



Kevin T. Boleware
Manager – Regulatory Affairs
Entergy New Orleans, LLC
504-670-3673 | kbolewa@entergy.com
1600 Perdido Street, New Orleans, LA 70112

December 19, 2023

Via Electronic Mail Only

Ms. Lora W. Johnson, CMC, LMMC
Clerk of Council
City Hall - Room 1E0
1300 Perdido Street
New Orleans, LA 70112

Re: *Entergy New Orleans, LLC's 2021 Electric and Gas Formula Rate Plan Filings*
CNO Docket No. UD 18-07

Dear Ms. Johnson:

Enclosed please find Entergy New Orleans, LLC's ("ENO") Request for Approval of Public Charging for Electric Vehicles Rate Schedule and to Modify its Electric Rate Schedules. Herein, ENO is requesting Council approval of the proposed Public Charging for Electric Vehicles Rate Schedule ("Schedule PCEV"), pursuant to which ENO will collect an initial charging rate of \$0.00 per kWh and an "idle fee" rate of \$0.30 per minute to be applied after expiration of a thirty (30) minute grace period. ENO submits this electronic filing and will submit the original and requisite number of hard copies as directed and requests that you file this submission in accordance with Council regulations as modified.

Should you have any questions regarding this filing, please contact my office at (504) 670-3673. Thank you for your assistance with this matter.

Sincerely,

A handwritten signature in black ink that reads "Kevin T. Boleware".

Kevin T. Boleware

Enclosure

cc: Official Service List UD-18-07 (*via electronic mail only*)

**BEFORE THE
COUNCIL OF THE CITY OF NEW ORLEANS**

**APPLICATION OF ENTERGY NEW)
ORLEANS, LLC FOR A CHANGE IN)
ELECTRIC AND GAS RATES)
PURSUANT TO COUNCIL) DOCKET NO. UD-18-07
RESOLUTIONS R-15-194 AND)
R-17-504 AND FOR RELATED RELIEF)**

**REQUEST OF ENTERGY NEW ORLEANS, LLC
TO MODIFY ITS ELECTRIC RATE SCHEDULES AND FOR APPROVAL OF
PUBLIC CHARGING FOR ELECTRIC VEHICLES RATE SCHEDULE**

NOW BEFORE THIS COUNCIL, through its undersigned counsel, comes Entergy New Orleans, LLC (“Entergy New Orleans,” “ENO,” or the “Company”) and represents as follows:

Herein, ENO is requesting Council approval of the proposed Public Charging for Electric Vehicles Rate Schedule (“Schedule PCEV”), pursuant to which ENO will collect an initial charging rate of \$0.00 per kWh and an “idle fee” rate of \$0.30 per minute to be applied after expiration of a thirty (30) minute grace period. This rate is not a cost-based rate; rather the use of the public Level 2 EV chargers would remain free and the idle fee would encourage drivers to move their EVs timely following completion of a charging session.

BACKGROUND

I.

Entergy New Orleans is an electric and gas utility with its general office and principal place of business at 1600 Perdido Street, Building 505, New Orleans, Louisiana 70112. The Company is engaged in the manufacture, production, transmission, distribution, and sale of electricity to residential, commercial, industrial, and governmental consumers throughout the City of New Orleans. Entergy New Orleans furnishes electric service to approximately 209,000 retail electric

customers. Entergy New Orleans also is engaged in the provision of natural gas service throughout the City of New Orleans to approximately 108,000 retail gas customers.

II.

On November 7, 2019, the Council adopted Resolution R-19-457, its final decision regarding the Revised Application of Entergy New Orleans, LLC for a Change in Electric and Gas Rates Pursuant to Council Resolutions R-15-194 and R-17-504 and for Related Relief, Council Docket No. UD-18-07, which is commonly referred to as the “2018 Rate Case.” Therein, the Council approved the Public EV Charging Infrastructure Plan involving ENO’s investing up to \$500,000 in publicly available Level 2 EV chargers (“Level-2 Public Chargers”). In that filing, ENO proposed that no additional fee or charge be levied on an EV driver for using the equipment for at least the first 1-2 years after installation. The Council approved that concept in November 2019, and the Company provided a project update on October 9, 2023, in compliance with the requirements of Resolution No. R-23-396.

