Commonwealth Edison Company

Tracking Metrics
Progress Report for 2024

June 3, 2025

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Introduction

Pursuant to Section 16-108.18(f)(1) of the Public Utilities Act, Commonwealth Edison Company's (ComEd) Tracking Metrics Progress Report for 2024 provides ComEd's evaluation on the 30 Tracking Metrics as approved by the Illinois Commerce Commission final Order dated September 27, 2022, and clarified via the Amendatory Order dated October 13, 2022, in ICC Docket No. 22-0067 (collectively, the 2022 Order), and as revised in part by the Order on Rehearing dated April 5, 2023, and clarified via the Amendatory Order dated May 18, 2023 (collectively, the 2023 Order, collectively with the 2022 Order, the "Orders") in that docket, in accordance with the provisions of Section 16-108.18(e) of the Public Utilities Act. The Orders collectively approved 30 tracking metrics, which ComEd will track annually from 2024 through 2028, and report on annually. A description and update are provided for each of ComEd's 30 approved tracking metrics. As directed by the Order (p. 216), to the extent that a tracking metric requires ComEd to track information already publicly provided or are duplicative of other tracking metrics, ComEd cross-references the other source. Additionally, as permitted by the Order, ComEd notes any information that ComEd is unable to track.

Tracking Metrics and Description

TM ID	Metric Name	Metric Description
TM-01	Emissions Reductions Supported by ComEd Programs	The "Emissions Reductions Supported by ComEd Programs" tracking metric includes two calculations. First, the tracking metric calculates annual net emissions saved by electric vehicles (EVs). This calculation subtracts (i) emissions for gasoline vehicles (tons of carbon/gallon) multiplied by the number of gallons consumed, from (ii) emissions from EVs, calculated by multiplying ComEd zone grid intensity in tons per megawatt hour (tons/MWh) multiplied by EV charging load in megawatt hours (MWh). Second, the tracking metric calculates annual savings from other Beneficial Electrification technologies. This calculation derives net emissions saved from ComEd's energy efficiency (EE) programs (and any future ComEd non-EV electrification programs) by subtracting (i) emissions from natural gas displaced, from (ii) emissions from electric usage calculated by multiplying ComEd zone grid intensity (tons/MWh) multiplied by annual usage (MWh). In addition, this metric will separately identify and track the outcome in EJ and R3 communities of other emission reductions attributable to programs that shift load from peak to off-peak period (i.e., not only programs that reduce load). The EJ and R3 communities tracked for purposes of this metric will be those communities identified as such as of October 2022. The other Beneficial Electrification technologies component will report two data points: a. Emission reductions supported by ComEd non-EV Beneficial Electrification programs including Section 8-103B energy efficiency programs. b. Emission reductions supported by ComEd non-EV Beneficial Electrification programs excluding Section 8-103B energy efficiency programs.
TM-02	ComEd Net GHG Emissions	The ComEd Net GHG Emissions tracking metric measures monthly greenhouse gas (GHG) driven by ComEd operations in metric tons of carbon dioxide equivalent. In particular, the metric calculates net emissions of operations resulting from SF6 releases, CFC/HFC releases, Building Energy Electricity Usage, Building Energy Gas Usage, Vehicle fuel usage and emergency generator usage.
TM-03	Marginal Greenhouse Gas Emissions Reduction Index	The Marginal Greenhouse Gas Emissions Reduction tracking metric measures the sum of the change in load for participants in applicable ComEd programs in each hourly time interval for the calendar year multiplied by emissions rate for each associated hourly interval. This index estimates the change in program participant's load by calculating each hour of the year, the usage of customers in a service class that are on a

TM ID	Metric Name	Metric Description
		ComEd-offered program and compares that figure against a control group of customers in the same service class that are not in the program, while controlling for other variables. Applicable programs tracked under this index include any program established at any point prior to or during the Multi-Year Rate Plan that has the effect of reducing or shifting load but excludes ComEd's Section 8-103B EE programs (which are tracked separately).
TM-04	Emissions Reductions from Electrification Index	The Emissions Reductions from Electrification Index tracking metric measures the reduction of greenhouse gases and other air pollutants that harm human health, particularly in EJ communities and EIECs, through accelerating electrification of transportation, buildings, and industries where such electrification results in net reductions. This index requires ComEd to report on the following information: (1) description of all programs and their relative impact in supporting the acceleration of electrification of transportation, buildings, and industries; (2) reduction in nitrous oxides (NOx), sulfur oxides (SOx), and particulate matter (PM) for each program for the applicable year; (3) reduction in NOx, SOx, and PM in EJ communities and EIECs for each program for the applicable year; and (4) any estimated increases in NOx, SOx, and PM resulting from increased electricity use for each program for the applicable year.
TM-05	Report Tracking Metrics for Any Demand Response-related Tariff or Program	The Any Demand Response-Related Tariff or Program tracking metric has 19 components, all of which will be tracked:
TM-05-01	Load reduction capability interval data & Load Reduction capability customer contracts	Defined respectively as the amount of load reduction, in MW, in one-hour intervals for the ComEd demand response portfolio for any hours in which a ComEd demand response event was activated (Load reduction capability interval data), and the total amount of MW in contracted load response for customer specific contracts (Load Reduction capability customer contracts).
TM-05-02	Load reduction capability measured as a weather normalized peak impact	Defined as the amount of load reduction in MWs for all participants in the ComEd demand response portfolio averaged across all event hours, contemplating weather normalized peak load contribution.
TM-05-03	Total cost and revenue per MW participating in RTO capacity market	Defined as the total cost for the sum of all program costs accrued to operate the demand response programs bidding into the capacity market, averaged over the per-MW UCAP cleared. The total revenue is the sum of incentives paid out for the load reduction for the demand response programs bid into the capacity market divided by the MW (UCAP) cleared in the capacity market.
TM-05-04	Number of times a contingency or other event is called	Defined as the number of events called for ComEd event-based programs or contracts by either ComEd or PJM.

