#### STATE OF INDIANA

#### INDIANA UTILITY REGULATORY COMMISSION

)

)

)

)

)

)

)

PETITION OF THE CITY OF CRAWFORDSVILLE, INDIANA, BY AND THROUGH ITS MUNICIPAL ELECTRIC UTILITY, CRAWFORDSVILLE ELECTRIC LIGHT AND POWER, FOR APPROVAL OF A NEW SCHEDULE OF RATES AND CHARGES AND FOR APPROVAL TO MODIFY ITS ENERGY COST ADJUSTMENT PROCEDURES

CAUSE NO. 45420 IURC PETITIONER'S EXHIBIT NO. DEFICIENCE BEPORTER

#### PRE-FILED VERIFIED SUPPLEMENTAL DIRECT TESTIMONY OF

#### LAURIE A. TOMCZYK

#### AND ATTACHMENTS LAT-1S THROUGH LAT-2S

#### **ON BEHALF OF PETITIONER**

#### **CRAWFORDSVILLE ELECTRIC LIGHT AND POWER**

#### **PETITIONER'S EXHIBIT 7**

**OCTOBER 23, 2020** 

Petitioner's Exhibit 7 Supplemental Direct Testimony of Laurie A. Tomczyk

#### TABLE OF CONTENTS

I.	INTRODUCTION AND QUALIFICATIONS	. 3
II.	ELECTRIC VEHICLE RATE	. 4
II.	SUMMARY AND CONCLUSION	13

#### I. INTRODUCTION AND QUALIFICATIONS

## 2 Q.1. PLEASE STATE YOUR NAME AND ON WHOSE BEHALF YOU ARE 3 TESTIFYING.

A. My name is Laurie A. Tomczyk. I am the same Laurie A. Tomczyk that prefiled direct
testimony in this Cause on behalf of the Petitioner, Crawfordsville Electric Light & Power
("CEL&P" or the "Utility"), which is the electric utility owned and operated by the City of
Crawfordsville, Indiana ("Crawfordsville" or the "City").

#### 8 Q.2. WHAT IS THE PURPOSE OF YOUR SUPPLEMENTAL TESTIMONY?

9 A. The purpose of my supplemental testimony is to explain CEL&P's proposed public EV
10 charging rate design.

# 11 Q.3. WHAT ATTACHMENTS AND WORK PAPERS ARE YOU SPONSORING IN 12 THIS CAUSE?

A. I am sponsoring two attachments as part of this testimony: a set of workpapers providing the
 data and methodology I followed to calculate the proposed public EV charging rate, and a
 proposed EV – PP Tariff. The attachments I am sponsoring are listed below:

- Attachment LAT-1S Data and Calculations Supporting Public EV Charging Rate
- 17

• Attachment LAT-2S – Electric Vehicle Charging – Public Location Tariff

## 18 Q.4. WERE THESE EXHIBITS, ATTACHMENTS AND WORKPAPERS PREPARED 19 BY YOU OR UNDER YOUR SUPERVISION?

20 A. Yes.

#### **II. ELECTRIC VEHICLE RATE**

#### 2 Q.5. WHY DOES CEL&P WISH TO CREATE AN EV RATE?

3 A. CEL&P and the City currently have two installed and operating public chargers for electric vehicles that have been in operation since March 2019. One charging station is located at the 4 5 Crawfordsville public library, while the other is located near the trailhead of a local park. Per 6 City ordinance, the public is currently assessed a \$1 per hour "parking fee" to charge at these 7 stations, as CEL&P does not have an existing EV rate. To properly recover the costs of serving 8 these existing chargers, and to recover the costs of serving future public EV charging facilities, 9 CEL&P wishes to create a Commission-approved tariff rate for these public EV charging 10 stations.

## 11 Q.6. WHY DIDN'T CEL&P INCLUDE AN ELECTRIC VEHICLE RATE IN ITS 12 ORIGINAL CASE-IN-CHIEF?

A. In 2019, management at CEL&P believed that charging an hourly parking-based fee was an 13 14 approach that would allow quick deployment of public EV charging stations in Crawfordsville. It is my understanding that in preparing responses to the Office of the Utility Consumer 15 Counselor's ("OUCC's") electronic audit of CEL&P in this case, it was revealed that CEL&P 16 17 had existing EV charging stations. Upon the advice of counsel, CEL&P determined that it 18 should submit an EV rate to the Commission for approval. As we recently worked on a rate 19 case for Richmond Power & Light that included a new public EV rate, General Manager Phillip 20 R. Goode asked NewGen Strategies & Solutions, LLC ("NewGen") to develop and submit testimony on this topic for CEL&P. Last fall, I worked with Andrew J. Reger to develop the 21

new EV rate. Since Mr. Reger recently left NewGen, I am adopting his prefiled direct
 testimony as my supplemental direct testimony.