NEED FOR AN IDLE FEE ON ENO LEVEL-2 EV CHARGERS

III.

ENO requests authority to modify its rate schedules to help reduce instances of drivers leaving their cars plugged in at ENO Level-2 Public Chargers well after charging has been completed, thereby blocking access to the chargers for others. Idle fees would encourage an EV driver to remove the vehicle from the charger parking space after completion of a charging session. Idle fees are being used across the country to deter extended parking times at public chargers and allow for both more individual charging sessions and an improved public charging network. While the use of an idle fee does not guarantee that an EV driver will move their vehicle in a timely manner, ENO believes that the idle fee will incent drivers to move their vehicles and help reduce

extended idle times, and ultimately enable more EV drivers to access charging infrastructure in Orleans Parish.

PROPOSED PUBLIC CHARGING FOR ELECTRIC VEHICLES SCHEDULE

IV.

The proposed PCEV Schedule would be unlike ENO's other base rate schedules. Schedule PCEV-1 would not involve a cost-based rate. Rather, Schedule PCEV-1 would include an initial charging rate of \$0.00 per kWh and an idle fee rate of \$0.30 per minute to be applied after expiration of a thirty (30) minute grace period, with the total fee not exceeding \$30 in total. Schedule PCEV-1 would further provide ENO the ability to make reasonable changes to the rate to support those objectives with due notice to the Council.

V.

Idle fees are commonly used among all charging networks that provide public access to EV chargers and are especially important in this instance where obstructing charging parking spaces reduces the availability of chargers for others. The charging network operator's mobile application will allow the EV driver to monitor charging and receive an alert when the charge is nearly complete.

VI.

Since EV charging is expected to remain free for users for at least the next 1-2 years, Schedule PCEV states that \$0.00 per kWh will apply to the purchase of electricity from ENO at the Level-2 Public Chargers by EV drivers charging their vehicles. Making a provision for a rate per kilowatt-hour for the eventual purchase of electricity will allow ENO the ability to make reasonable changes to the rate in the future with due notice to the Council. To be clear, ENO is not going to put a charging rate in effect immediately and will work with the Council in the future to evaluate if it is appropriate to implement a per kWh usage fee.

VII.

The PCEV Schedule is not a cost-based rate; therefore, ENO requests that the PCEV Schedule not be subject to any riders (such as the Electric Formula Rate Plan Rider Schedule (“EFRP Rider”) and the Fuel Adjustment Clause) except Retail Rate Rider Schedule R-3.

OTHER ACCOUNTING AND RATEMAKING REQUESTS

VIII.

In future ratemaking proceedings, ENO intends that the PCEV Schedule revenue be included in ENO’s operating revenues. As a result, customers will receive the benefits of the PCEV Schedule revenue. The following requests facilitate this outcome.

IX.

ENO proposes that revenues received under the PCEV Schedule would be recorded to Federal Energy Regulatory Commission’s (“FERC”) account 456 (Other Electric Revenues) and treated the same way that miscellaneous revenues are currently treated for ratemaking purposes.

ENO LEVEL-2 PUBLIC CHARGING REVENUE REPORTING PLAN

X.

ENO has developed a reporting format to provide the Council with data on the usage of ENO’s Level-2 Public Chargers in the City of New Orleans. This data will be included each year in the public Distributed Energy Resource Report compliance filing required by Resolution No. R-21-153 and will describe the utilization of charging equipment and kWh delivered. Following Council approval of the PCEV Schedule, ENO proposes to also include as part of the EV charging data in its annual DER report a quantification of actual PCEV Schedule revenue.

