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October 9, 2023

Via Electronic Delivery

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

**Re: CNO Docket No. UD-18-01 & UD-18-02 (Smart Cities) Resolution 23-396
Entergy New Orleans Status Report**

Dear Ms. Johnson:

Entergy New Orleans, LLC's ("ENO") hereby submits an update on the Company's continued efforts to encourage development of Electric Vehicle ("EV") charging infrastructure and EV adoption by providing detailed information through June 30, 2023, in compliance with the requirements of Resolution No. R-23-396, issued on September 7, 2023 ("Resolution"), by the Council of the City of New Orleans ("Council").

ENO submits this filing electronically and will submit the requisite original and number of hard copies, if necessary, as directed. ENO requests that this submission be filed in to the record.

If you have any questions, please do not hesitate to call me. Thank you for your courtesy and assistance with this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'LW', with a long horizontal flourish extending to the right.

Lacresha Wilkerson

LDW/ef
Enclosures
cc: Official Service List (*via electronic mail*)

BEFORE THE
COUNCIL OF THE CITY OF NEW ORLEANS

IN RE: RESOLUTION AND ORDER)	
PROVIDING GUIDANCE AND)	
ESTABLISHING PROCEDURAL)	
DEADLINES WITH RESPECT TO)	
CONTINUED EFFORTS TO)	UD-18-01
ENCOURAGE DEVELOPMENT OF)	
ELECTRIC VEHICLE CHARGING)	
INFRASTRUCTURE AND ELECTRIC)	
VEHICLE ADOPTION)	

and)	
)	UD-18-02

IN RE: RESOLUTION AND ORDER)
OPENING A DOCKET REGARDING)
ELECTRIC VEHICLE CHARGING AND)
RELATED REGULATORY ISSUES)

**COMMENTS OF ENTERGY NEW ORLEANS, LLC IN RESPONSE
TO RESOLUTION NO. R-23-396 WITH RESPECT TO CONTINUED EFFORTS
TO ENCOURAGE DEVELOPMENT OF ELECTRIC VEHICLE CHARGING
INFRASTRUCTURE AND ELECTRIC VEHICLE ADOPTION**

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

ENO, in compliance with the requirements of Resolution No. R-23-396, issued on September 7, 2023 (“Resolution”), by the Council of the City of New Orleans (“Council”), hereby submits an update on the Company’s continued efforts to encourage development of Electric Vehicle (“EV”) charging infrastructure and EV adoption by providing detailed information through June 30, 2023, on the following matters:

1. Status of the \$500,000 public charger investment approved in the 2018 Rate Case;
2. Status of ENO’s eTech incentives for EVs;

3. Status of EVCI-2 Rider and EVCDA Rider Impacts on 1) EV adoption, 2) charging utilization, cost shifting, and 3) effects on rates; and
4. Status of ENO DCFC Project.

A. Background

Since 2018, ENO has been working diligently to implement a number of concepts designed to expand access to EV charging infrastructure in the City of New Orleans (“City”) in response to accelerating trends related to availability and customer adoption of EVs. In September 2018, ENO began an offering called eTech which provides a financial incentive to customers adopting certain qualifying technologies involving electrification. Those incentives include a \$250 rebate provided to qualifying residential and non-residential customers to partially offset the cost to install a Level 2 EV charger at their home or business.¹ Also, as part of the 2018 Rate Case, ENO filed for Council approval of two EV charging infrastructure concepts: 1) the Public EV Charging Infrastructure Plan involving ENO investing up to \$500,000 in publicly available Level 2 EV chargers; and 2) a new Electric Vehicle Charging Infrastructure (“EVCI-1”) Rider.² The Council approved those two concepts in November 2019.³

Through interactions with ENO customers interested in installing EV charging infrastructure, a need for increased flexibility was identified regarding payment options for ENO-supplied EV charging infrastructure and the Company determined that a rider would be the best avenue. Also, a need for more certainty regarding the billed cost of electricity for EV chargers with their own dedicated electric service was identified. In January 2022, ENO filed with the Council an application requesting approval of a modified Electric Vehicle Charging Infrastructure

¹ See <http://entergyetech.com/>.

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.

³ Resolution No. R-19-457, dated November 7, 2019, at 189.

Rider (“EVCI-2”), which included more payment options than its predecessor rider and a new EV Charging Demand Adjustment Rider (“EVCDA”), which modified demand charges to provide customers a more predictable price for electric service.⁴

In July 2022, continuing ENO’s efforts to expand public access to EV charging infrastructure in the City of New Orleans, 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”).⁵ On January 23, 2023, ENO filed a motion to indefinitely delay consideration of its DCFC Project Application based on the loss of the initial target location and the need to identify other suitable locations.⁶ In February 2023, the Council adopted a Resolution and Order approving ENO’s EVCI-2 and EVCDA Riders and granting ENO’s request to delay consideration of the DCFC Project Application.⁷

ENO continues to innovate and plan other offerings that support its customers’ needs and encourage investment in EV charging infrastructure so that the City can accelerate the deployment of this technology. Two recent examples include the Council-approved Bring Your Own Charger behavioral charging pilot program offered by ENO,⁸ and an agreement by ENO to help fund a vehicle-to-grid (“V2G”) electric school bus pilot with First Schools.⁹

⁴ 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.

⁵ *Id.* filed July 21, 2022.

⁶ *Id.* filed January 23, 2023.

⁷ Resolution No. R-23-75, Dated February 16, 2023.

⁸ Docket Nos. UD-20-02 and UD-08-02, Application of Entergy New Orleans, LLC for Approval of the Implementation Plan for Program Years 13 through 15 of the Energy Smart Plan.

⁹ See <https://www.entergynewsroom.com/news/entergy-new-orleans-pilot-vehicle-grid-chargers-in-n-o-east/>.

B. Public EV Charging Infrastructure Plan Update

After receiving Council approval of the pilot in November 2019, ENO made a presentation to the Council on January 10, 2020, and invited public comment regarding ENO's various EV initiatives, including its planned investment of \$500,000 in Level 2 EV chargers that would be located on public property and free to use for EV drivers. As part of that presentation, ENO discussed ways through which it was planning to receive stakeholder input regarding potential EV charger site locations. In February 2020, ENO met with the Council Advisors and other key stakeholders and further discussed the gathering of stakeholder input regarding potential EV charger site locations and continued collaborative efforts. Soon after, mitigation measures were put in place to address the COVID-19 pandemic and progress toward the deployment of Level 2 EV chargers in the City slowed.