## 3 Q.7. WHO INSTALLED THE TWO EV CHARGING STATIONS IN 4 CRAWFORDSVILLE?

5 A. CEL&P signed a five-year lease with Charge Point for the two existing EV charging stations. 6 The lease provides a "subscription fee" of \$2,500 per charger per year, for a total of \$5,000. 7 Charge Point installed the charging stations and maintains them. Therefore, there are no other 8 ongoing maintenance or service costs from Charge Point to CEL&P for the stations other than 9 the annual subscription fee. Except for some minimal investments which I discuss in more 10 detail in my testimony below, there were no additional directly assignable infrastructure costs 11 associated with supporting these charging stations. They were strategically placed in locations 12 where CEL&P was already replacing/installing existing streetlighting infrastructure allowing 13 for the charging stations' use of shared underground power delivery lines.

# 14 Q.8. WHY IS IT IMPORTANT FOR UTILITIES TO OFFER EV-SPECIFIC RATE 15 STRUCTURES?

A. EV charging load is unique, and if public chargers are not deployed carefully, they can add a
 substantial amount of capacity to a utility's system. Such high capacity can result in high costs
 borne by the electric utility. However, higher rates of EV adoption represent an opportunity
 for CEL&P and other electric utilities to serve customer demand for EVs and improve utility
 load growth. A separately developed EV rate design allows electric utilities to monitor the
 performance of this unique electric class given the nascent stage of EV market development,

- and to recover the costs of serving this unique electric load without subsidies from other rate
   classes.
- 3 Q.9. WHAT SPECIFIC EV RATE DESIGN DID YOU DEVELOP?
- A. We developed an electric rate based on CEL&P's existing General Power (GP) service class,
  with additional and specific adjustments and charges designed to recover costs of serving EV
  charging facilities.
- 7 Q.10. HOW DID YOU DESIGN THE EV RATE?

8 A. The public EV charging rate proposed herein is an energy-only rate designed to be charged to

9 end-users of the public EV charging facility on the basis of dollars per kilowatt-hour (\$/kWh).

10 To develop this rate, we estimated the total costs of serving a public EV charging load similar

11 to those in operation in CEL&P's territory, and divided that total cost amount by the monthly

12 energy consumption of the public EV charging facility. This produces a \$/kWh rate that on

13 average recovers the costs of serving a public EV charging facility.

## 14 Q.11. WHAT TYPES OF COSTS WERE INCLUDED IN THE PROPOSED RATE 15 DESIGN?

16 A. We designed the public EV charging rate to recover two general types of costs:

17 1. The costs of power supply, delivery, and customer/administrative service; and

- The costs of certain other items specific to serving public EV charging stations in
   CEL&P's territory.
- 20 Q.12. PLEASE EXPLAIN THE FIRST TYPE OF COSTS FURTHER.

Petitioner's Exhibit 7 Supplemental Direct Testimony of Laurie A. Tomczyk

#### 1 To recover the costs of power supply, delivery, and administrative service, we based the rate 2 design on CEL&P's GP rate, which currently serves commercial loads up to 50 kW. This 3 50 kW cutoff is appropriate for each of the public EV charging stations currently operating in CEL&P's territory. Further, this capacity would likely also be appropriate for similar 4 5 "Level 2" EV chargers that could be added to CEL&P's service territory in the future. The GP 6 rate includes a Facilities Charge, Demand Charge, and Energy Charge. To recover the power 7 supply, delivery, and administrative/customer service costs of serving the public EV charging 8 customers, we assumed a utilization rate, or load factor, to estimate the kilowatt-hours ("kWh") 9 of consumption that would be reasonable for a public EV charging facility. 10 Q.13. WHAT LOAD FACTOR DID YOU ASSUME TO DEVELOP THE EV-PP RATE? 11 A. We assumed a load factor of 10% based on a combination of recent and actual public EV 12 charging data and on the expectation that future EV adoption will generally increase load factor 13 at CEL&P's existing and future public EV charging stations. 14 **Q.14. DID YOU MAKE OTHER ASSUMPTIONS REGARDING THE PUBLIC EV** 15 **CHARGING LOAD?** 16 A. Yes. We also assumed a peak demand of the charger. 17 Q.15. WHAT PEAK DEMAND DID YOU ASSUME TO DEVELOP THE EV-PP RATE?

A. We assumed a peak demand for public EV chargers to be 7.2 kW, based on the currently
 operating public EV charging stations. Each of the currently operating public EV chargers
 feather two plugs, with a possible peak demand of 14.4 kW if both plugs are utilized
 simultaneously. Based on feedback from CEL&P, there are essentially no such examples of

Consequently, assuming a monthly peak demand of 7.2 kW reasonable.

## **3 Q.16. HOW DID YOU ESTIMATE THE ADMINISTRATIVE SERVICE COSTS**

historic charging in which both plugs were utilized simultaneously at the charger.