INTRODUCTION OF AFFIANT

XI.

With this Application, ENO submits one affidavit supporting the proposed PCEV Schedule. The name of the affiant and the subject matter of her affidavit are as follows:

- Samantha Frailey Hill – Ms. Hill is employed as the Manager, Regulatory Rate Strategy, for Entergy Services, LLC. In her affidavit, she describes the need for idle fees at the ENO Level-2 Public Chargers, provides information on the value and benefits of the project to the City, and explains why the PCEV Schedule is just and reasonable.

TIMING OF IMPLEMENTATION

XII.

Following Council authorization of the PCEV Schedule, ENO would endeavor to implement of the PCEV Schedule in ENO's billing system as soon as practical.

WAIVER OF REQUIREMENTS

XIII.

ENO's request for these modifications to its rate schedules does not implicate the requirements for applications to change rates or service set forth in Chapter 158 of the City Code due to the request's limited scope.

XIV.


Furthermore, the Council has the power to suspend the requirements applicable to applications to change rates or service set forth in Chapter 158 of the City Code pursuant to Section 158-49. In an abundance of caution and without waiving and reserving any and all rights regarding the necessity of this request, ENO requests a waiver of all requirements pertaining to applications to change rates or service set forth in Chapter 158 of the City Code because of the request's

relationship to the Council's goals of expanding access to EV charging infrastructure and encouraging the adoption of EVs.

WHEREFORE, Entergy New Orleans prays as follows:

- A. That the Council:
 - 1. Confirm that the requirements applicable to applications to change rates or service set forth in Chapter 158 of the City Code do not apply to the above requested modifications to ENO's rate schedules; or
 - 2. Grant the requested waiver of requirements;
- B. That the Council find that the Public Charging for Electric Vehicle Schedule is just and reasonable and that the revenue from the schedule be treated the same way as miscellaneous revenues for ratemaking purposes;
- C. That the Council approve the proposed ENO Level-2 Public Charging Revenue Reporting Plan; and
- E. That the Council grant all general and equitable relief that the law and the nature of this request may permit.

Respectfully submitted,

BY: 
Brian L. Guillot, LSBN 31759
Lacresha D. Wilkerson, LSBN 36084
ENERGY SERVICES, LLC
639 Loyola Avenue
Mail Unit L-ENT-26E
New Orleans, Louisiana 70113
Telephone: (504) 576-6571
Facsimile: (504) 576-5579

**ATTORNEYS FOR
ENERGY NEW ORLEANS, LLC**

CERTIFICATE OF SERVICE

Docket No. UD-18-07

I hereby certify that I have served the required number of copies of the foregoing report upon all other known parties of this proceeding, by the following: electronic mail, facsimile, overnight mail, hand delivery, and/or United States Postal Service, postage prepaid.

Lora W. Johnson, CMC, LMMC
Clerk of Council
Council of the City of New Orleans
City Hall, Room 1E09
1300 Perdido Street
New Orleans, LA 70112

Erin Spears, Chief of Staff
Bobbie Mason
Christopher Roberts
Byron Minor
Candace Carmouche
Council Utilities Regulatory Office
City of New Orleans
City Hall, Room 6E07
1300 Perdido Street
New Orleans, LA 70112

Krystal D. Hendon
CM Morrell Chief of Staff
1300 Perdido Street, Rm 2W50
New Orleans, LA 70112

Andrew Tuozzolo
CM Moreno Chief of Staff
1300 Perdido Street, Rm 2W40
New Orleans, LA 70112

Paul Harang
Interim Council Chief of Staff
New Orleans City Council
City Hall, Room 1E06
1300 Perdido Street
New Orleans, LA 70112

Doneisha Turner
Ashley Spears
City Attorney Office
City Hall, Room 5th Floor
1300 Perdido Street
New Orleans, LA 70112