In March 2021, ENO issued an online public geo-survey to solicit stakeholder feedback on desired locations for public chargers in Orleans Parish. The geo-survey received many responses that were compiled by ENO in April 2021. Using the geo-survey results, hundreds of sites were ranked according to an evaluation matrix created by the EV Steering Committee,¹⁰ with the goal of ensuring equitable access to EV charging stations. In July 2021, ENO distribution engineering employees visited the top thirty (30) identified sites, removing five (5) sites due to proximity to other identified sites or the inability to cost-effectively connect to ENO's distribution system. The target list of the remaining twenty-five (25) sites was established, with plans to install thirty-one (31) chargers with sixty-one (61) plugs in total.

¹⁰ The Committee included six members: Councilmember At-Large Helena Moreno (or her representative Andrew Tuozzolo), Councilmember At-Large Jason Williams (or his representative), City Council Transportation Committee Chair Councilmember Kristin Palmer (or her representative), the Southeast Louisiana Clean Fuels Partnership Coordinator from Regional Planning Commission, Courtney Young (or her representative), EV-LA representative Dan Weiner of Wisznia Architects, and Industry representative Jackie Dadakis of Green Coast Enterprises. See, <https://nola.gov/transportation/electric-vehicles/>.

On October 1, 2021, ENO issued a design and construction request for proposals (“RFP”) with a targeted start date for installation of the public EV chargers in 2022. After evaluating local, qualified installation contractors, and selecting Solar Alternatives, ENO constructed the first public Level 2 EV charger at NORDC Pontchartrain Park, located at 5715 Press Drive, in August 2022.¹¹ Over the last year, ENO has worked diligently to construct EV chargers at the other twenty-four (24) locations across the City with the final site, across the street from City Hall on Perdido St., going live in September 2023. In all, the project required sixty-eight (68) different permits to be issued by the City, including EV Permits, Street Cut Permits, and Electrical Permits, all of which required various layers of review by and coordination with different divisions of City government. Ultimately, ENO installed thirty (30) chargers with fifty-nine (59) plugs in total.

ENO began this project with a goal of increasing publicly available charging and providing equitable access to the new infrastructure. The utilization of the new Level 2 EV chargers has exceeded ENO’s expectations. At the one-year mark since completion of the first EV charging station, over 17,500 EV charging sessions have taken place with as many as 100 unique drivers utilizing the EV chargers in a day.¹² Additional information related to EV charger locations and utilization as of September 30, 2023, in a presentation titled “EV Construction and Utilization Update,” is attached hereto as Appendix A.

The execution and ongoing monitoring of the ENO Public EV Charging Infrastructure Plan has provided information that ENO has used to improve the EV driver and equipment site host EV charging experience. Additionally, the deployment of cloud-connected “smart” level 2 EV chargers has resulted in added flexibility to modify, improve, and manage the program long term.

¹¹ See <https://www.energynewsroom.com/news/city-entergy-new-orleans-complete-first-installation-public-electric-vehicle-chargers/>.

¹² While the Resolution specified data be reported as of June 30, 2023, ENO has access to the data through September 30, 2023 and has chosen to provide the more current data.

For example, at the City Park EV charging locations,¹³ ENO adjusted the availability of chargers to match the park's hours of operation. The chargers located at the driving range and Reunion Shelter are now available to use from 7 AM to 10 PM in order to minimize overnight parking and late-night traffic. When a customer logs into the application for ChargePoint, Inc., the network provider for the ENO public Level 2 chargers ("ChargePoint"), notes on available EV charger times and the prohibition against overnight parking are visible to the driver. A screenshot of these messages is included in Appendix B.

Throughout the project, ENO has monitored public comments left on the ChargePoint application, the Plug Share application, and on different social media platforms in order to understand the experience of EV drivers using the chargers.¹⁴ Most of the comments have been complimentary of the ENO Level 2 public chargers. The majority of negative comments have been directed towards other EV drivers, who are leaving 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 public chargers. Please see Appendix C for screenshot examples of some of the comments posted online.

Based on feedback left by EV drivers frustrated that chargers are sometimes unavailable; ENO recognizes 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. ENO intends to seek Council approval prior to the end of 2023 to allow the Company to collect "idle fees" through the chargers and the ChargePoint mobile app. Idle fees are being used across the country to deter extended parking times at public chargers and will allow for both more

¹³ See <https://www.energynewsroom.com/news/energy-new-orleans-free-ev-chargers-open-for-public-use-at-city-park/>.

¹⁴ For example, public comments left on Facebook and the ChargePoint App.

individual charging sessions and an improved public charging network. While EV charging would still be free, an idle fee would be applied if a driver leaves their car plugged in for more than a set number of minutes after their charging session has been completed, *e.g.*, 15 minutes. Upon completing a charging session, a driver would receive an alert on their mobile device that the driver's EV has a full charge, and that the driver has a set number of minutes to move the vehicle before starting to incur an idle fee.

ENO expects to propose that per-minute idle fees would begin being assessed after a grace period of several minutes has passed and would be capped at an overall amount. Any idle fee approved by the Council would be collected from the individual EV driver incurring the idle fee through the driver's payment method on file with ChargePoint. ChargePoint will remit the idle fees collected to ENO on a monthly basis and all idle fees received would be flowed back to ENO customers similar to how miscellaneous revenues are treated for ratemaking purposes or some other mechanism approved by the Council. 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 City.

C. Status of ENO's eTech incentives for EVs

ENO has been actively encouraging and supporting beneficial electrification projects implemented by its customers through the eTech offering since 2018. Entergy's eTech offering promotes the adoption of electric-powered alternatives to many applications that traditionally require fossil fuels. The offering provides customer support and financial incentives to ENO customers who purchase select electric equipment. A breakdown of current incentives can be found in Figure 3, below:

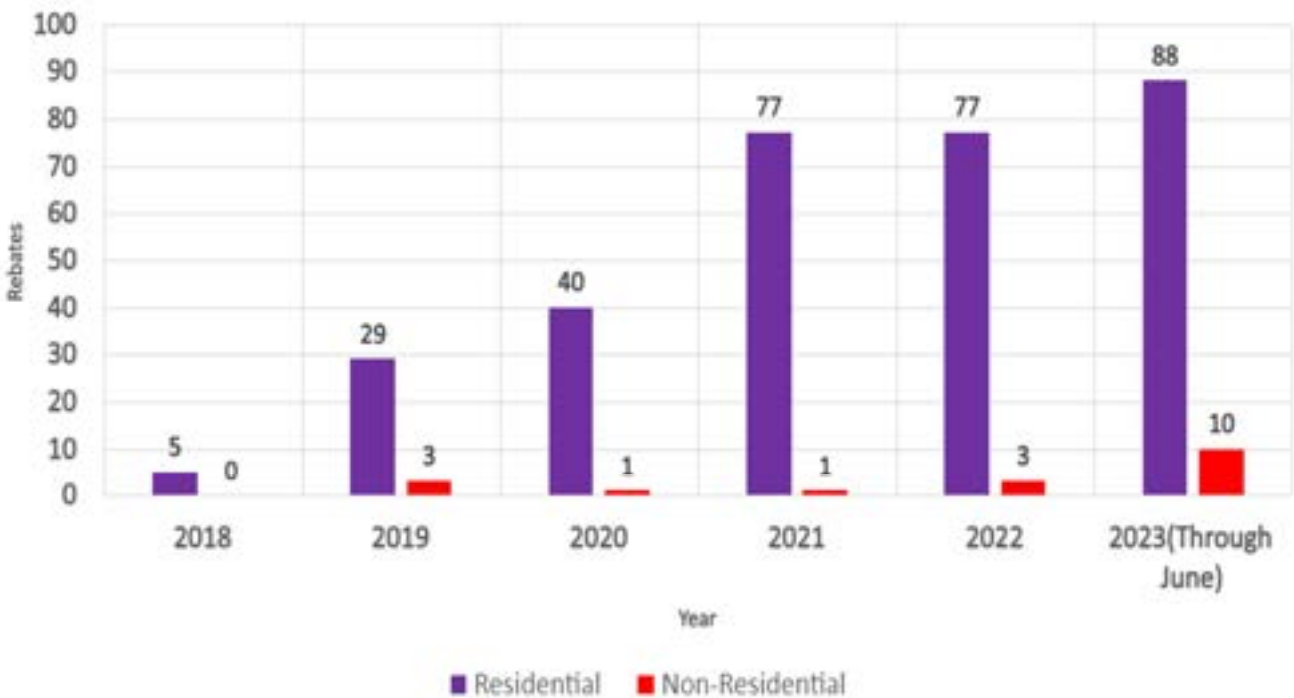
Figure 1

Electric Technology	Cash Incentive
Forklifts	\$250 – \$500
Digital billboards	\$1,500 – \$5,000
Drayage truck	\$1,500
Electric truck refrigeration (plug)	\$500 – \$1,000
Crane	Up to \$25,000
Man lift (scissor lift or boom lift)	\$100
Light duty electric burden carrier	\$100
Walk-behind floor scrubber	\$100
Riding floor scrubber	\$150
Golf cart	\$150
Level 2 electric vehicle charger (plug)	\$250*
DC fast charger (plug)	\$750 – \$1,500*
*Incentive amount prior to October 1, 2023	

In the offering’s infancy, eTech focused primarily on supporting the conversion of propane forklifts and other light-duty equipment to the electric alternative. While this still occurs, ENO’s focus has shifted more towards supporting EV charging installations. As shown in Figure 4, below, incentives paid towards both residential and non-residential EV charger installations have increased over the last three years and are forecasted to continue to increase along with EV adoption¹⁵ as supply chain limitations improve and more vehicles come to market.

¹⁵ *EV Chargers: How many do we need?*, S&P Global Mobility Special Report, January 9, 2023, available at: <https://press.spglobal.com/2023-01-09-EV-Chargers-How-many-do-we-need/>.

Figure 2 – Number of Electric Vehicle Charger Rebates



Utilizing eTech, ENO has been able to partner with organizations and businesses in support of their transportation electrification goals, resulting in an increase in non-residential Level 2 and DC fast charging incentives provided in 2023. Most recently, ENO worked closely with Tulane University (“Tulane”) to provide customer support and an eTech incentive for the installation of five (5) electric vehicle chargers to supply Tulane’s new electric shuttle buses funded by a grant through the U.S. Department of Energy’s Office of Energy Efficiency and Renewable Energy.¹⁶ The new electric buses are now in operation providing service on the shuttle route that links Tulane’s uptown and downtown campuses and affiliate programs.

It is apparent through review of industry publications¹⁷ and discussions with private network developers, that investment in commercial EV charging infrastructure is being driven

¹⁶ See <https://tulanehullabaloo.com/63895/uncategorized/new-electric-shuttles-demonstrate-tulanes-commitment-to-net-zero/>.

¹⁷ <https://www.transportation.gov/rural/ev/toolkit/ev-benefits-and-challenges/challenges-and-evolving-solutions>.

heavily by growth of EV adoption and available EV charging incentives to help decrease the cost of upfront capital costs. While EV adoption is still modest in most parts of the U.S. and in New Orleans as well, growth in EV adoption has increased rapidly in recent years and is expected to accelerate into the future. Additionally, the City of New Orleans Comprehensive Zoning Ordinance (“CZO”) now requires a certain percentage of new off-street parking spaces to have make-ready EV infrastructure and/or EV charging stations.¹⁸ Based on these factors, industry feedback, and current market conditions, ENO has evaluated the eTech incentives for non-residential EV chargers and proactively revised its residential and non-residential EV incentives as of October 1, 2023, as follows:

Figure 3

Type of EV Charger	Cash Incentive
Residential Level 2	\$250
Residential Level 2 w/enrollment in behavioral charging program	\$350
Residential Level 2 Pre-Wire	\$150 per circuit
Level 2 (Workplace/Fleet/Public/MUD*)	\$1,000 per port
Level 2 in Disadvantaged Community (Workplace/MUD*/Public)	\$2,500 per port
Commercial Level 2 Pre-Wire	\$200 per circuit
Public & Fleet DCFC 150 kW and above	\$12,500 per port
Public & Fleet DCFC 51 kW to 149 kW	\$5,000 per port
Public & Fleet DCFC up to 50 kW	\$2,500 per port
Private Network DC chargers – all power levels	\$2,500 per port
Max \$25,000 per project for Level 2 chargers and \$50,000 for DC chargers	

* Multi-unit dwelling (e.g., apartments, condominiums).

As discussed further in Section E, below, the significant increase in incentives for DC fast charging projects reflects the Company’s current focus on spurring development of such projects in New Orleans to help meet an obvious need for fast charging infrastructure here.