#### 4 ASSOCIATED WITH SERVING THE PUBLIC EV CHARGING FACILITY?

5 A. In the proposed Cost of Service filed by CEL&P, for all retail classes and there are generally 6 five types of costs functionalized as "Customer-related," which include Meter Reading, 7 Accounting, Customer Service, Sales, and Uncollectibles/Forfeited Discounts. Based on 8 feedback from CEL&P staff, the public EV charging vendor provides customer service, and it 9 is not reasonable to expect there will be Uncollectibles/Forfeited Discounts specific to the 10 public EV charging stations. Thus, to reflect a lower cost of service, we adjusted the GP 11 Customer Charge associated with Customer Service down from \$30.00/month for the GP rate 12 class to \$21.37/month for the EV-PP rate class.

## Q.17. HOW DID YOU ESTIMATE CERTAIN PUBLIC EV CHARGING-SPECIFIC COSTS OF SERVICE?

A. Based on data requests and feedback from CEL&P, we identified several costs specifically associated with serving the currently operating public EV charging facilities. Those costs include the annual \$5,000 lease payment made to the public EV charging station vendor, as well as certain investments made in power delivery infrastructure to serve the public EV charging stations. The various total infrastructure costs CEL&P has incurred by interconnecting the two current public EV charging stations is a little more than \$14,000.

## 21 Q.18. HOW DO YOU PROPOSE TO HANDLE THE THIRD-PARTY CHARGING 22 STATION LEASE PAYMENT IN RATE DESIGN?

A. CEL&P has made a determination to not include that lease cost in the proposed public EV
 charging rate. Instead, CEL&P intends to account for that cost "below the line" of CEL&P's
 overall Revenue Requirement. Consequently, while the lease cost is directly assignable to
 public EV charging customers, we have not attempted to recover those costs though this
 proposed EV rate design (or through any other customer rate class).

# 6 Q.19. HOW DO YOU PROPOSE TO HANDLE THE INFRASTRUCTURE COSTS 7 ASSOCIATED WITH INTERCONNECTING THE PUBLIC EV CHARGINER 8 STATIONS?

A. We have taken the adjusted total amount of material and labor costs associated with
interconnecting the two public EV chargers and amortized that cost over a period of 20 years.
That amortized amount is then converted to a \$/month flat charge for the purposes of
developing the public EV charging rate proposed herein. This 20-year amortization period is
reasonable for longer term distribution assets, which comprise the bulk of the infrastructure
installed to interconnect the public EV charging stations.

#### 15 Q.20. HOW DID YOU COMBINE ALL OF THESE TYPES OF COSTS INTO A TOTAL

#### 16 **CUSTOMER REVENUE REQUIREMENT PER PUBLIC EV CHARGER?**

A. We combined the various types of costs together into a monthly EV revenue requirement asfollows:

Cost Component	Step 1 Rate	Step 2 Rate	<b>Billing Units</b>	Basis
Facilities Charge	\$21.37	\$21.37	\$/month	Proposed General Power Single Phase Rate Design
Dist. Infrastructure	\$29.68	\$29.68	\$/month	Actual Install Costs per Charger Amortized Over 20 Years
Demand Charge	\$5.92	\$8.92	\$/kW	Proposed General Power Single Phase rate design
Energy Charge	\$0.067050	<u>\$0</u> .056458	\$/kWh	Proposed General Power Single Phase rate design

We then multiplied each component of the customer-level EV revenue requirement by my assumed peak demand and monthly energy consumption to produce a total monthly EV revenue requirement. We then divided this monthly EV revenue requirement by monthly energy consumption to produce the energy-only rate proposed herein.

# 5 Q.21. HAVE YOU DEVELOPED MULTIPLE STEPS FOR IMPLEMENTING THIS 6 PROPOSED RATE DESIGN?

7 A. Yes. In accordance with CEL&P's overall phased-in approach to its proposed rate increase,

8 we have developed a two-step implementation plan for this public EV charging rate as follows:

Step 1	Step 2
\$0.24528/kWh	\$0.27578/kWh

9

## 10 Q.22. COULD YOU PLEASE PROVIDE ADDITIONAL DETAIL ON THE 11 METHODOLOGY USED TO DEVELOP THE EV-PP RATE.

12 A. Yes. Attachment LAT-1S provides the data on which we relied, as well as the methodology I

13 used to calculate the recommended public EV charging rate.

## Q.23. HOW DOES RP&L'S PROPOSED EV RATE STRUCTURE COMPARE TO HOW OTHER INDIANA MUNICIPAL UTILITIES STRUCTURE THEIR EV RATES?

