing in Texas: Capital Expenditures



2023 Plan:	\$3.4 billion
Proposed 2024 Plan:	\$3.6 billion
Proposed 2025 Plan:	\$3.8 billion
Proposed 2026 Plan:	\$3.9 billion
Proposed 2027 Plan:	\$4.3 billion
Five Year Total:	\$19.0 billion

These capital expenditures are expected to be used for investment in transmission and distribution infrastructure, including investments to support system growth, reliability and resiliency.

Evolution Agenda



Morning SME Session

9:30	Kickoff Geoff Bailey
9:40	EV 101 Jennifer Deaton
10:00	Design and Construction Charles Douglas
10:20	Distributed Generation Lateisha Edwards and Andres Rico
10:40	Break
10:50	Energy Efficiency Josh Emeter
11:10	Billing and REPs David Hunt

11:30 **Lessons Learned from LC&I**
Eric Montoya

SME Lunch

11:50 **Networking**
SME Lunch

12:40 **Oncor Trends**
Jennifer Deaton

Afternoon Information Session

1:00 **Funding**
NCTCOG

1:30 **Closing Remarks/Survey**
Jennifer Deaton

New Commercial Construction Process (1 of 2)



Customer submits request (including general and detailed site plans) and load-sheet.

1

Oncor reviews submission for completeness. (Off-site analysis process)

2

Designer is assigned and a preliminary design is created/ approved by customer.

3

Final design and off-site designs created; CIAC requirements and FEA contract sent (Time varies based on geography, resource availability, complexity etc.).

4

Customer Decision (contracts are good for 30 days).

5

Customer contract, easements, funds returned to Oncor; Oncor provides estimated completion date, rate code and ESI ID. Orders XFMR if needed.

6

Pre-Construction: Material ordered and crews scheduled. Customer's civil engineering work is inspected.

7

Construction: Customer service installed; Customer calls for city inspection; Meter(s) set.

8

Important note: Long-lead time items cause additional delays.

New Commercial Construction Process (2 of 2)



Delays

Examples like these can reset the process and add significant time:

- Incomplete site plan/load forms
- Changes to load or site plans
- Easement issues
- City permits/requirements
- Delays in customer approval
- Long lead-times due to supply chain variables
- Civil engineering work not complete or inspected
- Weather/Storm restoration

Important Notes

- Oncor's design and construction timelines vary due to variables like geography, resource availability, specific workgroup processes and complexity of on-site, off-site designs.
- Oncor provides time estimates for energizing a facility, but these change based on variables like unknown weather conditions, third-party issues (easements/cities) and potential storm restoration efforts.

Additional Considerations



- Padmount XFMR lead times sit @ 47 weeks (as of 06/06/23)
- All 277/480V chargers require service from a padmount XFMR
- Easement exhibit creation is the responsibility of customer through preferred surveyor
- Project costs have averaged between \$30K – \$70K
- Each project has an allowable of \$213/kW

Customer New Service Portal



When ready to move forward with your project, please click on the link to submit to Oncor!

Project Submission – Link [HERE](#)

All Oncor construction standards documentation are on the webpage

- Electric Service Guidelines (ESG) – Link [HERE](#)
- DDS4OH Overhead Construction – Link [HERE](#)
- DDS4UG Underground Construction – Link [HERE](#)

Limited Availability: Managed EV Charging Study



OBJECTIVE

Educate commercial customers with EV fleets and/or charging locations about peak demand shifting and energy consumption reduction strategies.



ELIGIBILITY

- Valid ESIID
- Deploy a minimum of 5 electric vehicle chargers or at least 2 medium-heavy duty electric fleet vehicles.



BENEFIT

Understand strategies that can decrease utility costs from managed fleet charging.



REQUIREMENT

Participants agree to have monthly touch point with Oncor to discuss ongoing research for at least a year.



INCENTIVE

Oncor will provide incentives for participation.

- Enrollment up to \$10,000
- Participation up to \$10,000
- Maximum incentive \$25,000



MORE INFORMATION

Joshua Emeter
Sr. Program Manager
Joshua.emeter@oncor.com

EEPM Help Desk
866 258 1874
support@oncoreepm.com

REP Pricing Plans with EV Programs



- Review if your REP has an EV charging plan or incentives
 - What plans are available?
 - What plans do other REPs have available?
- Some REPs support Time of Use Plans
 - Why is that important?
 - Installing EV stations will increase usage
 - Energy usage during off peak hours is typically less expensive than during peak hours
 - Consider charging during off peak hours – economical approach
 - Electric Vehicles and charging station charging times can be scheduled

Evaluate energy consumption for your business model (hours of operation) and hourly load requirement including EV Charging Stations

How can EV Fleet Charging Premises Mitigate TDU Charges?



Distribution System Charge

- Since the highest 15-minute kW demand supplied during the monthly billing period is used to bill the Distribution System Charge, try to stage charging so that all chargers aren't operating at the same time.

TCRF

- For premises not billed on 4CP kW, try to stage charging so that all chargers aren't operating at the same time.
- For premises billed on 4CP kW, avoid charging during potential CP periods during the months of June, July, August and September.

Planning for the Addition of Fleet EV Chargers



Points to consider:

- Does the existing electrical infrastructure support the current kW demand and the addition of future kW demand required for fleet charging?
- Will electric infrastructure require an upgrade?
- How do upfront costs compare for upgrading existing facilities to taking a new point of delivery for the chargers?
- Do REP pricing plans support adding load to an existing premise or adding a new point of delivery?