¹⁸ <https://czo.nola.gov/print.aspx?printpath=/Article-22/22-4/22-4-A&classname=nola.ordinance>.

D. EVCI-2 Rider and EVCDA Rider Update

To date, ENO has spoken to several customers, who have expressed interest in Riders EVCI-2 and EVCDA, consisting primarily of multi-unit property owners, universities, and federal agencies. As no customers have yet signed up, there are no quantifiable EVCI-2 Rider and EVCDA Rider impacts on EV adoption and charging utilization. However, ENO believes demand for the EVCI-2 Rider and EVCDA Rider will increase as improving market and supply chain conditions lead to an increase in EV adoption¹⁹ and a corresponding need for more EV charging infrastructure and equipment. Over the next few years, there will be an increase in the available supply of EVs with the majority of the auto industry transitioning to manufacturing EVs,²⁰ an influx of federal funding through the Infrastructure Investment and Jobs Act (“IIJA”) as a part of the National Electric Vehicle Infrastructure Formula Program (“NEVI”) program²¹ and other grant programs,²² additional federal funding through the Inflation Reduction Act (“IRA”),²³ and the City of New Orleans CZO requirements for EV infrastructure and/or EV charging stations.²⁴ The availability of Rider EVCI-2 and Rider EVCDA provide supportive options and flexibility to ENO customers and should encourage EV adoption and growth of EV charging infrastructure in the City of New Orleans. The EVCI-2 Rider and EVCDA Rider, combined with eTech incentives and supportive federal and local policy, will help ensure ENO is prepared to serve the growing number of EV charging stations that should be constructed in the City in the coming years.

¹⁹ *EV Chargers: How many do we need?*, S&P Global Mobility Special Report, January 9, 2023, available at: <https://press.spglobal.com/2023-01-09-EV-Chargers-How-many-do-we-need/>.

²⁰ <https://www.forbes.com/wheels/news/automaker-ev-plans/>.

²¹ <https://wwwapps.dotd.la.gov/administration/announcements/announcement.aspx?key=33706#:~:text=Louisiana%20will%20receive%20approximately%20%2473,as%20part%20of%20the%20IIJA.>

²² <https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-funding-and-financing/federal-funding-programs>.

²³ *Id.*.

²⁴ <https://czo.nola.gov/print.aspx?printpath=/Article-22/22-4/22-4-A&classname=nola.ordinance>.

E. Status of ENO's DCFC Project

In July 2022, recognizing a need for publicly available DCFC stations in the City, ENO requested Council approval to invest up to \$3.0 million to construct and own five (5) DCFC locations, planned to be situated across the City, with the first located at the Walmart Supercenter on Bullard Avenue.²⁵ As discussed in ENO's request, there were zero DCFC stations within the City of New Orleans at that time making the City a "charging desert." ENO's proposed DCFC project was intended to help accelerate adoption of EVs and facilitate access to charging for numerous residents of the City who are unable and who cannot afford to install EV chargers, or who do not drive a Tesla, which uses a proprietary port,²⁶ and lack access to DCFC chargers. Since the time of ENO's filing, it should be noted that Tesla opened private network DCFC stations at the Jung Hotel parking deck, and that multiple auto manufacturers have committed to adopt Tesla's North American Charging ("NAC") standard port in future vehicles rather than the current Combined Charging Standard ("CCS") port.²⁷

On September 1, 2022, the Council adopted Resolution R-22-393 setting the procedural schedule for review of the proposed ENO DCFC Project. Per the procedural schedule, the Alliance for Affordable Energy ("AAE") and ChargePoint submitted comments regarding the proposed ENO DCFC Project. AAE recommended that the Council not allow any of the ENO DCFC Project's cost to be recovered from ENO's customers, among other things. AAE's comments

²⁵ 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 July 21, 2022.

²⁶ Recently, Tesla has been working to open some of its Supercharger network to non-Tesla electric vehicles. *US: CCS-Compatible Tesla Superchargers To Be Eligible For Public Funds*, INSIDEEVs, June 10, 2023, available at: <https://insideevs.com/news/671473/us-ccs-tesla-superchargers-public-funds/>.

²⁷ *Fisker to add Tesla's EV charging connector by 2025*, Reuters, August 15, 2023, available at: <https://www.reuters.com/business/autos-transportation/fisker-add-teslas-ev-charging-connector-by-2025-2023-08-15/>.

overlooked the need to balance the interests of all stakeholders in the early years of EV adoption in order to achieve the Council’s broader policy goals regarding electrification of transportation in New Orleans. Chargepoint’s comments recommended site host vendor choice, a make-ready program already in place today as part of the EVCI-2 Rider, and the prohibition of ENO from seeking federal IIJA funds to help offset the costs of the ENO DCFC Project. ENO filed Reply Comments in response to the comments filed by AAE and ChargePoint on October 14, 2022.

Approximately six months after the request was initially filed, on January 17, 2023, ENO received notification that Walmart was no longer interested in hosting ENO’s DCFC station and, as a result, the proposed construction of a DCFC station at the Walmart Supercenter on Bullard Avenue would not go forward. After this material change in circumstances, ENO filed a motion to delay consideration of its DCFC Project Application on January 23, 2023. In February 2023, the Council adopted a Resolution and Order granting ENO’s request to delay consideration of the DCFC Project Application.²⁸

Recognizing that New Orleans still has a clear need for public, non-proprietary DC fast charging infrastructure, ENO has shifted its focus to incenting investments in EV fast charging infrastructure and equipment through eTech incentives and the EVCI-2 Rider. If ENO identifies additional interested host sites for the proposed DCFC Project in the future, it will engage the Council and its Advisors to discuss options for revisiting the original application.

²⁸ Resolution No. R-23-75, Dated February 16, 2023.