A. As mentioned above, we worked with Richmond Power & Light to develop a public EV 3 4 charging rate, which I understand is the first of its kind for a municipal utility in Indiana. The 5 rate proposed herein for CEL&P is developed in a very similar manner, with power supply, 6 delivery, and administrative/customer costs based on the otherwise effective General Power 7 Rate. The difference here is we have also included interconnection infrastructure costs in 8 developing the rate. We have done so here because we have data associated with actual installs 9 on which to rely. In Richmond, there were not any chargers installed or operating, and thus 10 we had no basis from which to assume any certain level of interconnection costs that should 11 be included in the rate design.

# 12 Q.24. HOW DOES THIS PROPOSED EV RATE COMPARE WITH OTHER EV RATE 13 DESIGNS YOU HAVE SEEN?

14 A. Given the relatively nascent stage of the EV market, we have seen variability across the country 15 in how electric utilities design EV charging rates. One of the most common approaches for 16 developing a public charging rate is to design the rate to align with a current commercial rate 17 class as we have done here. Other utilities employ a Time-of-Use rate design. However, 18 CEL&P did not take that approach because its goal was to simplify the offering for the electric 19 vehicle market in CEL&P's territory, which is in the very early stages of development. 20 Consequently, this EV-PP rate design proposal is similar to other utility approaches to 21 developing an EV rate design, and is reasonable here.

## Q.25. DO YOU SUGGEST THAT CEL&P RESERVE THE RIGHT TO USE ITS 30-DAY

#### 2 FILING PROCESS TO ADJUST THE EV RATE IN THE FUTURE IF NEEDED?

3 A. I do. The basis for the public EV charging rate relies on several assumptions related to load 4 factor, peak demand, and the infrastructure costs required to interconnect new EV charging 5 facilities. Insofar as future public EV chargers present actual data that varies in a material 6 fashion from the assumptions used to develop this rate, I would recommend that CEL&P 7 consider evaluating and revising the proposed rate accordingly in the future. Generally, I have 8 designed the proposed public EV charging rate using a load factor that attempts to approximate 9 the future EV market in CEL&P's territory, so I do not expect the assumptions used here to be 10 outdated quickly. However, I do recommend that, if needed and the OUCC is amenable, 11 CEL&P use the 30-day filing process to consider future changes as appropriate based on actual 12 future public EV charging installations and future usage data. Of course, the use of the 30-day 13 filing process to further refine CEL&P's EV-PP rate would also have to be authorized by the 14 Commission in its Final Order in this Cause.

# Q.26. ARE YOU CONFIDENT THAT THE PROPOSED EV-PP RATE IS NOT SUBSIDIZED BY OTHER RATE CLASSES?

A. Yes, I am. While CEL&P regrets that it did not include an EV-PP rate in its original filing and
apologizes for the oversight, because the other rates were developed independently and
CEL&P is handling the Charge Point subscription fee below the line of its Revenue
Requirement, I am confident that there is no subsidy.

#### 21 Q.27. DID YOU DEVELOP A TARIFF FOR THE EV-PP RATE?

22 A. Yes, and it is included as Attachment LAT-2S.

#### II. <u>SUMMARY AND CONCLUSION</u>

#### 2 Q.28. PLEASE PROVIDE A SUMMARY OF YOUR RECOMMENDATIONS.

- 3 A. As described in my testimony, I recommend the IURC adopt CEL&P's proposed public EV
- 4 charging rate to properly recover the costs CEL&P incurs in serving such a unique load.

#### 5 Q.29. DOES THIS CONCLUDE YOUR DIRECT TESTIMONY?

6 A. Yes.

#### **VERIFICATION**

I affirm under the penalties of perjury that the foregoing prefiled verified supplemental direct testimony is true to the best of my knowledge, information and belief as of the date here filed.

Naunic A. Tomczyk

3999714\_1

H H

1 14 14

		~		CEL	.P Public	Charging EV Rate Design		
	(a)		(b)		(c)	(d)	(e)	(f)
Row	Item Phase of Service		EV-PP Rat Single	e Bu Pha	ild-Up se	Calculation Methodology		
1	Rate Implementation Step	Τ	Step 1		Step 2			
2 3 4 5	GP Max kW for Class Installed Max kW Delivered Max kW Charging Load Factor		50 14.4 7.2 10%		50 14.4 7.2 10%	Applicability Criteria by Rate Class Assumption Based on Current Chargers Assumption Based on Usage Data Assumption Based on Current Load and Future EV Adoption		
6	GP Customer Charge	\$	21.37	\$	21.37	Proposed GP Rate Design w/ EV-Specific Adjustment	Other Ass Useful Life	sumption Units
7 8 9	GP Demand Charge GP Energy Charge	\$ \$	5.92 0.067050	⇒ \$ \$	29.68 8.92 0.056458	Actual Install Costs per Charger Amoruzed Over 20 Years Proposed General Power Single Phase rate design Proposed General Power Single Phase rate design	20	yrs
10 11	Delivered Monthly Peak Demand Delivered Monthly Energy		7.2 526		7.2 526	Row 4 Row 4 * Row 5 * 730 Hours/Month		
12 13 14 15 16	Customer Charge (\$/Month) Facilities Charge (\$/Month) Demand Charge(s) <u>Energy Charge(s)</u> Total Bill	\$ \$ \$ \$ \$	21 30 43 <u>35</u> 129	\$ \$ \$ \$	21 30 64 <u>30</u> 145	Row 6 Row 7 Row 8 * Row 10 Row 9 * Row 11 Sum Rows 12-15		
17	Energy-Only Rate (\$/kWh)	\$	0.24528	\$	0.27578	Row 16 / Row11		

