



June 18, 2026

VIA RESS

Ontario Energy Board
P.O. Box 2319,
2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4
Attention: Registrar

Dear Mr. Murray,

**Re: Elexicon Energy Inc. ("Elexicon")
2027-2031 Custom Incentive Rate-Setting Application
Ontario Energy Board File No.: EB-2025-0312**

We are counsel to the Distributed Resource Coalition ("**DRC**") in the above-noted proceeding. Please find below approximate times estimates for Panels 1 and 2 in respect of which DRC intends to seek clarification at the Technical Conference scheduled to commence on June 22, 2026, pursuant to Procedural Order No. 1.

The list below is only intended to provide an indication of our areas of focus and does not preclude the possibility that some of our questions may relate to areas outside of those listed.

Panel	Approximate Time Estimate
Panel 1: Distribution System Plan ("DSP") Overview and Investment Planning; Capacity Planning; Non-Wires Solutions	40 min
Panel 2: Customer Engagement	10 min
Total:	50 min

In accordance with the OEB's direction to increase cost and regulatory efficiency in OEB proceedings, please see below for DRC's intended clarification questions for the upcoming Technical Conference. If Elexicon is willing to provide written responses to these questions by way of undertaking, DRC will not require any time at the technical conference other than further relevant clarification questions based on responses from Elexicon to other parties.

Panel	IRR(s)	Clarification question
Panel 1	2-DRC-6(a), (b); 2-DRC-7(d); 2-DRC-8(g), (h)	Preamble: Elexicon states that it has not formally evaluated managed EV charging or compared unmanaged and managed charging scenarios.

		Question: Has Elexicon considered whether managed charging could defer or reduce any proposed capacity investments, and if not, why was that analysis not undertaken before selecting the proposed investment plan?
Panel 1	2-DRC-6(i), (j)	Preamble: Elexicon notes that nine EVSE connection requests have been deferred due to capacity constraints. Question: Can Elexicon provide more detail on the location, customer class, requested load, duration of deferral, and whether each request was ultimately connected, partially connected, or remains deferred?
Panel 1	2-DRC-6(n), (o), (p), (q); 1-DRC-2(b), (d)	Preamble: Elexicon recognizes barriers for multi-unit and rental residential buildings but does not have specific programs for those customers. Question: Are any proposed system investments targeted to areas with higher concentrations of MURBs or rental housing, and how will/does Elexicon assess whether those investments improve equitable access to EV charging in Elexicon's service territory?
Panel 1	2-DRC-7(f), (h), (i), (j); 2-DRC-8(a), (b), (e), (f), (h)	Preamble: Elexicon states that DER and EV capability readiness will be assessed during the rate period as part of its ADMS/DERMs investment program. Question: Which specific ADMS/DERMS capabilities are expected to be updated/operational in each year from 2029 to 2031, including DER registration, telemetry aggregation, dispatch coordination, automated interconnection, and dynamic hosting capacity?
Panel 1	1-DRC-2(f); 2-DRC-6(a), (b); 2-DRC-7(d); 2-DRC-8(g), (h), (i)	Preamble: Elexicon states that it has not undertaken its own analysis of EVs as grid-interactive resources and that proposed ADMS/DERMS investments are not intended to directly enable V2X. Question: What evidence or milestones would Elexicon need before considering V2X sufficiently mature for pilot testing or system planning and will the proposed ADMS/DERMS investments, or any other proposed investments in the DSP, accommodate future V2X functionality without additional/material retrofit costs?
Panel 2	1-DRC-4(b), (c), (d); 1-DRC-5(a), (b), (c), (e), (f)	Preamble: Elexicon indicates that there was no targeted outreach to EV or DER owners and industry associations and no formal survey on customer priorities for DERs, EVs, or battery storage. Question: How did Elexicon determine customer needs and priorities for DER and EV integration without targeted engagement with EV drivers, DER customers, aggregators, or relevant industry associations?

Sincerely,

A handwritten signature in black ink, appearing to read "David Vollmer". The signature is fluid and cursive, with the first name "David" being more prominent than the last name "Vollmer".

DT Vollmer

- c. All Parties
Cara Clairman, Plug'n Drive
Devin Arthur, Electric Vehicle Society