TM ID	Metric Name	Metric Description
TM-05-05	Total and percentage MW and MWh participating by tariff and program	Defined as the respective load reduction achieved in MW and MWhs over the duration of the event(s) called for ComEd event-based programs and contracts by either ComEd or PJM, and the relative load reduction contribution of each program and tariff compared to the total.
TM-05-06	Number of customers participating	Defined as the number of customers enrolled in a ComEd Demand Response program as of June 1 of the delivery year.
TM-05-07	kWh delivered by time period	For existing programs, the applicable portion of energy that is collected and reported utilizing the tools used to measure demand response for those respective programs will be provided for the reporting period.
TM-05-08	Average and hourly peak impacts	Defined as the hourly peak impact determined by finding the respective load reduction achieved over the duration of the event(s) called for ComEd event-based programs, and the relative load reduction contribution of each program for each event hour. The average peak is the sum of each hourly peak impact divided by the total event hours.
TM-05-09	Peak impacts as a function of temperature	Defined as the hourly load reduction of each event for ComEd event-based programs, measured in MWs, and the heat index measured at O'Hare Airport during the event hour.
TM-05-10	Pre- and post-event impacts	Defined as the load on the ComEd system for participants in an event for a ComEd event-based programs, measured in MWs, taken before and after a Demand Response event, relative to historical loads at similar conditions (+/- 10% heat index).
TM-05-11	Circuit-level peaks	Defined as the peak actual load experienced by respective highest peaking circuits in each of ComEd's four operating regions.
TM-06	Managed EV Charging (4 components)	For the Managed EV Charging tracking metrics, ComEd will track the following four components:
TM-06-01	Number and percentage of known EV customers/known kWh/known kW on time-varying rates and/or participating in other managed charging programs and tariffs. ("Known" in this context denotes known to ComEd.)	While ComEd can provide the number of EV customers participating in programs and on rates that ComEd manages, ComEd cannot track the number of customers who have chosen to purchase an EV, as well as the amount of energy or load being utilized by those vehicles, outside of programs and rates that are actively managed by ComEd. Therefore, to fulfill components 1 and 2 of this tracking metric, ComEd will report the number of customers that have opted to inform ComEd that they have purchased an EV and provide the number of those customers who are participating on a time-varying rate or participating in other managed charging programs or tariffs (EV Customers). Customers on an EV-charging specific rate will automatically be assumed to be an EV customer. ComEd will report on the total kWh consumed for customers identified as EV Customers within the calendar year and present that as a percentage of the total kWh consumed for those customers that are not on a managed charging program or tariff. ComEd will report on the sum of non-coincident peak

TM ID	Metric Name	Metric Description
		demand within the calendar year from customers identified as an EV customer and present that as a percentage of the total non-coincident peak kW for those customers that are not on a managed charging program or tariff. To fulfill components 3 and 4, ComEd will report on the total kWh that is known to be used for charging electric vehicles from data collected from Electric Vehicle Supply Equipment (EVSE), telematics, or sub-metered as an EVSE-only load as part of programs design to collect this data or that is used for demand management purposes and present that as a percentage of customers that are on and not on managed charging programs and tariffs. ComEd will report on the summed peak kW that is known to be demand from EV charging from data collected from EVSE as part of programs design to collect this data or that is used for demand management purposes and present that as a percentage of customers that are on and not on managed charging programs and tariffs. ComEd will report on the total EV load and total energy delivered collected from EVSEs, telematics, or sub-metered as an EVSE-only load for customers participating in active managed charging programs. Any available demand response data will be reported for any EV programs in tracking metric 5 and would only be duplicated here. .
TM-06-02	Percentage of total known kWh of EV charging that occurs by time period within each tariff and program.	While ComEd can provide the number of EV customers participating in programs and on rates that ComEd manages, ComEd cannot track the number of customers who have chosen to purchase an EV, as well as the amount of energy or load being utilized by those vehicles, outside of programs and rates that are actively managed by ComEd. Therefore, to fulfill components 1 and 2 of this tracking metric, ComEd will report the number of customers that have opted to inform ComEd that they have purchased an EV and provide the number of those customers who are participating on a time-varying rate or participating in other managed charging programs or tariffs (EV Customers). Customers on an EV-charging specific rate will automatically be assumed to be an EV customer. ComEd will report on the total kWh consumed for customers identified as EV Customers within the calendar year and present that as a percentage of the total kWh consumed for those customers that are not on a managed charging program or tariff. ComEd will report on the sum of non-coincident peak demand within the calendar year from customers identified as an EV customer and present that as a percentage of the total non-coincident peak kW for those customers that are not on a managed charging program or tariff. To fulfill components 3 and 4, ComEd will report on the total kWh that is known to be used for charging electric vehicles from data collected from Electric Vehicle Supply Equipment (EVSE), telematics, or sub-metered as an EVSE-only load as part of programs design to collect this data or that is used for demand management purposes and present that as a percentage of customers that are on and not on managed charging programs and tariffs. ComEd will report on the summed peak kW that is known to be demand