### Attachment LAT-1S to the Supplemental Testimony of L. Tomczyk Cause No. 45420 Page 2 of 4

	CEL&P Pu	ublic EV Rat	e Design - D	irect-Assign EV Inf	rastructu	ire Co	osts	
	(a)	(b)	(c)	(d)	(e)			(f)
Row						EV-PP	Rate	in de la va
						Single	Phase	
1	Direct Assign Cost	Cost	Charger Count	Basis	Step 1			Step 2
2	Dist. Infrastructure	\$ 14,246	2	Installation Costs/Charger	\$	29.68	\$	29.68

(e)

(f)

(g)

(d)

#### CEL&P GP Rate and Cust Cost Adjustments

	(a)	(b	(b)							
			General Power							
		Single Phase								
Row		Step	<b>)</b> 1	Step 2						
1	Facilities Charge	\$	30.00 \$	30.00						
2	Demand Charge	\$	5.92 \$	8.92						
3	Energy Charge	\$	0.067050 \$	0.056458						

4	GP Custo	omer Charge Ad	justment	
5	Customer Service	General Power	Adj for EV	Adj. EV Cust Service
6	Meter Reading	11,852	-	11,852
7	Accounting	173,382	-	173,382
8	Customer Service	94,867	(94,867)	-
9	Sales	6,511	-	6,511
10	Uncollectibles/Forfeited Discounts	(17,471)	17,471	
11		269,141	(77,396)	191,745