Norman White
Department of Finance
City Hall – Room 3E06
1300 Perdido Street
New Orleans, LA 70112

Greg Nichols
Deputy Chief of Resilience Officer
Office of Resilience & Sustainability
1300 Perdido Street, Ste 8E08
New Orleans, LA 70112

Hon. Jeffrey S. Gulin
3203 Bridle Ridge Lane
Lutherville, MD 21093

Clinton A. Vince, Esq.
Presley R. Reed, Jr., Esq.
Emma F. Hand, Esq.
Dee McGill
Dentons US LLP
1900 K Street NW
Washington, DC 20006

Basile J. Uddo
J.A. "Jay" Beatmann, Jr.
c/o Dentons US LLP
650 Poydras Street, Ste 2850
New Orleans, LA 70130

Joseph W. Rogers
Victor M. Prep
Byron S. Watson
Legend Consulting Group
6041 South Syracuse Way, Ste105
Greenwood Village, CO 80111

Courtney R. Nicholson
Vice-President, Regulatory Affairs
Entergy New Orleans, LLC
Mail Unit L-MAG-505B
1600 Perdido Street
New Orleans, LA 70112

Polly Rosemond
Kevin T. Boleware
Brittany Dennis
Keith Wood
Derek Mills
Ross Thevenot
Entergy New Orleans, LLC
1600 Perdido Street
Mail Unit L-MAG-505B
New Orleans, LA 70112

Vincent Avocato
Entergy New Orleans, LLC
2107 Research Forest Drive, T-LFN-4
The Woodlands, TX 77380

Brian L. Guillot
Lacresha D. Wilkerson
Edward Wicker
Leslie M. LaCoste
Heather Silbernagel
Linda Prisuta
Stephen Perrien
Entergy Services, LLC
Mail Unit L-ENT-26E
639 Loyola Avenue
New Orleans, LA 70113

Joe Romano, III
Tim Rapiere
Farah Webre
Entergy Services, LLC
Mail Unit L-ENT-4C
639 Loyola Avenue
New Orleans, LA 70113

Andy Kowalczyk
350 Orleans
1115 Congress St.
New Orleans, LA 70117

Jesse George
Logan Atkinson Burke
Sophie Zaken
Alliance for Affordable Energy
4505 S. Claiborne Avenue
New Orleans, LA 70125

Susan Stevens Miller
Earth Justice
1001 G Street NW, Ste 1000
Washington DC 20001

Katherine W. King
Randy Young
Kean Miller LLP
400 Convention Street, Ste 700 (70802)
Post Office Box 3513
Baton Rouge, LA 70821-3513

Carrie R. Tournillon
Kean Miller LLP
900 Poydras Street, Ste 3600
New Orleans, LA 70112

John Wolfrom
720 I Hamilton Blvd.
Allenton, PA 18195-1501

Maurice Brubaker
Air Products and Chemicals, Inc.
16690 Swingly Ridge Road, Ste 140
Chesterfield, MO 63017

Myron Katz, PhD
Building Science Innovators, LLC
302 Walnut Street
New Orleans, LA 70118

Michael W. Tift
Building Science Innovators, LLC
710 Carondelet Street
New Orleans, LA 70118

Theron Levi
Yolanda Y. Grinstead
Sewerage and Water Board of
New Orleans
625 St. Joseph St., Rm 201
New Orleans, LA 70165

Luke F. Piontek
Christian J. Rhodes
Shelley Ann McGlathery
Roedel, Parsons, Koch, Blache,
Balhoff & McCollister
1515 Poydras Street, Ste2330
New Orleans, LA 70112

Lane Kollen
Stephen Baron
Randy Futral
Richard Baudino
Brian Barber
J. Kenney & Associates
570 Colonial Park Dr., Ste 305
Roswell, GA 30075

Rev. Gregory Manning
Pat Bryant
Justice and Beyond

Dave Stets
Sierra Club
2101 Selma St.
New Orleans, LA 70122

New Orleans, Louisiana, this 19th day of December 2023.