TM ID	Metric Name	Metric Description
		from EV charging from data collected from EVSE as part of programs design to collect this data or that is used for demand management purposes and present that as a percentage of customers that are on and not on managed charging programs and tariffs. ComEd will report on the total EV load and total energy delivered collected from EVSEs, telematics, or sub-metered as an EVSE-only load for customers participating in active managed charging programs. Any available demand response data will be reported for any EV programs in tracking metric 5 and would only be duplicated here.
TM-06-03	Total known EV load participating in active managed charging programs in MW and MWh.	While ComEd can provide the number of EV customers participating in programs and on rates that ComEd manages, ComEd cannot track the number of customers who have chosen to purchase an EV, as well as the amount of energy or load being utilized by those vehicles, outside of programs and rates that are actively managed by ComEd. Therefore, to fulfill components 1 and 2 of this tracking metric, ComEd will report the number of customers that have opted to inform ComEd that they have purchased an EV and provide the number of those customers who are participating on a time-varying rate or participating in other managed charging programs or tariffs (EV Customers). Customers on an EV-charging specific rate will automatically be assumed to be an EV customer. ComEd will report on the total kWh consumed for customers identified as EV Customers within the calendar year and present that as a percentage of the total kWh consumed for those customers that are not on a managed charging program or tariff. ComEd will report on the sum of non-coincident peak demand within the calendar year from customers identified as an EV customer and present that as a percentage of the total non-coincident peak kW for those customers that are not on a managed charging program or tariff. To fulfill components 3 and 4, ComEd will report on the total kWh that is known to be used for charging electric vehicles from data collected from Electric Vehicle Supply Equipment (EVSE), telematics, or sub-metered as an EVSE-only load as part of programs design to collect this data or that is used for demand management purposes and present that as a percentage of customers that are on and not on managed charging programs and tariffs. ComEd will report on the summed peak kW that is known to be demand from EV charging from data collected from EVSE as part of programs design to collect this data or that is used for demand management purposes and present that as a percentage of customers that are on and not on managed charging programs and tariffs. ComEd will report on the total EV load and total energy delivered collected from EVSEs, telematics, or sub-metered as an EVSE-only load for customers participating in active managed charging programs. Any available demand response data will be reported for any EV programs in tracking metric 5 and would only be duplicated here.

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TM-06-04	Total EV demand response performance in MW and MWh and PJM revenues and costs.	While ComEd can provide the number of EV customers participating in programs and on rates that ComEd manages, ComEd cannot track the number of customers who have chosen to purchase an EV, as well as the amount of energy or load being utilized by those vehicles, outside of programs and rates that are actively managed by ComEd. Therefore, to fulfill components 1 and 2 of this tracking metric, ComEd will report the number of customers that have opted to inform ComEd that they have purchased an EV and provide the number of those customers who are participating on a time-varying rate or participating in other managed charging programs or tariffs (EV Customers). Customers on an EV-charging specific rate will automatically be assumed to be an EV customer. ComEd will report on the total kWh consumed for customers identified as EV Customers within the calendar year and present that as a percentage of the total kWh consumed for those customers that are not on a managed charging program or tariff. ComEd will report on the sum of non-coincident peak demand within the calendar year from customers identified as an EV customer and present that as a percentage of the total non-coincident peak kW for those customers that are not on a managed charging program or tariff. To fulfill components 3 and 4, ComEd will report on the total kWh that is known to be used for charging electric vehicles from data collected from Electric Vehicle Supply Equipment (EVSE), telematics, or sub-metered as an EVSE-only load as part of programs design to collect this data or that is used for demand management purposes and present that as a percentage of customers that are on and not on managed charging programs and tariffs. ComEd will report on the summed peak kW that is known to be demand from EV charging from data collected from EVSE as part of programs design to collect this data or that is used for demand management purposes and present that as a percentage of customers that are on and not on managed charging programs and tariffs. ComEd will report on the total EV load and total energy delivered collected from EVSEs, telematics, or sub-metered as an EVSE-only load for customers participating in active managed charging programs. Any available demand response data will be reported for any EV programs in tracking metric 5 and would only be duplicated here.
TM-07	V2G Export Compensation (3 components)	ComEd currently does not have any Vehicle to Grid (V2G) programs. If and when ComEd establishes any V2G programs for the 2024-2028 period, ComEd will track the following three components for the V2G Export Compensation tracking metric:
TM-07-01	Total EV demand enrolled in V2G export programs in MW	If and when ComEd establishes a V2G program, ComEd will design a process for tracking data for the three components.
TM-07-02	Total MWh of V2G exports	If and when ComEd establishes a V2G program, ComEd will design a process for tracking data for the three components.

TM ID	Metric Name	Metric Description
TM-07-03	Total payment for V2G exports	If and when ComEd establishes a V2G program, ComEd will design a process for tracking data for the three components.
TM-08	EV EMS Cost Savings (3 components)	ComEd does not currently have an EV Energy Management System (EMS)-related program. If and when ComEd establishes a program where an EV EMS is required, ComEd will track the following information for the three components of the EV EMS Cost Savings tracking metrics:
TM-08-01	Number and percentage of EV charging installations with EV Energy Management Systems (EMS)	Defined as the number of customers that have opted to inform ComEd that an EV EMS has been installed, divided by the number of known EV Customers.
TM-08-02	Total utility-side and customer-side make-ready cost savings enabled by EV EMS	Defined as the total rebates or incentives provided to customers for enabling EV EMS installations.
TM-08-03	Average utility-side and customer-side make-ready cost savings, per port and per site, enabled by EV EMS	Defined as the total rebates or incentives provided to customers for enabling EV EMS installations divided by the total number of customers that have received a rebate or incentive for EV EMS.
TM-09	Direct Current Fast Charging Load	This tracking metric will track the load of DC fast charging (DCFC) stations connected to the ComEd distribution system.
TM-10	DERMS and Managed Charging	The DERMS (Distributed Energy Resource Management System) and Managed Charging Network Availability tracking metric measures and tracks the probability that a system is operational at a given time based on the advanced communication system network availability, i.e., the amount of time a device is actually operating as a percentage of total time it should be operating. The amount of time a device is actually operating is calculated based on the number of minutes that the communication system (network) is available. The formula is as follows: A = (1 - Nd/Nm)*100 A: Percentage of Availability/ Network Uptime Nd: time the network is down Nm: time the network was monitored This calculation will be averaged based on the number of devices connected to the ComEd network.