Adj from COSCalculation71.2%d11/b11

1.11.1

## Attachment LAT-1S to the Supplemental Testimony of L. Tomczyk Cause No. 45420 Page 4 of 4

TRANSACTION	TYPE	ITEM	DESCRIPTION	QUANTITY	GII	WORK	NAME	RAW	Adjustment	Adi Amount	Comments
DATE		NUMBER	Diasta non	- quantini	4/1	ORDER	indutie	AMOUNT	Hajaatinent	Aug Antonin	
3/17/2019	LABOR	0	DIRECT LABOR	1	01 107.000 03 UC	2018359	EV Chargers	\$ 45.36	\$ (27.13)	\$ 18.23	Labor adjusted for streetlighting based on capital allocation
2/28/2019	LABOR	0	ACCRUED LABOR	2	01 107.000 03 UC	2018359	EV Chargers	\$ 90.73	\$ (54.27)	\$ 36.46	Labor adjusted for streetlighting based on capital allocation
2/3/2019	LABOR	0	DIRECT LABOR	2	01 107.000 03 UC	2018359	EV Chargers	\$ 90.73	\$ (54.27)	\$ 36.46	Labor adjusted for streetlighting based on capital allocation
1/20/2019	LABOR	0	DIRECT LABOR	2	01 107.000 03 00	2018359	EV Chargers	\$ 90.72	\$ (54.27)	\$ 36.45	Labor adjusted for streetlighting based on capital allocation
1/6/2019	LABOR	0	DIRECT LABOR	4	01 107.000 03 FO	2018359	EV Chargers	\$ 181.46	\$ (108,55)	\$ 72.91	Labor adjusted for streatlighting based on capital allocation
1/6/2019	LABOR	0	DIRECT LABOR	2	01 107.000 03 UC	2018359	EV Chargers	\$ 90.73	\$ (54.27)	\$ 36.46	Labor adjusted for streetlighting based on capital allocation
12/23/2018	LABOR	0	DIRECT LABOR	3	01 107.000 03 00	2018359	EV Chargers	\$ 128.39	\$ (76.80)	\$ 51.59	Labor adjusted for streetlighting based on capital allocation
12/9/2018	LABOR	0	DIRECT LABOR	8	01 107.000 03 OF	2018359	EV Chargers	\$ 295.36	\$ (176.69)	\$ 118.67	Labor adjusted for streetlighting based on capital allocation
12/9/2018	LABOR	C	DIRECT LABOR	8	01 107.000 03 SE	2018359	EV Chargers	\$ 258.16	\$ (154.43)	\$ 103.73	Labor adjusted for streetlighting based on capital allocation
12/9/2018	LABOR	0	DIRECT LABOR	6	01 107.000 03 00	2018359	EV Chargers	\$ 187.08	\$ (111.91)	\$ 75.17	Labor adjusted for streetlighting based on capital allocation
12/9/2018	LABOR	C	DIRECT LABOR	24	01 107.000 03 UG	2018359	EV Chargers	\$ /81.96	\$ (467.77)	\$ 314.19	Labor adjusted for streetlighting based on capital allocation
11/30/2018	LABOR	0	ACCRUED LABOR	8	01 107.000 03 UC	2018359	EV Chargers	\$ 342.36	\$ (204.80)	\$ 137.55	Labor adjusted for streetlighting based on capital allocation
11/25/2018	LABOR	0	DIRECT DABOR	16	01 107.000 03 00	2018355	EV Chargers	\$ 584.72	\$ (409.60)	\$ 2/5.12	Labor adjusted for streetingning based on capital allocation
10/01/2018	LABOR	0	DIRECT LABOR	16	01 107.000 03 00	2018359	EV Chargers	\$ 584.74	\$ (409.51)	\$ 2/5.13	Labor adjusted for street/gnung based on capital allocation
10/31/2018	LABOR	20500010	ACCRUED LABOR	24	01 107.000 03 00	2018355	EV Chargers	\$ 1,027.11	\$ (614.42)	\$ 412.89	Labor adjusted for streetilghting based on capital allocation
12/4/2018	MATERIAL	30500019	CONDUST ALL MANUALA	6/5	01 107.000 03 00	2018355	EV Chargers	5 1,524.48	\$ (1,524.48) ¢ /159.20)	 -	Underground service anes installed for streetigning
12/4/2018		33000010	CONDUIT ALUMINUM 4	10	01 107.000 03 00	2016355	EV Chargers	\$ 158.20	\$ (158.20)		Underground service lines installed for streetlighting
12/4/2010	MATERIAL	10000003		20	01 107.000 03 00	2010355	EV Chargers	\$ 62.73	\$ (62.75) C 4.04	2 - 6	Underground service mes instance for streetlighting
12/4/2018	MATCOIAL	100000003	CTDADE DIDE CTDAD & DEC AL HOD!	-9	01 107.000 03 00	2018355	EV Chargers	5 (4.94)	\$ 4.94 ¢ 0.62	\$ - ¢	Underground service mes installed for streetlighting
12/4/2018	MATCRIAL	195500015	CONNECTOR COMORECCION WE STE	-6	01 107.000 03 00	2018355	EV Chargers	\$ (9.62)	\$ 9.02 ¢ (0.50)	\$ - ¢	Underground service lines installed for streetlighting
12/4/2018	MATCOLAL	32300835	CONNECTOR COMPRESSION WR 855		01 107,000 03 00	2016555	EV Chargers	\$ 5.36	\$ (5.56) ¢ (6.05)		Underground service lines installed for streetlighting
12/4/2018	MATERIAL	230000005	CODEM, LAC CODEM 1/2 X 4 107E4	3	01 107.000 03 00	2018355	EV Chargers	\$ 0.65	> (0.85)	\$ .	Underground service lines installed for streetlighting
12/4/2018	MATERIAL	190000004	DOLT F /0 X 4 4 44 CUUNE 10014		01 107.000 03 00	2016333	EV Chargers	\$ 0.59	\$ (0.39) \$ (2.63)		Underground service lines installed for streetlighting
12/4/2018	MATERIAL	100000000	BOL: 5/8 X 14 MACHINE 18814	3	01 107.000 03 00	2018355	EV Chargers	\$ 3.87	\$ (3.67)	\$ - ¢	Underground service lines installed for streetlighting
12/4/2018	MATERIAL	190000003	RUD-LAG SCREW 3/8 X 3 38/43	1	01 107.000 03 00	2016355	EV Chargers	\$ 0.59	\$ (0.59) \$ (2.64)	 -	Underground service lines installed for streetlighting
12/4/2018	MATERIAL	11000002	ARRESTER 10/01/02/02/02/22/07/22/4 CO	1	01 107.000 03 00	2018355	EV Chargers	\$ 3.04	> (3.64)	2 -	Underground service lines installed for streetlighting
12/4/2018	MATERIAL	20000010	CUARD NOD	<u>-</u>	01 107,000 03 00	2018355	EV Chargers	\$ 27.65	\$ (27.65)	\$ - ¢	Underground service lines installed for streetlighting
12/4/2018	MATERIAL	70000018	ANIMAN CUARD ARCT	1	01 107.000 03 00	2018355	EV Chargers	\$ 4.55	\$ (4.53) ¢ (4.57)	2 -	Cholerground service lines installed for streetlighting
12/4/2018	MATERIAL	70000020	COUNTRIA COORD ANST		01 107.000 03 00	2010355	EV Chargers	\$ 4.37	\$ (4.37) ¢ (4.30)		Onderground service lines installed for streetinghting
12/4/2018	MATERIAL	34000005	DOUPLING FOR 4 PVC CARLON-294	1	01 107.000 03 00	2018355	EV Chargers	3 1.78	\$ (1.78) ¢ (22.02)	· ·	Underground service lines installed for streetighting