Lachesha D. Wilkerson

**BEFORE THE
COUNCIL OF THE CITY OF NEW ORLEANS**

**APPLICATION OF ENTERGY NEW)
ORLEANS, LLC FOR A CHANGE IN)
ELECTRIC AND GAS RATES)
PURSUANT TO COUNCIL) DOCKET NO. UD-18-07
RESOLUTIONS R-15-194 AND)
R-17-504 AND FOR RELATED RELIEF)**

**AFFIDAVIT OF SAMANTHA FRAILEY HILL
ON BEHALF OF ENTERGY NEW ORLEANS, LLC**

STATE OF LOUISIANA

PARISH OF ORLEANS

BEFORE ME, the undersigned Notary Public, personally came and appeared:

SAMANTHA FRAILEY HILL

who, after being duly sworn, did depose and state:

1. My name is Samantha Frailey Hill. My business address is 639 Loyola Ave., New Orleans, Louisiana 70113. My title is Manager, Regulatory Rate Strategy, and I am employed by Entergy Services, LLC (“ESL”).¹ I am testifying on behalf of Entergy New Orleans, LLC (“Entergy New Orleans,” “ENO,” or the “Company”).
2. I have a Bachelor of Science degree in Marketing and Finance, and a Bachelor of Professional Accountancy from Tulane University. I am a Certified Public Accountant and licensed to practice in Louisiana.
3. I began my career with Deloitte and Touche, LLP in the audit and assurance services group in 2004, serving both public and private companies. In 2012, I joined Assure Underwriting

¹ ESL is a subsidiary of Entergy Corporation that provides technical and administrative services to all of the Entergy Operating Companies (“EOCs”). The EOCs include Entergy Arkansas, LLC; Entergy Louisiana, LLC; Entergy Mississippi, LLC; Entergy New Orleans, LLC; and Entergy Texas, Inc.

Agency, a managing general agency providing homeowners insurance, as Controller. I joined ESL in 2014 in the Internal Audit Department as a Senior Staff Auditor. In 2019, I transitioned to a Regulatory Project Coordinator role in the Regulatory Research and Strategy group. In 2021, I was named to my current role of Manager, Regulatory Rate Strategy. In my current role, I supervise a team of people that is responsible for providing research, support, and strategy to the EOCs on various regulatory matters and policy issues related to ratemaking and emerging technologies including smart grid, energy efficiency and demand response, distributed generation and distributed energy resources, alternative fuel vehicles, and batteries and other forms of energy storage. I also support the EOCs' efforts to develop regulatory mechanisms needed to implement new customer solution offerings that address the evolving needs and interests of customers.

4. In January 2022, ENO submitted a request to the Council to modify an existing rider schedule (Electric Vehicle Charging Infrastructure or "EVCI"), add a new rider schedule (Electric Vehicle Charging Demand Adjustment or "EVCDA") and enhance its Extension of Electric Service Policy.²
5. In July 2022, ENO requested Council approval to invest up to \$3.0 million to construct and own five (5) direct current fast-charging ("DCFC") locations sited across the City ("ENO DCFC Project").³
6. On January 23, 2023, ENO filed a motion to delay consideration of its DCFC Project Application.⁴ In February 2023, the Council adopted a Resolution and Order approving

² Docket No. UD-18-07, Application of Entergy New Orleans, LLC for a Change in Electric and Gas Rates Pursuant to Council Resolutions R-15-194 and R-17-504 and for Related Relief; Request of Entergy New Orleans, LLC to Modify its Electric Rate Schedules to Expand Access to Electric Vehicle Charging Infrastructure in the City of New Orleans filed January 14, 2022.

³ *Id.*, filed July 21, 2022.

⁴ *Id.*, filed January 23, 2023.