F. Other ENO Offerings

1. Bring Your Own Charger Pilot Program

In looking ahead and planning for the grid impacts of the forecasted increase in EV adoption and to address customers' desire for opportunities to save money on home EV charging,²⁹ ENO partnered with Sagewell, Inc. ("Sagewell") to launch a behavioral EV charging pilot program through Energy Smart.³⁰ Starting August 1, 2023, ENO became the first Entergy operating company to offer a Bring Your Own Charger Pilot ("BYOC") Program that provides a financial incentive to enrolled residential customers to charge their vehicles overnight on weekdays between 9 p.m. and 6 a.m. and any time on weekends or holidays. The objective of the pilot program is to shift EV charging load to off-peak hours, when demands on the electric system are lower. ENO's BYOC pilot program leverages earlier investments in Advanced Metering Infrastructure ("AMI") to monitor customer electric vehicle charging behavior. The pilot program is open to any make or model of EV using any Level 2 charger. Enrolled customers can anticipate a \$7 monthly incentive, paid quarterly. For an EV driver that consistently charges off-peak, the incentives earned are enough to effectively "pay for" electricity for a typical EV to drive approximately 2,100 miles per year.³¹ While enrollment is still open, as of October 1, 2023, there are approximately 100 participants enrolled, and the pilot is planned to run through December 31, 2024.³² ENO hopes to gain valuable knowledge on residential EV charging and the results of efforts to reduce peak demand imposed by EV charging.

²⁹ *EV Chargers: How many do we need?*, S&P Global Mobility Special Report, January 9, 2023, available at: <https://press.spglobal.com/2023-01-09-EV-Chargers-How-many-do-we-need/>.

³⁰ CNO Docket Nos. UD-08-02 and UD-20-02 - IRP - Entergy New Orleans, LLC's Energy Smart Revised Program Year 13 through 15 Implementation Plan, page 72.

³¹ See <https://www.bringyourowncharger.com/energysmartbyoc>.

³² CNO Resolution No. 22-523 approved only Program Years 13 and 14. Continuation of the BYOC pilot for 2025 will depend on the Council decision regarding Program Year 15, which is the subject of the pending Docket No. UD-22-04.

2. *Vehicle-to-Grid (“V2G”)*

In September 2023, ENO announced that it would be the first Entergy operating company to pilot V2G technology. In partnership with First Student, the largest school transportation company in North America,³³ ENO will provide new electric service to support the installation of five (5) EV chargers with V2G capabilities, and First Student will provide five (5) electric buses. While plugged in, the new electric buses will have the ability to transfer energy back into the distribution grid, when called upon through Energy Smart’s Commercial Demand Response Program.

The five new electric buses will be federally funded through a \$1.9 million EPA Clean School Bus Rebate grant won by Crescent City Schools in 2022. Once the grant was awarded, ENO worked with First Student to identify Harriet Tubman Charter School as an ideal site to support the V2G project and a potential future expansion. First Student anticipates that the electric buses will enter active service by early 2024. The bi-directional capabilities inherent to V2G chargers will be instrumental in bolstering grid capacity during peak demand periods and will provide ENO with insight into how V2G capabilities might be used more broadly in the future.

G. Conclusion

Over the last five years, from the first eTech incentive paid to a customer to the most recent V2G pilot announcement, ENO has been thoughtful and innovative in developing EV charging infrastructure and equipment offerings to support ENO customers in their pursuit of EV adoption, fleet modernization, and emission reductions in New Orleans. ENO’s array of EV charging offerings and partnerships enable the Company to provide options and flexibility and remove barriers for customers as they seek to advance EV adoption. Additionally, the implementation of

³³ See <https://www.entergynewsroom.com/news/entergy-new-orleans-pilot-vehicle-grid-chargers-in-n-o-east/>.

groundbreaking technologies like V2G chargers and behavioral charging programs using AMI data show that ENO is quickly learning and advancing in order to meet the future needs of ENO's customers and mitigate impacts to the grid, thus lower costs and improving New Orleanian's quality of life. The various tools ENO has created and that the Council has approved are fostering conversations with customers and leading to a cleaner energy future for the City of New Orleans.

Respectfully submitted,



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Attorneys for Entergy New Orleans, LLC

CERTIFICATE OF SERVICE
Docket No. UD-18-01 & UD-18-02

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.

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New Orleans, Louisiana, this 9th day of October, 2023.



Laciresha D. Wilkerson

BEFORE THE
COUNCIL OF THE CITY OF NEW ORLEANS

<i>IN RE:</i> RESOLUTION AND ORDER)	
PROVIDING GUIDANCE AND)	
ESTABLISHING PROCEDURAL)	
DEADLINES WITH RESPECT TO)	
CONTINUED EFFORTS TO)	UD-18-01
ENCOURAGE DEVELOPMENT OF)	
ELECTRIC VEHICLE CHARGING)	
INFRASTRUCTURE AND ELECTRIC)	
VEHICLE ADOPTION)	

and)	
)	UD-18-02
)	

<i>IN RE:</i> RESOLUTION AND ORDER)
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ELECTRIC VEHICLE CHARGING AND)
RELATED REGULATORY ISSUES)

Appendix A
EV Construction & Utilization Update



Entergy New Orleans, LLC

Level 2 Public EV Charging Deployment and Utilization Update
Data from September 1st, 2022, through September 30th, 2023
10.9.2023