12/4/2018	MATERIAL	25000037	GUTOUT LOADODEAK ADD 100 Arts		01 107.000 03 00	2018355	EV Chargers	\$ 33.63	\$ (33.63)	 -	Underground service lines installed for streetlighting
12/4/2018	MATERIAL	34500001	COTOUT LOADBREAK ABB 100 Amp	1	01 107.000 03 00	2018355	EV Chargers	5 130.64	\$ (130.64)	2 -	Underground service mes installed for streetinghing
12/4/2018	MATERIAL	195500013	STRAPS-PIPE STRAP 4 REGAL#83	10	01 107,000 03 00	2018355	EV Chargers	\$ 9.62	\$ (9.62)	\$ - ¢	Underground service aries installed for streetlighting
11/15/2018	MATERIAL	230500016	UNRE 4/0 CO 600 VOLT 19 STR TH	18	01 107.000 03 00	2018355	EV Chargers	\$ 45.89	\$ (45.89) ¢ (17.77)	 -	Underground service area installed for streetlighting
11/15/2018	NATERIAL	21500009	CADLE 42 AL MUCONCENTRIC VERIL	402	01 107.000 03 01	2010355	EV Chargers	\$ 27.77	\$ (27.77)	2 -	Underground service lines installed for streetlighting
11/15/2018	AAATERIAL	20500010	CABLE #2 AL W/CONCENTRIC KERI	402	01 107.000 03 01	2010333	EV Chargers	\$ 401.22	\$ (805.31) \$ (401.33)		Underground service lines installed for streetlighting
11/15/2018	MATERIAL	191000007	PECEPTARIE EL RONA #2 220/175 MI	200	01 107,000 03 01	2018335	EV Chargers	\$ 481.33	\$ (481.33)	é	Underground service lines installed for streetlighting
11/15/2018	MATERIAL	201000002	TERMINATOR #2 220/17510	7	01 107.000 03 07	2018355	EV Chargers	\$ 191.10	\$ (238.00)	e .	Underground service lines installed for streetlighting
11/15/2018	MATERIAL	190500000	SEAL VIT FOR LIRD CABLE #2 #845	17	01 107.000 03 07	2018355	EV Chargers	\$ 239.24	\$ (239.24)	4	Underground service lines installed for streetlighting
11/15/2018	MATERIAL	11000007	APPECTOP 10 KV ELBOW SUBGE LOS	1	01 107 000 03 07	2010355	EV Chargers	¢ 222.62	\$ (233.24)	¢ _	Underground service lines installed for streetlighting
11/15/2018	MATERIAL	201000020	TERMINATOR HOMAC ELOODSEAL RAB	4		201835	EV Chargers	\$ 120.79	\$ (120.79)	¢	Underground service lines installed for streetlighting
11/15/2018	MATERIAL	192500001	ROD_GROUND ROD 5/8 X 8' 67581	7	01 107.000 03 01	2018356	EV Chargers	\$ 75.70	\$ (75.70)	5	Underground service lines installed for streetlighting
11/15/2018	MATERIAL	31500017	CLAMP GROUND ROD JABSBH	14	01 107.000 03 01	201835	EV Chargers	\$ 1937	\$ (19.37)	4	Underground service lines installed for streetlighting
5/21/2019	OTHER	0	HOME DEPOT CREDIT SERVICES	0	01 107.000 03 0/	7018350	FV Chargers	\$ 1433	\$	\$ 1433	Costs specific to EV charger installation
5/3/2019	OTHER	0	CHASE CARD SERVICES	0	01 107.000 05 UC	2018359	EV Chargers	\$ 211.38	š -	\$ 211 38	Costs specific to EV charger installation
4/24/2019	OTHER	0	SHERWIN-WILLIAMS COMPANY	0	01 107 000 03 06	2018359	EV Chargers	\$ 47.12	š .	\$ 47.12	Costs specific to EV charger installation
4/24/2019	OTHER	0	TOWN & COUNTRY HOMECENTER	0	01 107.000 03 00	201835	EV Chargers	\$ 16.99	Ś -	\$ 16.99	Costs specific to EV charger installation
4/24/2019	OTHE8	0	CSI SIGNS	0	01 107.000 03 UC	2018359	EV Chargers	\$ 1.547.04	<u>s</u> -	\$ 1.547.04	Costs specific to EV charger installation
4/19/2019	OTHER	0	HOBSON ELECTRIC	0	01 107.000 03 UC	2018359	EV Chargers	\$ 414.60	<u>s</u> .	\$ 414.60	Costs specific to EV charger installation
4/3/2019	OTHER	0	CHASE CARD SERVICES	0	01 107.000 03 UC	2018359	EV Chargers	\$ 113.28	s -	\$ 113.28	Costs specific to EV charger installation
3/31/2019	OTHER	0	HOBSON ELECTRIC	0	01 107.000 03 U0	2018359	EV Chargers	\$ 646.03	s -	\$ 646.03	Costs specific to EV charger installation
3/21/2019	OTHER	0	HOME DEPOT CREDIT SERVICES	0	01 107.000 03 U	201835	EV Chargers	\$ 578.15	s -	\$ 578.15	Costs specific to EV charger installation
2/3/2019	OTHER	0	CHASE CARD SERVICES	0	01 107.000 03 UC	2018359	EV Chargers	\$ 80.00	s -	\$ 80.00	Costs specific to EV charger installation
12/20/2018	OTHER	0	FISHERO & FISHERO	0	01 107.000 03 UG	2018359	EV Chargers	\$ 1,700.00	\$ -	\$ 1,700.00	Costs specific to EV charger installation
12/4/2018	OTHER	C	KIRBY RISK CORPORATION	0	01 107.000 03 Ud	2018359	EV Chargers	\$ 191.35	s -	\$ 191.35	Costs specific to EV charger installation
12/4/2018	OTHER	0	HOBSON ELECTRIC	0	01 107.000 03 UC	2018359	EV Chargers	\$ 3,194.71	\$ -	\$ 3,194,71	Costs specific to EV charger installation
12/4/2018	OTHER	0	HOBSON ELECTRIC	0	01 107.000 03 U	2018359	EV Chargers	\$ 3,490.56	\$ -	\$ 3,490.56	Costs specific to EV charger installation
11/13/2018	OTHER	c	TANNER UTILITIES, INC.	0	01 107.000 03 U	2018359	EV Chargers	\$ 7,600.00	\$ (7,600.00)	5 -	Underground service lines installed for streetlighting
10/20/2018	OTHER	0	THE GALLOWAY GROUP	0	01 107.000 03 UK	201835	EV Chargers	\$ 677.01	\$ (677.01)	s -	Underground service lines installed for streetlighting
9/25/2018	OTHER	0	CHARGEPOINT, INC	0	01 107.000 03 14	2018354	EV Chargers	\$ 5,000.00	\$ (5,000.00)	S -	Initial lease payment to ChargePoint, recovered separately
12/31/2018	TRUCK	8	04 CHEVY SILVERADO	4	01 107.000 03 U	201835	EV Chargers	\$ 15.15	\$ (15.15)	s -	Underground service lines installed for streetlighting
12/31/2018	TRUCK	12	08 INT, AERIAL TRUCK	4	01 107.000 03 U	2018359	EV Chargers	\$ 28.02	\$ (28.02)	s -	Underground service lines installed for streetlighting
12/31/2018	TRUCK	16	07 INT, DIGGER/DERR	8	01 107.000 03 U	2018359	EV Chargers	\$ 32.15	\$ (32.15)	\$ -	Underground service lines installed for streetlighting
12/31/2018	TRUCK	19	17-FREIGHTLINER BUCKET TRUCK	8	01 107.000 03 OH	1 2018359	EV Chargers	\$ 232.47	\$ (232.47)	\$ -	Underground service lines installed for streetlighting

