



ENO Efforts on Electric Vehicles & Charging Infrastructure

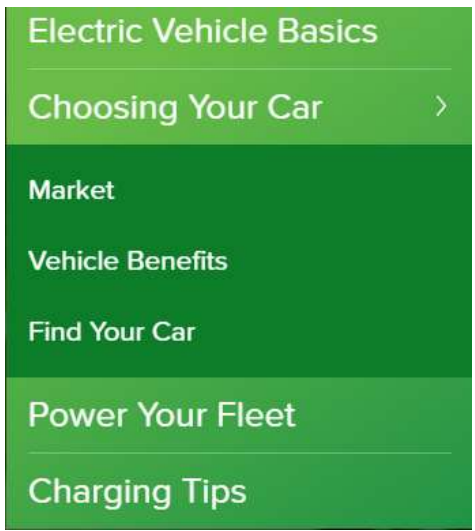


City Council of New Orleans Resolution R-18-100

- In April 2018, after a collaborative effort with various stakeholders, the City Council of New Orleans approved Resolution R-18-100.
- Main purpose of R-18-100 was to address uncertainty regarding “charge for charging” in relation to whether a customer or 3rd-party providing charging to the public is able to do so for compensation and not be subject to regulation as a “public utility.”
- Resolved the issue by indicating that, so long as energy is initially purchased from a regulated and franchised utility, reselling electricity solely for the purpose of charging electric vehicles does not make one a public utility.
- Also found that “...encouraging the use of electric vehicles is in the public interest,” and “construction location and operation of electric vehicle charging stations on both public and private property should be encouraged.”
- R-18-100 had additional language regarding Council oversight of other EV-related activities and matters; also created this Docket for further consideration of additional issues.

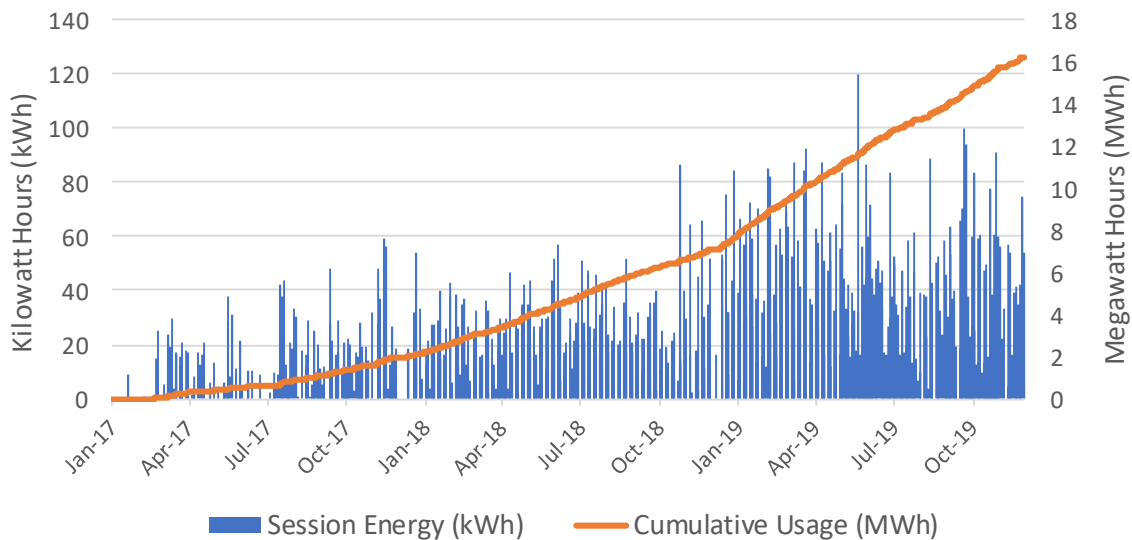
Background

- Between 2011-2012, Entergy Corp. worked with Coulomb Technologies to fund (though Entergy's Environmental Initiatives Fund) and install 16 Level 2 charging stations at various college campuses in and around Entergy's four-state service area.
- Delgado CC, Tulane, and UNO received charging stations.
- In 2017, Entergy's utilities launched the Power Drive initiative to study technological advancements, monitor market trends, and collaborate with industry experts to ensure preparedness for the transportation sector's nationwide shift to greater adoption of EVs.
- In 2017, the Power Drive website was created to provide customers and stakeholders with information on choosing an EV, available Federal and state tax credits and incentives, a savings calculator, and a location map for charging stations.