ENO's EVCI-2 and EVCDA Riders and granting ENO's request to delay consideration of the DCFC Project Application.⁵

7. As a part of the 2018 Rate Case, ENO filed for Council approval of the Public EV Charging Infrastructure Plan involving ENO investing up to \$500,000 in publicly available Level 2 EV chargers ("Level-2 Public Chargers"). In that filing, ENO proposed that no additional fee or charge be levied on an EV driver for using the equipment for at least the first 1-2 years after installation. The Council approved that concept in November 2019,⁶ and the Company provided a project update on October 9, 2023 in compliance with the requirements of Resolution No. R-23-396.⁷
8. The purpose of my Affidavit in this proceeding is to present ENO's rate-related recommendations in support of ENO's existing Level-2 Public Chargers. In conjunction with the existing Level-2 Public Chargers, the Company requests approval of the Public Charging for Electric Vehicles Rate Schedule ("Schedule PCEV"), which is attached to my Affidavit as Exhibit SFH-1.
9. Unlike ENO's other base rate schedules, Schedule PCEV does not involve a cost-based rate. Rather, ENO is proposing that Schedule PCEV include an initial rate of \$0.00 per kWh and an "idle fee" rate of \$0.30 per minute to be applied after expiration of a grace period. Schedule PCEV further provides ENO the ability to make reasonable changes to the rate with due notice to the Council.

⁵ Resolution No. R-23-75, Dated February 16, 2023.

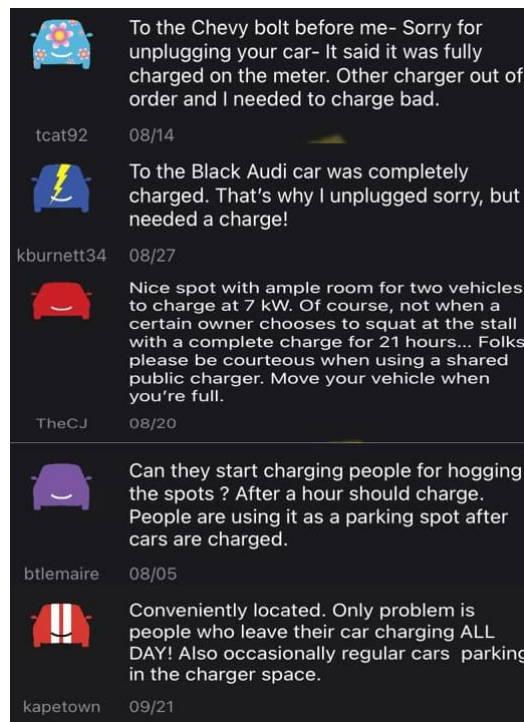
⁶ Resolution No. R-19-457, dated November 7, 2019, at 189.

⁷ Resolution No. R-23-396, dated September 7, 2023.

Need for an Idle Fee

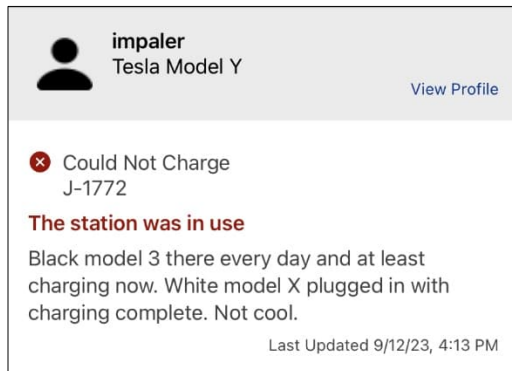
10. Since it began installing the Level-2 Public Chargers, ENO has monitored public comments left on the ChargePoint application, the PlugShare application, and on different social media platforms in order to understand the experience of EV drivers using the equipment.⁸ While most of the comments have been complimentary, the majority of negative comments have been directed towards other EV drivers who leave their cars plugged in for extended periods of time and, in some cases, well past the point of receiving a full charge, thus preventing other EV drivers from using the Level-2 Public Chargers. Figure 1 and Figure 2 provide examples of the comments posted online, from the ChargePoint application and PlugShare application, respectively.