TM ID	Metric Name	Metric Description
TM-11	DERMS Participation	The DERMS Participation tracking metric will track and measure the aggregate nameplate MW by DER type for participating customers (e.g., the total sum of the participating customers at the end of a calendar year).
TM-12	Cumulative DER Interconnected to ComEd Distribution System	The Cumulative DER Interconnected to ComEd Distribution System tracking metric tracks and measures the cumulative quantity and capacity (kW/MW) of DER facilities interconnected to the ComEd distribution system pursuant to 83 Illinois Administrative Code Part 466, broken out by interconnection level.
TM-13	Annual DER Interconnected to ComEd Distribution System	The Annual DER Interconnected to ComEd Distribution System tracking metric tracks and measures annually the quantity and capacity (kW/MW) of DER facilities interconnected to the ComEd distribution system in the prior calendar year pursuant to 83 Illinois Administrative Code Part 466, broken out by interconnection level.
TM-14	EV Load and Participation	The EV Load and Participation tracking metric will track and report annually the following: 1. The total number of ComEd customers that self-identify to ComEd as an EV owner and are concurrently enrolled in one of ComEd's time-of-use energy supply rates and/or an EV related DSM program. 2. Annual report of average EV specific load profile and related customer counts by customer class.
TM-15	Grid Flexibility Tracking Metric (16 components)	For the Grid Flexibility tracking metric, ComEd will track the following 16 components:
TM-15-01	The number of customers eligible for the peak time rebate tariff	Eligibility is defined in the Rider PTR – Peak Time Rebate.
TM-15-02	The number of customers signed up for the peak time rebate tariff	Provided as part of the Peak Time Savings Program Annual Report.
TM-15-03	The number of customers on Hourly Pricing, Real Time Pricing, other real time rates, or time-of-use rate	Provided as part of ComEd's Rider RRTP – Residential Real Time Pricing Program Annual Report and Rate RTOUPP Residential Time-of-Use Pricing Pilot Annual Evaluation Report.
TM-15-04	The total MW of peak load reduction capability by customers by all	For existing programs, load reduction data will be collected and reported utilizing the tools used to measure demand response for those respective programs.

TM ID	Metric Name	Metric Description
	applicable programs and initiatives by customer class	
TM-15-05	The total MW of load shifting capability by customers by program and by customer class	Defined as the total MW of peak load reduction capability by customers by all applicable programs and initiatives by customer class.
TM-15-06	The total estimated capacity and load shifting capability (in MW) of customer-sited energy storage systems	Defined as the total MWhs of energy available for load reduction of energy storage systems enrolled in a program and reported by customers, as well as the total maximum MWs of load reduction available as reported by customers enrolled in programs.
TM-15-07	The total estimated capacity and load shifting capability (in MW) of customer electric vehicles participating in optimized charging programs	Defined as the total maximum MWs of load reduction available as reported by customers enrolled in programs.
TM-15-08	The number of customers with AMI meters who have viewed their data on the applicable web-based portal a minimum of one time during the calendar year, by customer class	Defined as the number of customers with ComEd.com accounts that have viewed the web portal during the calendar year.
TM-15-09	The number of AMI metered customers with a consumer device registered to receive information from the AMI meter	Defined as the number of customers participating in ComEd's Smart Meter Connected Devices program.

TM ID	Metric Name	Metric Description
TM-15-10	ComEd will also provide a list, by device type, of the consumer devices that have been certified as capable of receiving information from its AMI meters	Defined as the number of models of devices that ComEd lists as "Compatible Devices" for it's Smart Meter Connected Devices Program.
TM-15-11	The number of AMI metered customers who download data through the Green Button Initiative format a minimum of one time during the calendar year	Green Button is an industry initiative stemming from a White House call to action for utility companies to voluntarily provide customers with easy access to their energy usage in a secure electronic format.
TM-15-12	The number of circuits that enabled back-feed	"Enabled back-feed" is not defined. For purposes of this tracking metric, ComEd is interpreting the phrase to mean capability for energy to flow in multiple directions on the circuit.
TM-15-13	The number of circuits for which the company's current hosting capacity analysis lists the estimated hosting capacity as 0 kW	"Reached hosting capacity" is not defined. To the extent this component seeks information about circuits that still have available hosting capacity, ComEd will refer to its Hosting Capacity Map.
TM-15-14	The amount of hourly energy import and export from ComEd service territory for 8,760 hours in a year	PJM's publicly available data miner contains various import/export information ComEd and Illinois, but does not calculate the amount of hourly energy import and export from ComEd service territory for 8,760 hours in a year. These are measures of actual flows and do not represent transmission system capability. Note that import/export flows are driven by market conditions and PJM/MISO generation dispatch, and they also may be affected by other transmission owners' area constraints, so they are not an accurate or meaningful measure of transmission system grid flexibility.
TM-15-15	The PJM-acknowledged or -established transmission import and exports constraints from ComEd service territory	The only PJM acknowledged measure of ComEd's import/export capability that ComEd is aware of is the Capacity Emergency Transfer Limit (CETL). This measure is calculated for the annual RPM Capacity auction conducted by PJM. The CETL calculation is highly dependent on several assumptions, so although it is a calculation of the amount of energy that can be imported into the ComEd zone during a capacity emergency it is not a measure of the transmission system import capability. It is only valid for the assumptions made under the specific PJM study it references.

TM ID	Metric Name	Metric Description
TM-15-16	The annual combined load factor for all its AMI metered customers, by customer class, and its entire system annual load factor	Annual load factor is defined as total consumption in MWH divided by the hourly peak demand at the time of system peak in MW multiplied by 8,760 hours per year.
TM-16	Avoided Outage Cost Due to Grid Modernization Investments	The Avoided Outage Cost Due to Grid Modernization Investment tracking metric measures avoided outage costs due to grid modernization investments in the following categories: (i) substation resiliency and hardening; (ii) distribution automation; (iii) underground cable replacement; (iii) distribution resiliency; (iv) other system performance programs; and (v) enhanced vegetation management. The metric will calculate annual Avoided Customer Interruption ("ACI") costs for each category, based either on actual customers restored, such as via Distribution Automation ("DA"), or reductions in customer interruptions from a three-year baseline (2021-2023), such as the number of customers impacted by bus lockouts or cable faults. The cost savings associated with this tracking metric will be calculated with the following formula: Annual Avoided Customer Interruptions (ACI) * $/ACI
TM-17	Number of NWA Opportunities	The Number of NWA Opportunities tracking metric measures the number of non-wires alternatives (NWA) opportunities, according to the number of capacity expansion projects with expected capital investment of over $3 million that were evaluated for NWA opportunities (i.e., the use of battery energy storage systems, DER enabled by DERMS, managed charging, or similar alternative investment technologies). Such projects must have a three-year planning time horizon to appropriately analyze and procure and incorporate an NWA solution.
TM-18	DER projects pending capacity-constrained interconnection	The DER Projects Pending Capacity-Constrained Interconnection tracking metric tracks and reports pending interconnection requests, cost estimates of interconnection upgrades for each request, capacity (MW), circuit (by alias), queue position, and current status of each request.
TM-19	Number of pending interconnection requests with cost estimate and current status	The Number of Pending Interconnection Requests with Cost Estimate and Current Status tracking metric will track and report pending interconnection requests, cost estimates of interconnection upgrades for each request, and current status of each request.
TM-20	Interconnection upgrade cost estimates as compared to actual interconnection cost	The Interconnection Upgrade Cost Estimates As Compared to Actual Interconnection Cost tracking metric will track and report annually: (1) estimated interconnection costs compared to actual interconnection costs expressed in terms of total dollars on aggregated basis for all projects that complete interconnection over for each interconnection Level 1-4; (2) estimated costs as a percentage of actual costs for each project and at the feeder level that complete interconnection for interconnection Levels 3 and 4; and (3) for interconnection Levels 3 and 4, the total number of projects and percentage of cost difference within the following bands in