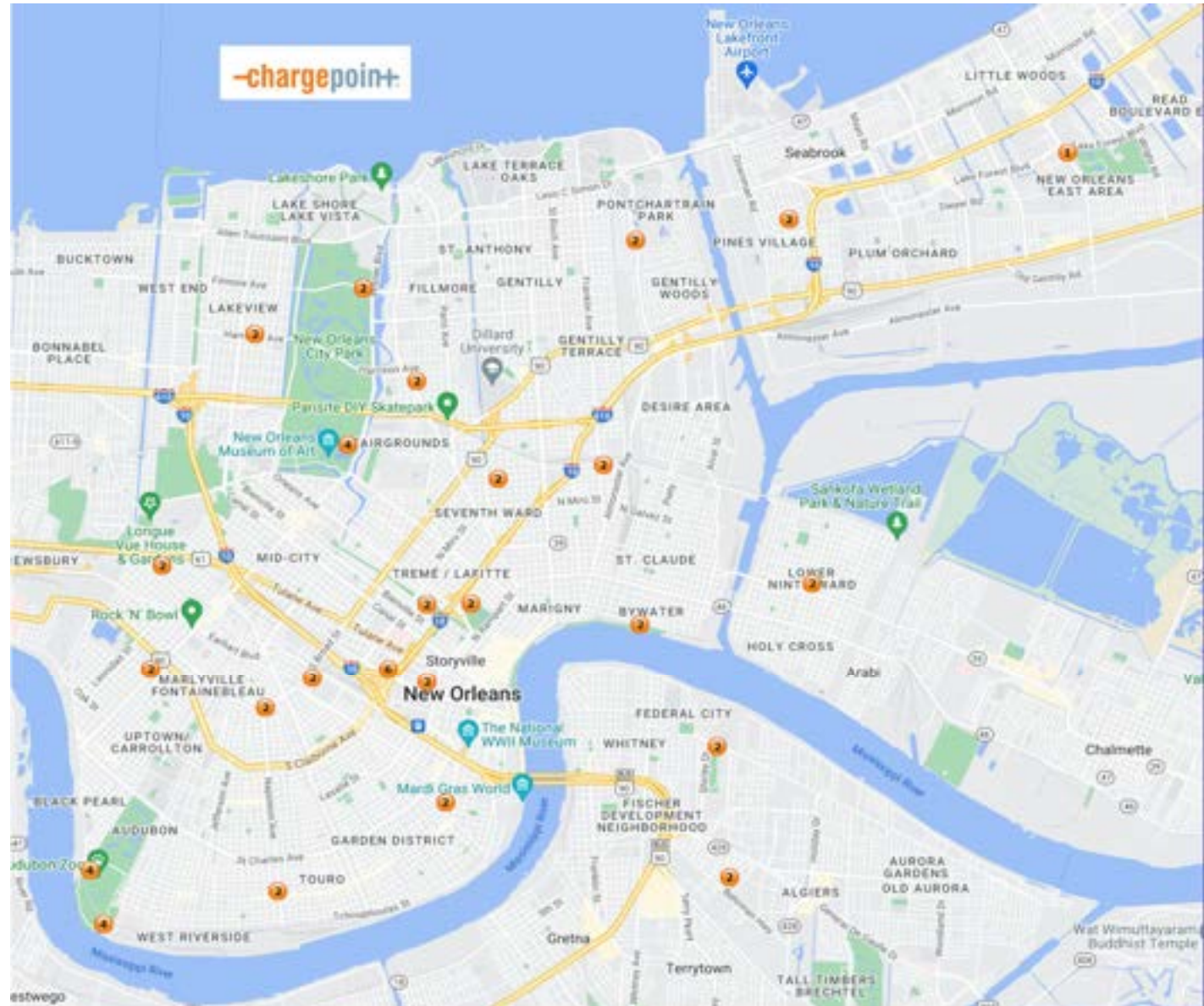
Level 2 Public EV Charging Construction Update



	Location
Site 1	✓ East NOLA Regional Library-5639 Read Blvd. EVC
Site 2	✓ NORDC Digby Playground - 6635 Virgilian St. EVC
Site 3	✓ St. Bernard Community -1350 Caton St. EVC
Site 4	✓ NORDC Hardin Playground - 1976 Law St. EVC
Site 5	✓ NORDC McCue Playground - 2675 Florida Ave. EVC
Site 6	✓ Crescent City Park - 3380 Chartres St. EVC
Site 7	✓ Coliseum Square Park -1210 Race St. EVC
Site 8	✓ Laurence Square - 890 Napoleon Ave. EVC
Site 9	✓ Audubon Zoo Parking Lot - 222 East Dr. EVC
Site 10	✓ Audubon Zoo Fly Parking - 6545 River Dr. EVC
Site 11	✓ Marsalis Harmony Park - 8175 Sycamore St. EVC
Site 12	✓ NORDC Conrad Playground - 3470 Hamilton St. EVC
Site 13	✓ Rosa F. Keller Library - 4348 S Broad Ave. EVC
Site 14	✓ NORDC Rosenwald Rec Center - 3940 Clio St. EVC
Site 15	✓ LSU Health Sciences Center - 650 Bolivar St. EVC
Site 16	✓ Lafitte Greenway - 550 N Prieur St. EVC
Site 17	✓ City Park Reunion Shelter - 10 Friedrich's Ave. EVC
Site 18	✓ City Park Golf Course - 1050 Filmore Ave. EVC
Site 19	✓ Lakeview - 777 Harrison Ave. EVC
Site 20	✓ Treme Rec Center - 920 N. Vilere St. EVC
Site 21	✓ NORDC M.F.X. Jeff Sr. Park- 2615 General Meyer EVC
Site 22	✓ NORDC Bodenger Playground - 3025 Hudson St. EVC
Site 23	✓ Sanchez Center-1708 Fats Domino Ave. EVC
Site 24	✓ NORDC Pontchartrain Park - 5715 Press Dr. EVC
Site 25	✓ City Hall - 1475 Perdido St. EVC