Figure 1



⁸ For example, public comments left on Facebook and the ChargePoint App.

Figure 2



11. ENO proposes that a solution is necessary to help reduce instances of drivers leaving their cars plugged in well after charging has been completed and blocking access to the chargers for others.
12. Idle fees are being used across the country to deter extended parking times at public chargers and allow for both more individual charging sessions and an improved public charging network. In fact, as of the beginning of December 2023, publicly available Tesla Supercharger stations⁹ and Electrify America DCFC¹⁰ stations both apply idle fees to fully charged EVs after a grace period. While the use of an idle fee does not guarantee that an EV driver will move their vehicle in a timely manner, ENO believes that the idle fee will help reduce extended idle times and ultimately enable more EV drivers to access charging infrastructure in the Orleans Parish.

Schedule PCEV

13. While EV charging would still be free, ENO proposes an initial idle fee of \$0.30 per minute after a thirty-minute grace period with the total fee not exceeding \$30 in total. The fee should provide a reasonable incentive for the driver to move the EV timely while balancing

⁹ See <https://www.tesla.com/support/charging/supercharger/fees>

¹⁰ See <https://www.electrifyamerica.com/mobile-faq/?loadOuter=0&loadInner=6>

the possibility of an emergency or unforeseen circumstances preventing a driver from removing their vehicle from the parking space. The charging network operator's mobile application will allow the EV driver to monitor charging and receive an alert when the charge is nearly complete.

14. For example, assume an EV driver parks at the Level-2 Public Charger located at Laurence Square on Napoleon Avenue. The driver accesses the mobile application, plugs the car in, and begins charging. The EV driver then goes into the retail stores along Magazine Street and starts shopping. While the driver is waiting in line to check out, the mobile application sends an alert that the charge is complete. However, forty additional minutes pass before the driver gets back to the car. In this example, the thirty-minute grace period would apply, and only ten minutes of the forty minutes would incur an idle fee, totaling \$3.00. The EV driver would be charged a \$3.00 idle fee with the cost of charging being zero at this time.
15. Drivers will be notified of the new idle fee and grace period when activating the charging session through the charging service provider mobile phone app and the display on the charger itself. ENO, in coordination with the City of New Orleans, will publicize the changes via social media channels. Drivers may need to update the ChargePoint mobile app to include a payment method for the potential payment of idle fees, plus any applicable taxes.
16. Since EV charging is expected to remain free for users for at least the next 1-2 years, Schedule PCEV states that \$0.00 per kWh will apply to the purchase of electricity from ENO at the Level-2 Public Chargers by EV drivers to charge their vehicles. Making a provision for a rate per kilowatt-hour for the eventual purchase of electricity will allow ENO the ability to make reasonable changes to the rate in the future with due notice to the

Council. To be clear, ENO is not going to put a rate in effect immediately and will work with the Council in the future to evaluate if it is appropriate to implement a per kWh usage fee.

17. ENO requests authority to periodically adjust the Schedule PCEV rate and idle fee, but no more than once per quarter. Having the flexibility to revise Schedule PCEV pricing periodically is necessary because (1) EV adoption and EV public charging are still in their infancy in New Orleans; (2) market conditions (e.g., gasoline prices, natural gas prices, etc.) and EV charging equipment utilization will change over time; and (3) the Company will learn more as time goes on as to what level of pricing is appropriate given changing market conditions and feedback from EV drivers. For example, if Schedule PCEV idle fees are too high for drivers, then ENO runs the risk of its Level-2 Public Chargers being underutilized. If Schedule PCEV idle fees are too low to motivate drivers to move their vehicles, then ENO will continue to receive driver complaints and the equipment will be underutilized.
18. To implement a change to Schedule PCEV's rates, ENO would file a revised Schedule PCEV with support for the revised rates.
19. Because Schedule PCEV is not a cost-based rate, ENO proposes that Schedule PCEV not be subject to any riders or the Fuel Adjustment Clause except Retail Rate Rider Schedule R-3.
20. Schedule PCEV is intended to apply only to sales of electricity and idle fees from ENO's stations constructed as part of the Level-2 Public Charger project. ENO will request Council approval for any additional ENO owned public level-2 EV charger locations that would allow charging under Schedule PCEV beyond the Level-2 Public Chargers.