TM ID	Metric Name	Metric Description
		10% increments: less than 20%; greater than 20% but less than 30%; greater than 30% but less than 40%; greater than 40% but less than 50%, greater than 50% but less 60%; greater than 60% and less than 75% and greater than 75%, broken down by month.
TM-21	Total costs of interconnection upgrade by project and feeder	The Total Costs of Interconnection Upgrade by Project and Feeder tracking metric will track and report annually for completed interconnections the total cost of all interconnection upgrades broken down by project and feeder for interconnection Levels 3 and 4. The information will be presented in aggregate for interconnection Level 1 and 2, broken down by month.
TM-22	Total time measured in days to complete key milestones of interconnection process	The Total Time Measured in Days to Complete Key Milestones of Interconnection Process tracking metrics will track and report annually the total number of calendar days between (1) the date ComEd receives an interconnection application with the associated application fee and the date ComEd provides authorization to interconnect (i.e., execution of an interconnection agreement by ComEd and the interconnection customer, or ComEd provision of conditional approval); and (2) total number of calendar days between the date of mechanical completion (i.e., customer submittal of the Certificate of Completion) and the date that permission to operate is provided by ComEd (i.e., ComEd execution of the Certificate of Completion) presented in aggregate for interconnection Levels 1-4; and by individual project for interconnection Levels 3 and 4 broken down by month.
TM-23	Percentage of Tier 1 Spend with Illinois Businesses	The Percentage of Tier 1 Spend with Illinois Business tracking metric measures the percentage of ComEd's spending directly contracted with diverse Illinois businesses ("Tier 1 Spend"). This metric calculates the percentage of spend with suppliers with a "Remit To" address in Illinois in relation to ComEd's total Tier 1 Spend.
TM-24	Percentage of Diverse Professional Services Spend	The Percentage of Diverse Professional Services Spend tracking metric measures ComEd's spend on professional services, using ComEd's spend with diversity-certified suppliers as a percentage of total professional services contracting. Professional services spend generally includes Advertising and Marketing, Business Consulting, Engineering and Technical Consulting, Financial Services, HR Services, and IT Professional Services. The percent of diversity-certified spend is calculated by dividing the total invoices paid to diversity-certified suppliers by the total invoices paid to diverse and non-diverse suppliers.
TM-25	Number of Diverse Contractors Completing ComEd Development Programs	The Number of Diverse Contractors Completing ComEd Development Programs tracking metric measures the total number of current and aspiring future diverse contractors that complete a ComEd development program. The metric measures the number of current and aspiring future Tier 1 and Tier 2 diverse contractors that within the year complete an engagement in a ComEd or Exelon program designed to remove barriers and provide increased opportunities to do business with ComEd.
TM-26	IEEE and All-In Regional SAIDI	The IEEE and All-In Regional SAIDI tracking metric will track and report both: (i) SAIDI as defined by IEEE (which excludes MED, interruptions lasting 5 minutes or less in duration, and planned interruptions);

TM ID	Metric Name	Metric Description
		and (ii) an all-in tracking amount that does not contain any such MED exclusions. In addition, ComEd will provide SAIFI and CAIDI for each of the SAIDI metrics to better understand the impact those metrics have on SAIDI. For comparison purposes, ComEd will provide SAIDI, SAIFI, and CAIDI as defined by Part 411 of the Illinois Administrative Code, Title 83. The Part 411 metrics will include indices both with and without MEDs. ComEd will report the same metrics for EJ and R3 communities, as identified as of October 2022.
TM-27	DSM Program Equitable Participation	The DSM Program Equitable Participation tracking metric is designed to track the percentage of residential customers that are economically disadvantaged and participating in a qualifying DSM program. These programs currently include: (i) residential demand response programs (e.g., Peak Time Savings, A/C Cycling Direct Load Control); (ii) the residential dynamic pricing supply plan (Real Time Pricing); (iii) residential programs within the Energy Efficiency portfolio; and (iv) distributed generation solar programs. To the extent additional programs that provide load flexibility or that reduce ComEd's capacity obligations as forecasted or determined by PJM are implemented, those programs may also be included. ComEd will also track the number of customers that satisfy the above definition and are located in an EJ community. ComEd will identify residential customers as "economically disadvantaged" if they are identified in ComEd's systems as having received bill payment assistance and/or a waiver of the deposits and late payment fees as part of: (i) Low Income Home Energy Assistance Program (LIHEAP); (ii) Percentage of Income Payment Plan (PIPP); (iii) Supplemental Arrearage Protection Program (SARP); (iv) waiver of late payment or deposit charges as specified by Sections 8-201.7 and 8-201.8 of the Public Utilities Act; or (v) any similar future programs for which ComEd has the ability to track participation. ComEd will identify residential customers as those residing in an EJ community, identified as of October 2022 (and used for the duration of the reporting period (2024-2028). Additionally: • For customers also participating in ComEd Demand Response or Dynamic Pricing programs, or in programs or facilities that ComEd enables and that reduce ComEd's capacity obligations, a customer's program participation will carry over year-over-year until the customer unenrolls from the program. • For customers participating in Section 8-103B Energy Efficiency programs, participation in the program will count for a total of three years from the initial date of participation to account for the ongoing benefits these programs provide customers.
TM-28	Financial Assistance Outreach & Education	The Financial Assistance Outreach and Education tracking metric tracks outreach to customers regarding financial assistance, including its availability, eligibility requirements and methods to apply. The tracking metric will provide data specifically about ComEd's efforts in each of the 20 zip codes identified in ComEd's Affordability performance metric. The tracking metric will track customer connections made to educate and inform about financial assistance via channels such as: (i) direct customer communications