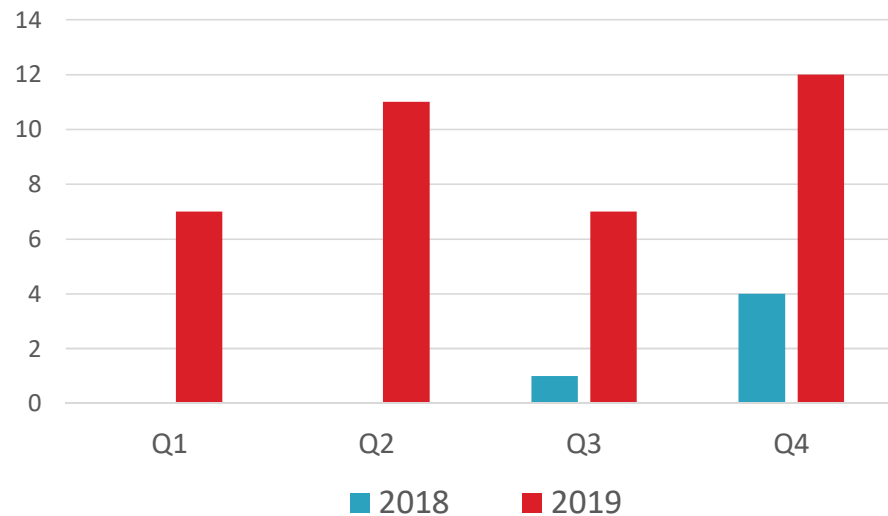
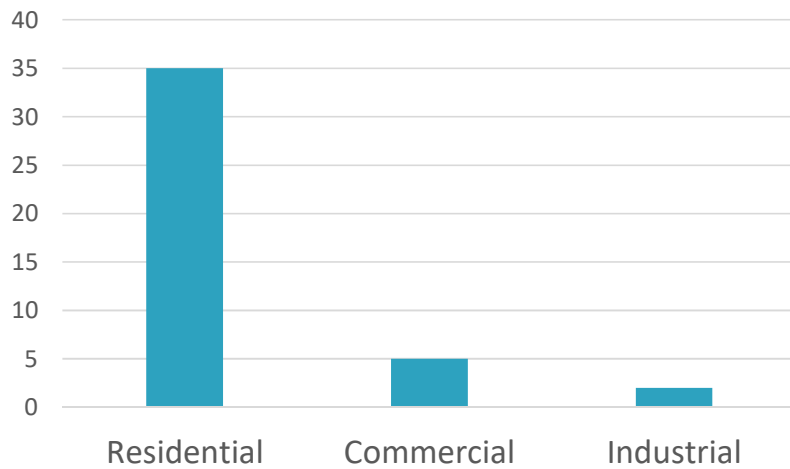
Background (cont.)

- In 2017, Entergy's utilities deployed a fleet of 12 leased EVs for employee use and seven (7) dual-port Level 2 charging stations at select utility sites.
- In New Orleans, Level 2 EV chargers were installed in a parking garage on Girod St. next to Entergy Corp.'s headquarters at 639 Loyola Ave. and at ENO's Tulane Avenue service center.



Background (cont.)

- In 2018, ENO launched eTech to provide incentives to customers for beneficial electrification projects, including installing EV charging infrastructure.
- eTech offers a \$250 incentive to an ENO customer who installs a Level 2 EV charger.
- Customized incentives are also available.



ENO's Rider Schedule EVCI

- **Rider Schedule Electric Vehicle Charging Infrastructure (EVCI) will be open to non-residential customers.**
- **ENO will construct, own, & operate EV charging infrastructure on customer-owned property.**
- **Customer determines level of on-going monitoring, preventive maintenance activities, and related services.**
- **Chargers located either behind-the-meter or with a dedicated meter, which will likely depend on location and installation complexity/costs.**
- **Available for employees, customers, tenants, etc.**
- **Rider is based a fixed monthly charge for 10 years.**
 - Fixed amount each month = $1.375\% \times$ installed cost of the equipment less (1) the value of LA state tax credit and (2) an estimated level of incremental near-term, non-fuel revenue.
 - O&M level specified by customer and is a pass-thru.