21. The Council has issued Resolution R-18-100,¹¹ which addresses the ability of third-party owned and operated EV charging stations to receive compensation from an EV driver for use of that equipment. Nothing in Schedule PCEV affects or in any way constrains the ability of third parties to install EV charging equipment or develop their own pricing methods and levels.
22. Any revenue collected through an approved Schedule PCEV would come from the individual EV driver incurring those fees through the driver's payment method on file with ChargePoint. ChargePoint will account for payments received and remit the payments collected to ENO on a monthly basis.
23. ENO proposes that revenues received under the PCEV Schedule would be recorded to Federal Energy Regulatory Commission's ("FERC") account 456 (Other electric revenues) and treated the same way that miscellaneous revenues are currently treated for ratemaking purposes.
24. Further Affiant sayeth not.

¹¹ Resolution R-18-100, dated April 5, 2018.

New Orleans, Louisiana, this 19th day of December, 2023.



SAMANTHA FRAILEY HILL

**SWORN TO AND SUBSCRIBED
BEFORE ME THIS 19th DAY OF
DECEMBER, 2023.**



NOTARY PUBLIC

Bar # 36084
Ex @ death

ENTERGY NEW ORLEANS, LLC
ELECTRIC SERVICE

SCHEDULE PCEV

Effective: TBD
Filed: December 19, 2023
Supersedes: New Schedule
Schedule Consists of: One Page and
Attachment A

PUBLIC CHARGING FOR ELECTRIC VEHICLES SCHEDULE

I. AVAILABILITY

This Public Charging for Electric Vehicles (“PCEV”) Schedule is available to anyone charging an electric vehicle (“EV”) at public Level-2 EV charging stations (“Stations”) owned by Entergy New Orleans, LLC (“ENO” or “Company”).

II. APPLICATION

The Stations are available to the public, and EV charging services may be accessed by any person (“user”). The user is not required to reside within the Company’s service area.

III. GENERAL PROVISIONS

The user must register an account with the Company’s specified EV charging provider mobile application and provide required payment information prior to utilizing the Stations.

IV. NET RATE

Applicable rates are defined in Attachment A to this schedule and may be adjusted as needed but no more than once per calendar quarter. The Company will notify the CCNO at least 30 days before the change by filing an amended Attachment A.

The charging costs applicable to the Station, including the rate per kWh, taxes, charging network provider fees, and idle fees, will be visible to the users via the mobile application and/or a display located at the Station. Users will be notified when the charging session is complete via the Company’s specified mobile application and the display located at the charging dispenser. A detailed receipt of the charge session will be available to the user.

V. OTHER PROVISIONS

All other provisions of ENO’s Service Regulations effective at the time service is provided shall apply and are not modified by this Public Charging for Electric Vehicles schedule.

ATTACHMENT A

ENTERGY NEW ORLEANS, LLC Public Charging Electric Vehicles (“PCEV”) Schedule

The following fees are applicable to any user charging an electric vehicle at a Company-owned Level-2 charging EV station according to the provisions of Schedule PCEV effective on and after the effective date of this Attachment A.:

- | | | |
|----|---|--|
| A. | Level-2 public charging rate* | \$0.00 per kWh |
| B. | Level-2 public idling fee after 30-minute grace period* | \$0.30 per minute but not more than \$30.00 in total |

In addition to the fees above, applicable taxes and charging network fees (as determined by the charging station network provider), may apply at Stations.