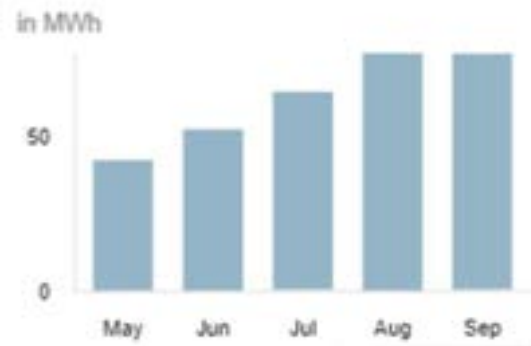
✓ Complete - 25/25



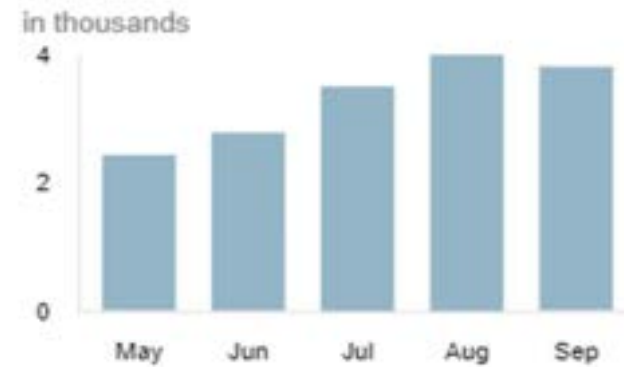


Charging data at a glance

Energy

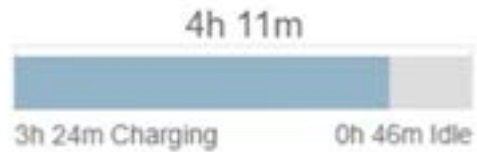


Sessions



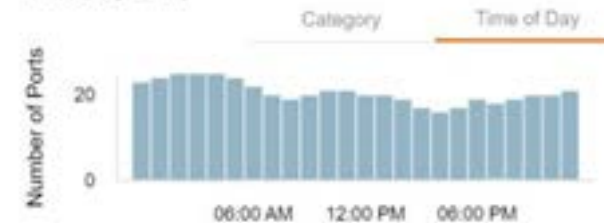
Average Session Length

Last 30 Days

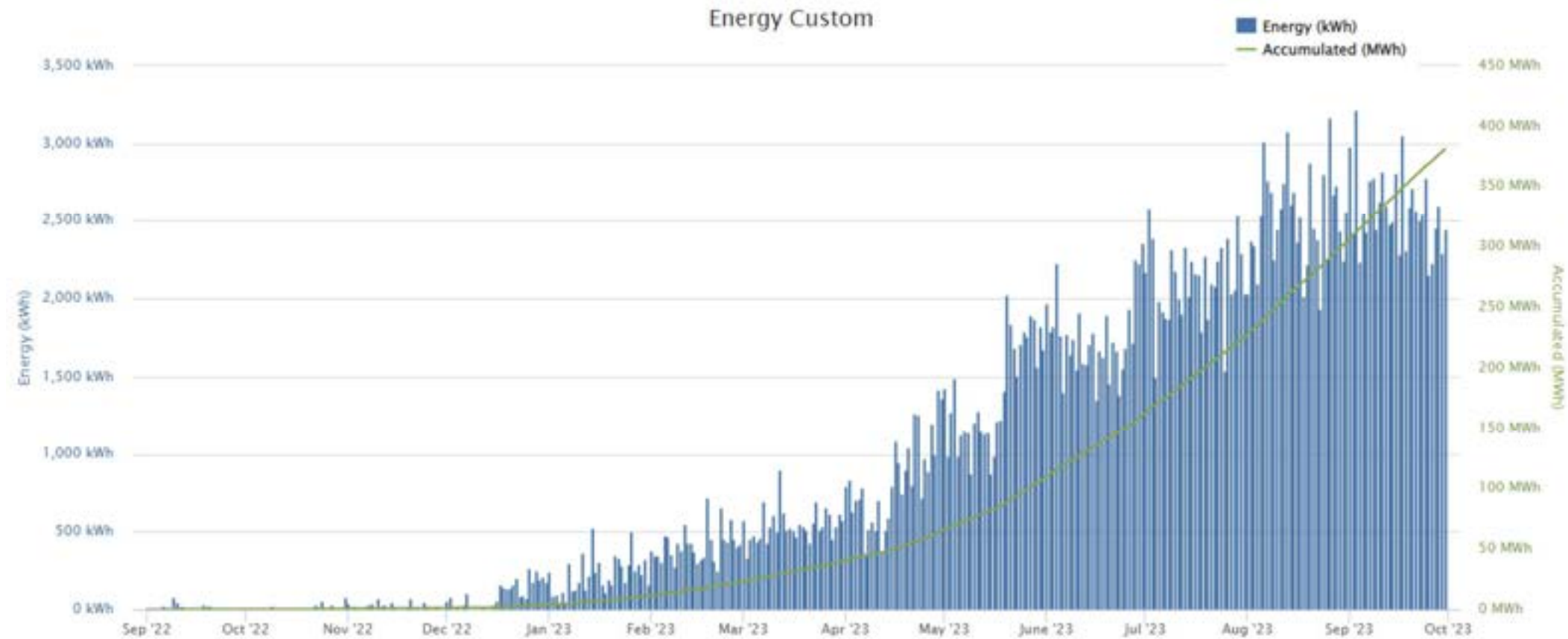


Station Usage

Last 30 Days (M-F)



Energy (kWh) usage by day

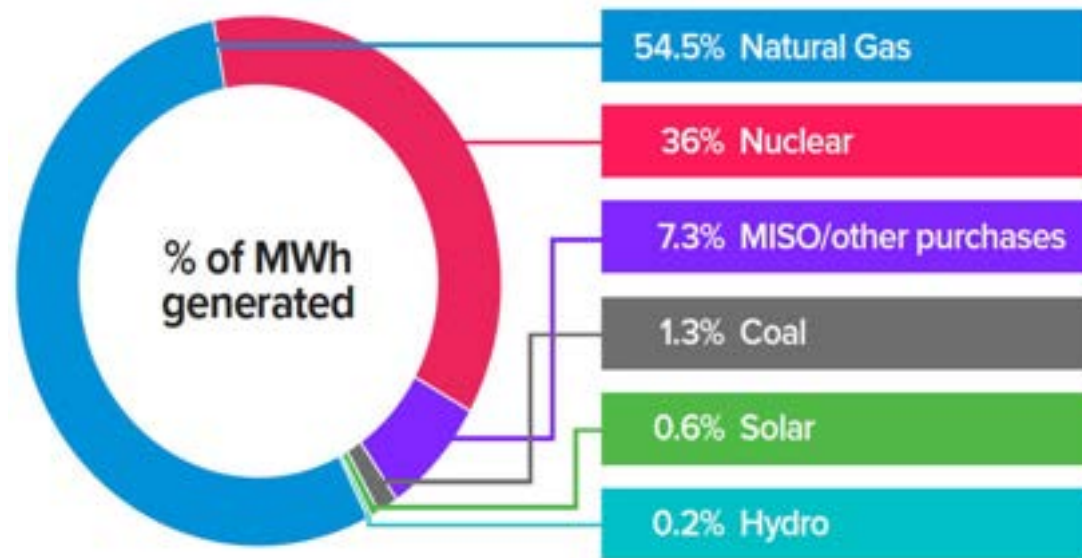


CG0

CO2 Savings

- From September 1, 2022, through September 30, 2023, 380,393 kWh were consumed for charging purposes. According to ChargePoint's data, that equates to 47,814 gallons of gasoline that were replaced.
 - Using the EPA's calculator¹, 47,814 gallons of gasoline will produce 936,795 lbs of CO₂.
- Based on ENO's 2022 blended emission rate of 467 lbs of CO₂/MWh, this would be an 81% reduction in CO₂ emissions versus if those cars were filled with gasoline.