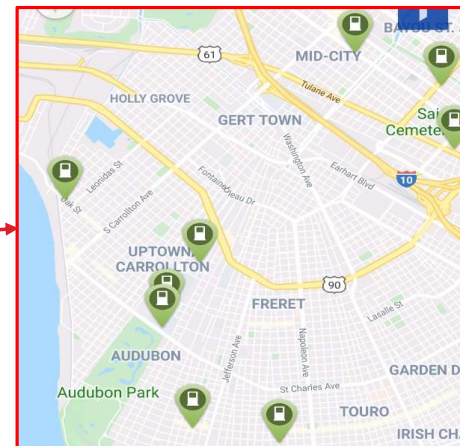
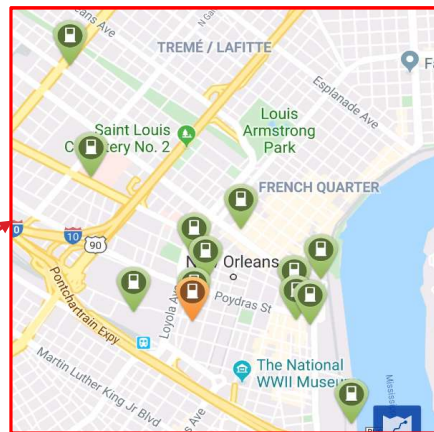
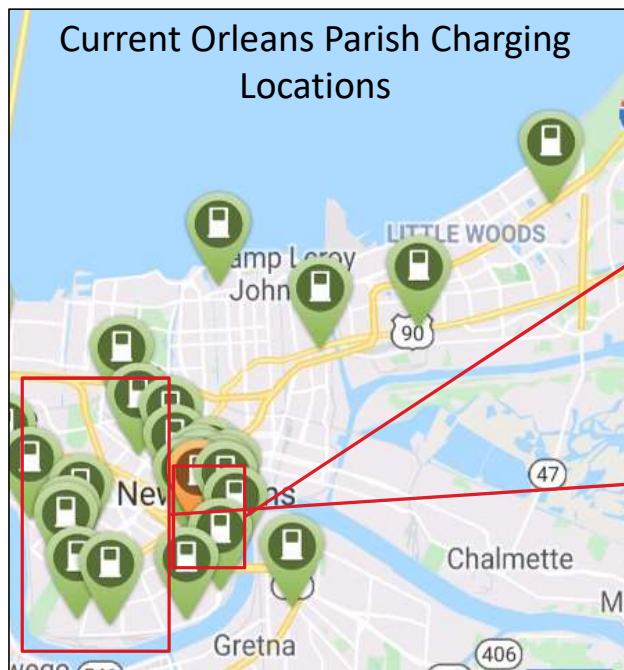
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| ENERGY NEW ORLEANS, LLC ELECTRIC SERVICE | Page 39.1 |
| RIDER SCHEDULE EVCI-1 | Effective: March 2020 Billing Filed: December 9, 2019 Supersedes: New Schedule Schedule Consists of: Two Pages |
| ELECTRIC VEHICLE CHARGING INFRASTRUCTURE RIDER | |
| I. AVAILABILITY | |
| This Electric Vehicle Charging Infrastructure ("EVCI") Rider is available to Entergy New Orleans, LLC ("ENOL") Customers taking metered service under the Company's non-residential rate schedules. | |
| II. APPLICATION | |
| Prior to the Company installing Electric Vehicle ("EV") Charging Infrastructure at the Customer's premises, the Customer will enter into an Agreement with the Company and agree to pay to the Company a net monthly charge based on the investment, subject to adjustment, by Company in such infrastructure and a monthly percentage, plus an agreed-upon fixed amount to cover on-going operation and maintenance ("O&M") expenses based on the Customer's desired level of warranty, insurance, remote monitoring, access, and network services. Any subsequent capital additions, replacements, or modifications of EV Charging Infrastructure will be treated as described below. | |
| A percentage of 1.375% will apply monthly to the installed cost of all EV Charging Infrastructure included in the Agreement during the initial ten (10) years (the "Recovery Term"). Following the Recovery Term, the agreed-upon fixed amount included in the Agreement will apply thereafter for operations, maintenance, and other on-going expenses. | |
| Subsequent modifications and additions to EV Charging Infrastructure covered by an Agreement shall be subject to a new Agreement covering the installed cost of such infrastructure. | |
| Subsequent replacement of a component shall be subject to a new Agreement covering the installed cost of such item. If the Agreement covering the replaced item remains in effect because there was not a total replacement of the EV Charging Infrastructure covered by the Agreement, the costs covered by such Agreement shall be reduced by the original cost of the replaced infrastructure. If the replacement occurs prior to the end of the Recovery Term for the replaced infrastructure, the replacement installed cost shall be reduced by the salvage value of the replaced infrastructure, if any. | |
| III. PAYMENT | |
| Per the terms of the Agreement, the Net Monthly Bill will be calculated based on the total installed cost of EV Charging infrastructure less applicable adjustment for (1) utilization of any available government tax or other form of incentives and (2) additional revenues anticipated to be received by the Company, plus the agreed-upon fixed amount for on-going O&M. The Company shall be the sole judge of all questions relating to cost, revenue, terms, conditions, and adequacy of any guarantee of revenue and term of contract it will require in order to safeguard its investment in EV Charging Infrastructure. | |
| The Net Monthly Bill is due and payable each month. If not paid within twenty (20) days from the date of billing, the Gross Monthly Bill, which is the Net Monthly Bill plus 2%, becomes due after the Gross Due Date shown on the bill. | |