TM ID	Metric Name	Metric Description
		including letters, bill inserts, newsletters, and emails; (ii) customer website visits (including to the Smart Assistance Manager (SAM)); (iii) social media posts; and (iv) community events.
TM-29	Customers Exceeding Minimum Service Levels	The Customers Exceeding Minimum Service Levels tracking metric will track the number of customers whose reliability performance does not meet minimum service level targets for reliability and resiliency. These levels for reporting are: • Customers experiencing four or more interruptions per year for three consecutive years; and • Customers experiencing at least one 12-hour interruption per year for three consecutive years.
TM-30	Equitable Grid Planning Metric (3 components)	The Equitable Grid Planning tracking metric proposes to measure three components:
TM-30-01	Equitable Grid Planning Metric - Component 1	The total amount of distribution system investment by investment category
TM-30-02	Equitable Grid Planning Metric - Component 2	The total amount of distribution system investments that have a direct, locational impact on the reliability, safety, affordability, environmental objectives, and economic objectives of Equity Investment Eligible Communities.
TM-30-03	Equitable Grid Planning Metric - Component 3	The total amount of distribution systems investments that have a system-wide impact on the reliability, safety, affordability, environmental objectives, and economic objectives of equity investment eligible communities, multiplied by the share of customer electricity load by customers in Equity Investment Eligible Communities.

Year-End 2024 Updates

ID	Tracking Metric Category	Metric Name	Year-End 2024 ComEd Progress
TM-01	Emissions Reductions	Emissions Reductions Supported by ComEd Programs	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-02	Emissions Reductions	ComEd Net GHG Emissions	38,984 mtCO2 – GHG met year-end 2024 target
TM-03	Emissions Reductions	Marginal Greenhouse Gas Emissions Reduction Index	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-04	Emissions Reductions	Emissions Reductions from Electrification Index	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05	Emissions Reductions	Report Tracking Metrics for Any Demand Response-related Tariff or Program	
TM-05-01	Emissions Reductions	Load reduction capability interval data & Load Reduction capability customer contracts	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-02	Emissions Reductions	Load reduction capability measured as a weather normalized peak impact	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-03	Emissions Reductions	Total cost and revenue per MW participating in RTO capacity market	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-04	Emissions Reductions	Number of times a contingency or other event is called	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-05	Emissions Reductions	Total and percentage MW and MWh participating by tariff and program	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-06	Emissions Reductions	Number of customers participating	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-07	Emissions Reductions	kWh delivered by time period	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-08	Emissions Reductions	Average and hourly peak impacts	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.

ID	Tracking Metric Category	Metric Name	Year-End 2024 ComEd Progress
TM-05-09	Emissions Reductions	Peak impacts as a function of temperature	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-10	Emissions Reductions	Pre- and post-event impacts	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-05-11	Emissions Reductions	Circuit-level peaks	The following are the peak feeders for 2024, in each ComEd region, C0001000346, C0006000324, C0001000307, C0024000311. Tracking Metric Detail Attachment 1 has more details, such as load and region.
TM-06	Emissions Reductions	Managed EV Charging (4 components)	
TM-06-01	Emissions Reductions	Number and percentage of known EV customers /known kWh/know6 kW on time- varying rates and/or participating in other managed charging programs and tariffs. (6 "Known" in this context denotes known to ComEd.)	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-06-02	Emissions Reductions	Percentage of total known kWh of EV charging that occurs by time period within each tariff and program.	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-06-03	Emissions Reductions	Total known EV load participating in active managed charging programs in MW and MWh	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-06-04	Emissions Reductions	Total EV demand response performance in MW and MWh and PJM revenues and costs	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-07	Emissions Reductions	V2G Export Compensation (3 components)	
TM-07-01	Emissions Reductions	Total EV demand enrolled in V2G export programs in MW	N/A No customer enrollment in V2G pilot or program in 2024.

ID	Tracking Metric Category	Metric Name	Year-End 2024 ComEd Progress
TM-07-02	Emissions Reductions	Total MWh of V2G exports	N/A No customer enrollment in V2G pilot or program in 2024.
TM-07-03	Emissions Reductions	Total payment for V2G exports	N/A No customer enrollment in V2G pilot or program in 2024.
TM-08	Emissions Reductions	EV EMS Cost Savings (3 components)	
TM-08-01	Emissions Reductions	Number and percentage of EV charging installations with EV Energy Management Systems (EMS)	ComEd does not currently have an EV EMS-related program. ComEd does not control, and will not have access to, total EV charging station installations that occur within customer facilities other than where that information might be available in third party estimates or voluntary reporting. If and when ComEd establishes a program where an EV EMS is required, while ComEd will be able to track the number of customers that have adopted an EV EMS who are participating in ComEd programs where an EV EMS is required. However, ComEd does not currently, and will not in the future, have a mechanism to be able to attribute savings to a customer who has an EV EMS installed but is not participating in a ComEd EV EMS-related program. Therefore, if and when ComEd establishes an EV EMS-related program, ComEd will design a process for tracking customers with EV EMS and related data.
TM-08-02	Emissions Reductions	Total utility-side and customer-side make- ready cost savings enabled by EV EMS	No cost savings can be determined, as we do not currently have an EV-EMS, or associated rebate program. ComEd does not currently have an EV EMS-related program. ComEd does not control, and will not have access to, total EV charging station installations that occur within customer facilities other than where that information might be available in third party estimates or voluntary reporting. If and when ComEd establishes a program where an EV EMS is required, while ComEd will be able to track the number of customers that have adopted an EV EMS who are participating in ComEd programs where an EV EMS is required. However, ComEd does not currently, and will not in the future, have a mechanism to be able to attribute savings to a customer who has an EV EMS installed but is not participating in a ComEd EV EMS-related program. Therefore, if and when ComEd establishes an EV EMS-related program, ComEd will design a process for tracking customers with EV EMS and related data.