CRAWFORDSVILLE ELECTRIC LIGHT & POWER - WORK ORDER 2018359 - EV CHARGERS

Total \$35,456.52 \$ {21,210.19} \$14,246.33

#### **CRAWFORDSVILLE ELECTRIC LIGHT & POWER RATE SCHEDULE**

#### ELECTRIC VEHICLE CHARGING PROGRAM – PUBLIC LOCATION (EV-PP)

#### AVAILABILITY

CRAWFORDSVILLE, INDIANA

Service to a separately metered electric vehicle (EV) charging station operating in a public location to be made available to the general public, whose peak load does not exceed 50 kW in Crawfordsville Electric Light & Power's (the Utility) service territory.

#### EQUIPMENT

The EV charging equipment to which electric service is provided under this rate may be owned, operated, and maintained by either the Utility or a third-party, at the Utility's discretion.

#### CHARACTER OF SERVICE

Alternating current, sixty Hertz, single phase at approximately 120 volts two-wire or 120/240 volts three-wire.

#### Rate (Effective MM/DD/YY until subsequent rate takes effect) \*

Rate (Effective MM/DD/YY until subsequent rate takes effect) \*

ISSUED BY
PHILLIP GOODE
MANAGER

EFFECTIVE FOR ELECTRIC SERVICE RENDERED
ON OR AFTER
ISSUED UNDER THE AUTHORITY OF THE
IURC ORDER DATED
IN CAUSE NO.