Public EV Charging Infrastructure Investment

- Proposed as part of the 2018 Rate Case.
- ENO plans invest up to \$500,000 yielding ~30 to 50 Level 2 chargers.
- Focus on City of New Orleans-owned locations including downtown areas (right-of-way), public libraries, parks, schools, etc.
- ENO will construct, own, & operate EV chargers for public use.
- If installed in front-of-the-meter, ENO will install an electric meter to record usage, but will not initially charge drivers for using the charger.
- If installed behind-the-meter, incremental usage will be commingled with existing consumption; City has opportunity to charge drivers for use if desired.
- Investment and O&M costs recovered through normal rates.
- Collaboration with stakeholders on optimal locations to occur in this Docket.

Public EV Charging Infrastructure Investment (cont'd)

- Ideas on how to solicit stakeholder input on new locations
- Public input survey via interactive map



Source: <https://www.plugshare.com/>

Other Opportunities and Issues

- **Curbside charging issues:**
 - Public right of ways
 - Access to privately installed chargers in public street parking
- **Street Light or Pole-Mounted chargers**
- **Coordination with existing City efforts**

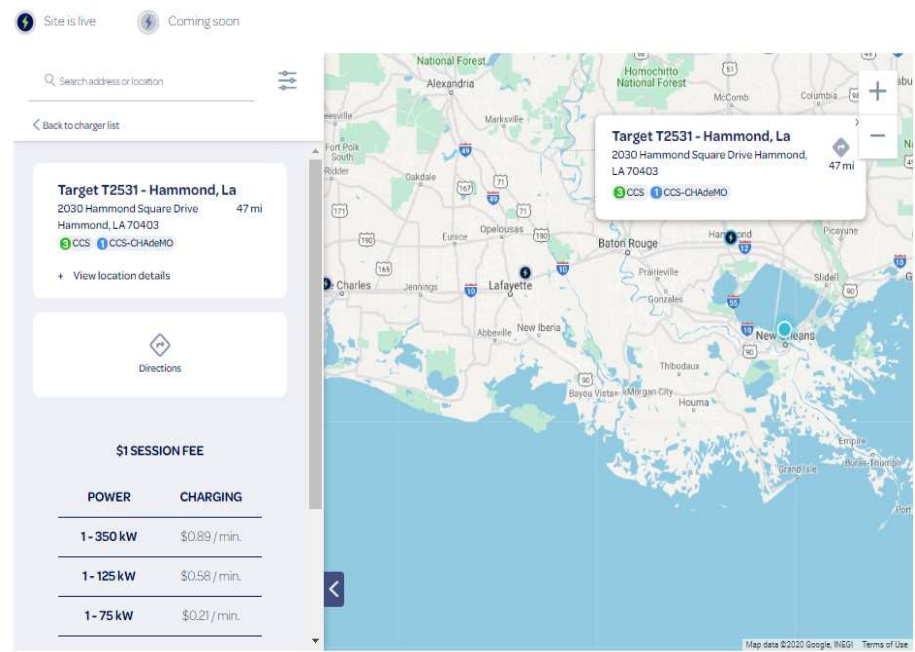


Louisiana DC Fast Charging Corridor

- **Louisiana Clean Fuels (LCF) is organizing an effort to create a statewide master plan for a DC fast charging network along Louisiana interstate corridors that also meets the standards for the Federal Highway Administration (FHWA) for alternative fuel corridors signage.**
 - On November 30, 2017, Louisiana submitted its proposal to the FHWA for alternative fuel corridors. The state submitted proposals for three fuels along specific sections of the Louisiana interstate system. The only fuel that did not qualify for signage was charging for electric vehicles. Under the FHWA guidelines, DC Fast Chargers must be spaced a maximum of 50 miles apart, each within 5 miles of the interstate in order for the corridor to be eligible for signage.
- **LCF has assembled a team (including Entergy personnel) to begin work on a two-part plan:**
 1. Create the business case for potential DC Fast Charging sites that is backed up with comprehensive data which will aid in identifying the best locations for DC Fast Chargers along Louisiana interstates.