<table>
<tr><th>ID</th><th>Tracking Metric Category</th><th>Metric Name</th><th>Year-End 2024 ComEd Progress</th></tr>
<tr><td>TM-08-03</td><td>Emissions Reductions</td><td>Average utility-side and customer-side make- ready cost savings, per port and per site, enabled by EV EMS</td><td>ComEd does not currently have an EV EMS-related program. ComEd does not control, and will not have access to, total EV charging station installations that occur within customer facilities other than where that information might be available in third party estimates or voluntary reporting. If and when ComEd establishes a program where an EV EMS is required, while ComEd will be able to track the number of customers that have adopted an EV EMS who are participating in ComEd programs where an EV EMS is required. However, ComEd does not currently, and will not in the future, have a mechanism to be able to attribute savings to a customer who has an EV EMS installed but is not participating in a ComEd EV EMS-related program. Therefore, if and when ComEd establishes an EV EMS-related program, ComEd will design a process for tracking customers with EV EMS and related data.</td></tr>
<tr><td>TM-09</td><td>Emissions Reductions</td><td>Direct Current Fast Charging Load</td><td>ComEd does not currently have a DCFC-related program or a DCFC-specific rate. Currently, it is not possible for ComEd, or any party, to determine and track DCFC-only load in ComEd’s service territory.</td></tr>
<tr><td>TM-10</td><td>Grid Flexibility</td><td>DERMS and Managed Charging</td><td>Total DERMS available 84.86%
Measurement is reduced by Customer RTU to Customer Inverter communications loss, not ComEd DERMS to customer RTU communications. Customer inverter communications loss can be due to loss of power (ie: sunset), or technical issues.
Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-11</td><td>Grid Flexibility</td><td>DERMS Participation</td><td>Solar PV – 6,720 kW:
Lewis – 2,000kW
PawPaw – 2,000kW
Rich – 2,000kW
EMC – 7,20kW
Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-12</td><td>Grid Flexibility</td><td>Cumulative DER Interconnected to ComEd Distribution System</td><td><table><tr><td colspan="3">Quantity (Cumulative)</td></tr><tr><td>Application Type</td><td>Systems interconnected</td><td>Total MW</td></tr></table></td></tr>
</table>

<table>
<tr><th>ID</th><th>Tracking Metric Category</th><th>Metric Name</th><th>Year-End 2024 ComEd Progress</th></tr>
<tr><td></td><td></td><td></td><td>
<table>
<tr><td>Level 1</td><td>69,544</td><td>492.89</td></tr>
<tr><td>Level 2</td><td>1,471</td><td>333.10</td></tr>
<tr><td>Level 3</td><td>1</td><td>0.79</td></tr>
<tr><td>Level 4</td><td>199</td><td>431.74</td></tr>
<tr><td>Total</td><td>71,215</td><td>1,258.52</td></tr>
</table>
</td></tr>
<tr><td>TM-13</td><td>Grid Flexibility</td><td>Annual DER Interconnected to ComEd Distribution System</td><td>
<table>
<tr><td colspan="3">Quantity (Annual)</td></tr>
<tr><td>Application Type</td><td>Systems interconnected</td><td>Total MW</td></tr>
<tr><td>Level 1</td><td>16,154</td><td>118.35</td></tr>
<tr><td>Level 2</td><td>341</td><td>97.19</td></tr>
<tr><td>Level 3</td><td>0</td><td>0.00</td></tr>
<tr><td>Level 4</td><td>62</td><td>138.49</td></tr>
<tr><td>Total</td><td>16,557</td><td>354.03</td></tr>
</table>
</td></tr>
<tr><td>TM-14</td><td>Grid Flexibility</td><td>EV Load and Participation</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-15</td><td>Grid Flexibility</td><td colspan="2">Grid Flexibility Tracking Metric (16 components)</td></tr>
<tr><td>TM-15-01</td><td>Grid Flexibility</td><td>The number of customers eligible for the peak time rebate tariff</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-15-02</td><td>Grid Flexibility</td><td>The number of customers signed up for the peak time rebate tariff</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-15-03</td><td>Grid Flexibility</td><td>The number of customers on Hourly Pricing, Real Time Pricing, other real time rates, or time-of-use rate</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-15-04</td><td>Grid Flexibility</td><td>The total MW of peak load reduction capability by customers</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
</table>

ID	Tracking Metric Category	Metric Name	Year-End 2024 ComEd Progress
		by all applicable programs and initiatives by customer class	
TM-15-05	Grid Flexibility	The total MW of load shifting capability by customers by program and by customer class	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-15-06	Grid Flexibility	The total estimated capacity and load shifting capability (in MW) of customer-sited energy storage systems	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-15-07	Grid Flexibility	The total estimated capacity and load shifting capability (in MW) of customer electric vehicles participating in optimized charging programs	No customers currently enrolled in EV Managed Charging programs.
TM-15-08	Grid Flexibility	The number of customers with AMI meters who have viewed their data on the applicable web-based portal a minimum of one time during the calendar year, by customer class	Through end of year 2024 there were 157,008 unique customers identified as having viewed their usage on the ComEd.com usage page. The included numbers reflect the number of customers with AMI meters who have viewed their energy usage on the ComEd.com usage page.; during the specified time frame. This includes current customers and customers who have recently closed their accounts, as these customers remain able to sign in and view their usage for a period after closing their account. The customer class groups included for the 2024 data differ slightly from the 2023 customer class groups. This is due to ComEd moving to a new customer management system. Most customer class names however are similar in name to the 2023 groups. A breakdown of volume by customer class is under Tracking Metric Detail Attachment 1.
TM-15-09	Grid Flexibility	The number of AMI metered customers with a consumer device	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.