Entergy New Orleans power generation mix²



¹ Source: <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

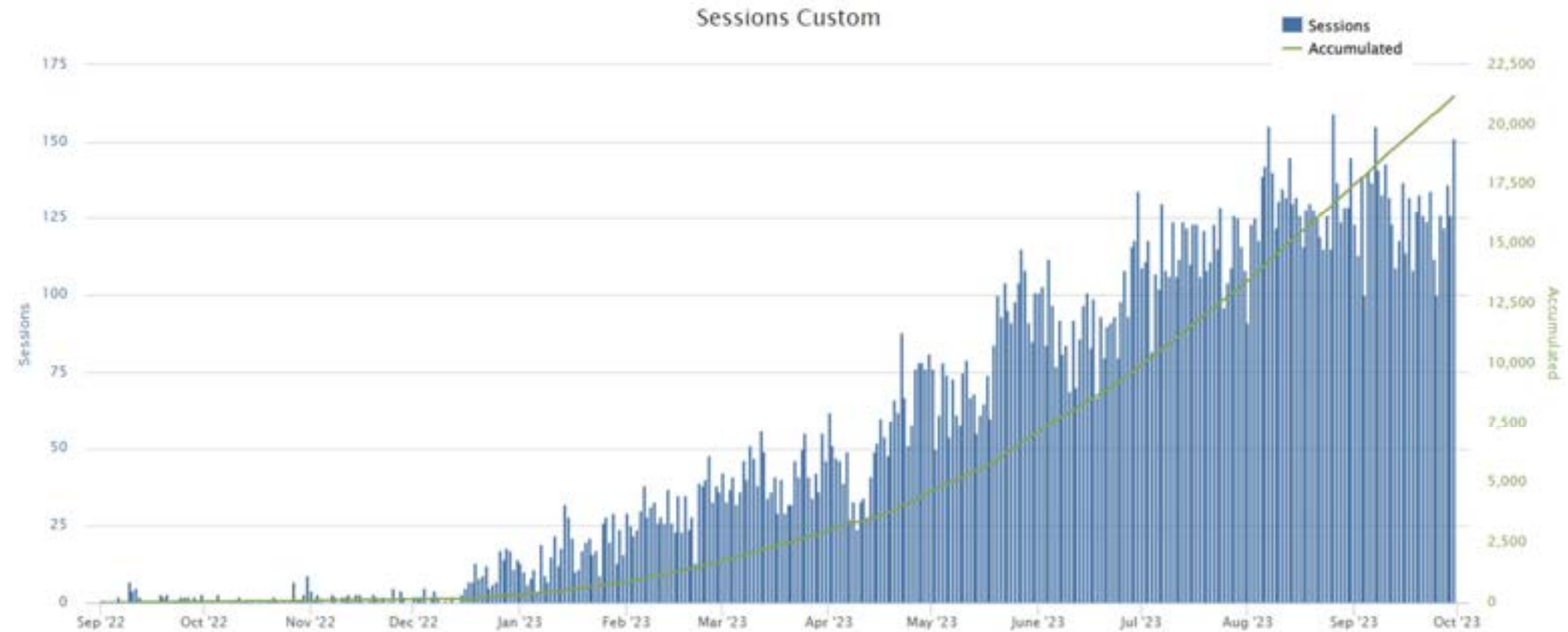
² This is total Entergy New Orleans generation and does not account for participation in clean energy offerings.

Slide 6

CG0 [@Hill, Samantha] what you think?
Crisler, Gregory, 2023-10-05T13:46:56.861

HS0 0 [@Crisler, Gregory] Revised a bit for the footnotes
Hill, Samantha, 2023-10-05T20:58:59.382

EV Charging Sessions by day



Unique drivers by day



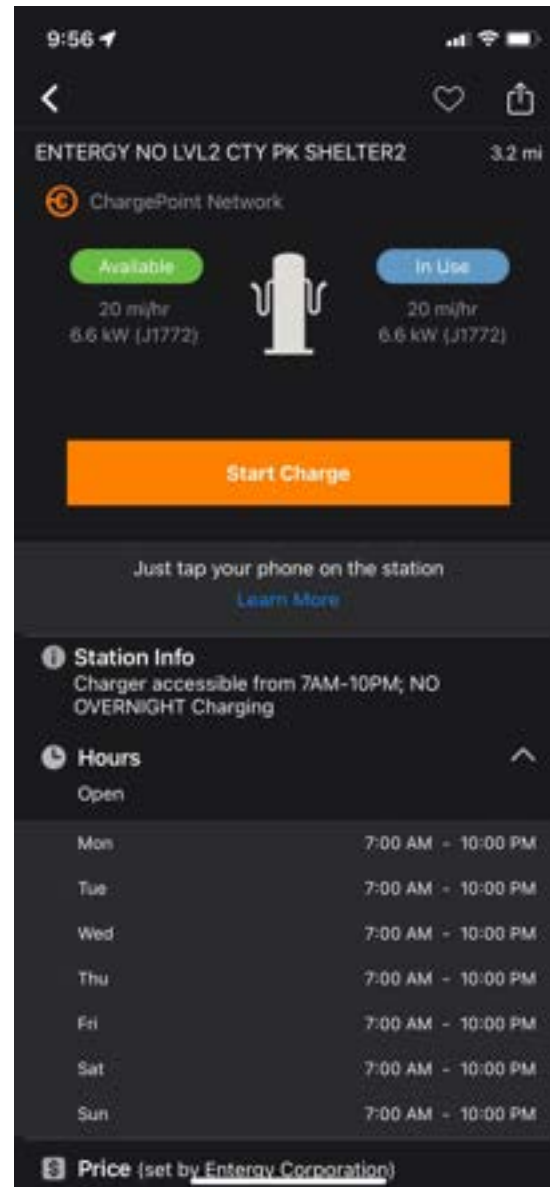
Install Pictures



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Appendix B
ChargePoint Screenshot



-Screenshot from the ChargePoint application

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Appendix C
Public comments in support of IDLE Fee



To the Chevy bolt before me- Sorry for unplugging your car- It said it was fully charged on the meter. Other charger out of order and I needed to charge bad.

tcat92

08/14



To the Black Audi car was completely charged. That's why I unplugged sorry, but needed a charge!

kburnett34

08/27



Nice spot with ample room for two vehicles to charge at 7 kW. Of course, not when a certain owner chooses to squat at the stall with a complete charge for 21 hours... Folks, please be courteous when using a shared public charger. Move your vehicle when you're full.

TheCJ

08/20



Can they start charging people for hogging the spots ? After a hour should charge. People are using it as a parking spot after cars are charged.

btlemaire

08/05



Conveniently located. Only problem is people who leave their car charging ALL DAY! Also occasionally regular cars parking in the charger space.

kapetown

09/21



impaler
Tesla Model Y

[View Profile](#)

✖ Could Not Charge
J-1772

The station was in use

Black model 3 there every day and at least charging now. White model X plugged in with charging complete. Not cool.

Last Updated 9/12/23, 4:13 PM

-Comments are from ChargePoint(left) and PlugShare(right)