 2. Conduct regional outreach meetings in the different planning commission / metropolitan planning organization territories across Louisiana. Both LCF and the Louisiana DEQ will host these round table meetings with area businesses, utilities, and elected officials in order to facilitate local acceptance and demand for electric vehicle supply equipment charging infrastructure along their critical corridors.
- **Potential for ENO to be involved in design/planning, construction/installation, operation, and maintenance of DC Fast Chargers along the I-10 corridor in Orleans Parish.**

VW Settlement with Federal DOJ/EPA

- In October 2016, Volkswagen (VW) agreed to pay a settlement related to diesel vehicles violating Clean Air Act regulations, including \$2b for Zero-Emission Vehicles (ZEV) investment (\$800m for California and \$1.2b for the rest of the United States) organized through *Electrify America*.
- By the end of 2019, *Electrify America* was expected to deploy over 2,000 fast DC chargers at nearly 500 locations across 42 states, completing three Louisiana locations along I-10.
- VW was also required to pay \$2.9b into an environmental mitigation trust fund to be shared among the states and tribes; Louisiana will receive ~\$19m over three years to be principally managed by Louisiana DEQ and DNR.



| STATION COUNT | |
|---------------|--------|
| TYPE | NUMBER |
| Live stations | 377 |
| Coming soon | 86 |

| CHARGER COUNT | |
|---------------|--------|
| TYPE | NUMBER |
| CCS | 1300 |
| CCS-CHAdEMO | 377 |
| Level 2 | 76 |

VW Settlement with Federal DOJ/EPA (cont.)

- **Up to 15% of funds can cover direct costs for acquisition, installation, operation and maintenance of new, light duty, ZEV supply equipment like EV charging stations.**
 - Over 30 potential sites applied for EV charging infrastructure funds exceeding available 15%.
 - Orleans Parish applications from City of New Orleans, Port of New Orleans, Ariyan Discount Corner Store, Edgewater Ventures, Infinity Fuels, Stephens Garage, and Tulane University.
- **23-33% of funds available for replacement of LDOTD equipment (~5,500 vehicles).**
- **37-67% of funds will be allocated to Eligible Mitigation Action projects.**
 - Efforts initially focused on a bus replacement program to offer partial funding, primarily to school districts, to replace buses with electric, alternative fuel, or high-efficiency diesel vehicles; however, no applications for electric buses were received.
- **Up to 15% of funds are available for LDEQ/DNR administrative expenses.**