<table>
<tr><th>ID</th><th>Tracking Metric Category</th><th>Metric Name</th><th>Year-End 2024 ComEd Progress</th></tr>
<tr><td></td><td></td><td>registered to receive information from the AMI meter</td><td></td></tr>
<tr><td>TM-15-10</td><td>Grid Flexibility</td><td>ComEd will also provide a list, by device type, of the consumer devices that have been certified as capable of receiving information from its AMI meters</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-15-11</td><td>Grid Flexibility</td><td>The number of AMI metered customers who download data through the Green Button Initiative format a minimum of one time during the calendar year</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-15-12</td><td>Grid Flexibility</td><td>The number of circuits that enabled back-feed</td><td><table><tr><th>Normal Voltage</th><th>Feeders</th></tr><tr><td>12kV</td><td>4,225</td></tr><tr><td>34kV</td><td>385</td></tr><tr><td>4kV</td><td>1,030</td></tr><tr><td>Total</td><td>5,640</td></tr></table></td></tr>
<tr><td>TM-15-13</td><td>Grid Flexibility</td><td>The number of circuits for which the company’s current hosting capacity analysis lists the estimated hosting capacity as 0 kW</td><td>1,404 feeders with 0kW capacity as of 12/31/2024.</td></tr>
<tr><td>TM-15-14</td><td>Grid Flexibility</td><td>The amount of hourly energy import and export from ComEd service territory for 8,760 hours in a year</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 5.</td></tr>
</table>

<table>
<tr><th>ID</th><th>Tracking Metric Category</th><th>Metric Name</th><th>Year-End 2024 ComEd Progress</th></tr>
<tr><td>TM-15-15</td><td>Grid Flexibility</td><td>The PJM-acknowledged or -established transmission import and exports constraints from ComEd service territory</td><td>
<table>
<tr><td></td><td>COMED</td></tr>
<tr><td>CETO</td><td>-4,570</td></tr>
<tr><td>CETL</td><td>4,640</td></tr>
</table>
Year-End 2024 response provided under Attachment 2

https://www.pjm.com/-/media/DotCom/markets-ops/rpm/rpm-auction-info/2025-2026/2025-2026-planning-period-parameters-for-base-residual-auction.xlsx
</td></tr>
<tr><td>TM-15-16</td><td>Grid Flexibility</td><td>The annual combined load factor for all its AMI metered customers, by customer class, and its entire system annual load factor</td><td>
<table>
<tr><th colspan="5">2024 Load Factor</th></tr>
<tr><th>Class</th><th>Meter Count</th><th>Peak Hour (MW)</th><th>Total Annual Consumption (MWh)</th><th>Load Factor</th></tr>
<tr><td>Large Industrial</td><td>14,121</td><td>6,554</td><td>47,442,410</td><td>82.4%</td></tr>
<tr><td>Small Commercial</td><td>469,711</td><td>5,570</td><td>28,352,710</td><td>57.9%</td></tr>
<tr><td>Residential</td><td>3,763,159</td><td>9,436</td><td>26,599,230</td><td>32.1%</td></tr>
<tr><td>Total</td><td>4,246,991</td><td>21,560</td><td>102,394,350</td><td>54.1%</td></tr>
</table>
</td></tr>
<tr><td>TM-16</td><td>Cost Savings</td><td>Avoided Outage Cost Due to Grid Modernization Investments</td><td>Year-End 2024 response provided under Tracking Metric Detail Attachment 1.</td></tr>
<tr><td>TM-17</td><td>Cost Savings</td><td>Number of NWA Opportunities</td><td>2024 Q4 reviews as follows:
N/A (0 reviews performed)

List of all NWAs performed YTD 2024 as follows (4 total):
-1P260002
-4P240002
-6P240007
-8P260001</td></tr>
</table>

ID	Tracking Metric Category	Metric Name	Year-End 2024 ComEd Progress
TM-18	Cost Savings	DER projects pending capacity-constrained interconnection	Year-End 2024 response provided under Tracking Metric Detail Attachment 3. Data as of 1/2/2025.
TM-19	Cost Savings	Number of pending interconnection requests with cost estimate and current status	Year-End 2024 response provided under Tracking Metric Detail Attachment 4. Data as of 1/2/2025.
TM-20	Cost Savings	Interconnection upgrade cost estimates as compared to actual interconnection cost	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-21	Cost Savings	Total costs of interconnection upgrade by project and feeder	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-22	Cost Savings	Total time measured in days to complete key milestones of interconnection process	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-23	Diversity	Percentage of Tier 1 Spend with Illinois Businesses	58%
TM-24	Diversity	Percentage of Diverse Professional Services Spend	32%
TM-25	Diversity	Number of Diverse Contractors Completing ComEd Development Programs	10 diverse vendors completed ComEd's developmental programs
TM-26	Equity (Grid Planning Benefits)	IEEE and All-In Regional SAIDI	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-27	Equity (Grid Planning Benefits)	DSM Program Equitable Participation	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-28	Equity (Grid Planning Benefits)	Financial Assistance Outreach & Education	Year-End 2024 Total impressions - 5,720,452

ID	Tracking Metric Category	Metric Name	Year-End 2024 ComEd Progress
TM-29	Equity (Grid Planning Benefits)	Customers Exceeding Minimum Service Levels	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-30	Equity (Grid planning Benefits)	Equitable Grid Planning Metric (3 components)	
TM-30-01	Equity (Grid Planning Benefits)	Equitable Grid Planning Metric - Component 1	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-30-02	Equity (Grid Planning Benefits)	Equitable Grid Planning Metric - Component 2	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.
TM-30-03	Equity (Grid Planning Benefits)	Equitable Grid Planning Metric - Component 3	Year-End 2024 response provided under Tracking Metric Detail Attachment 1.