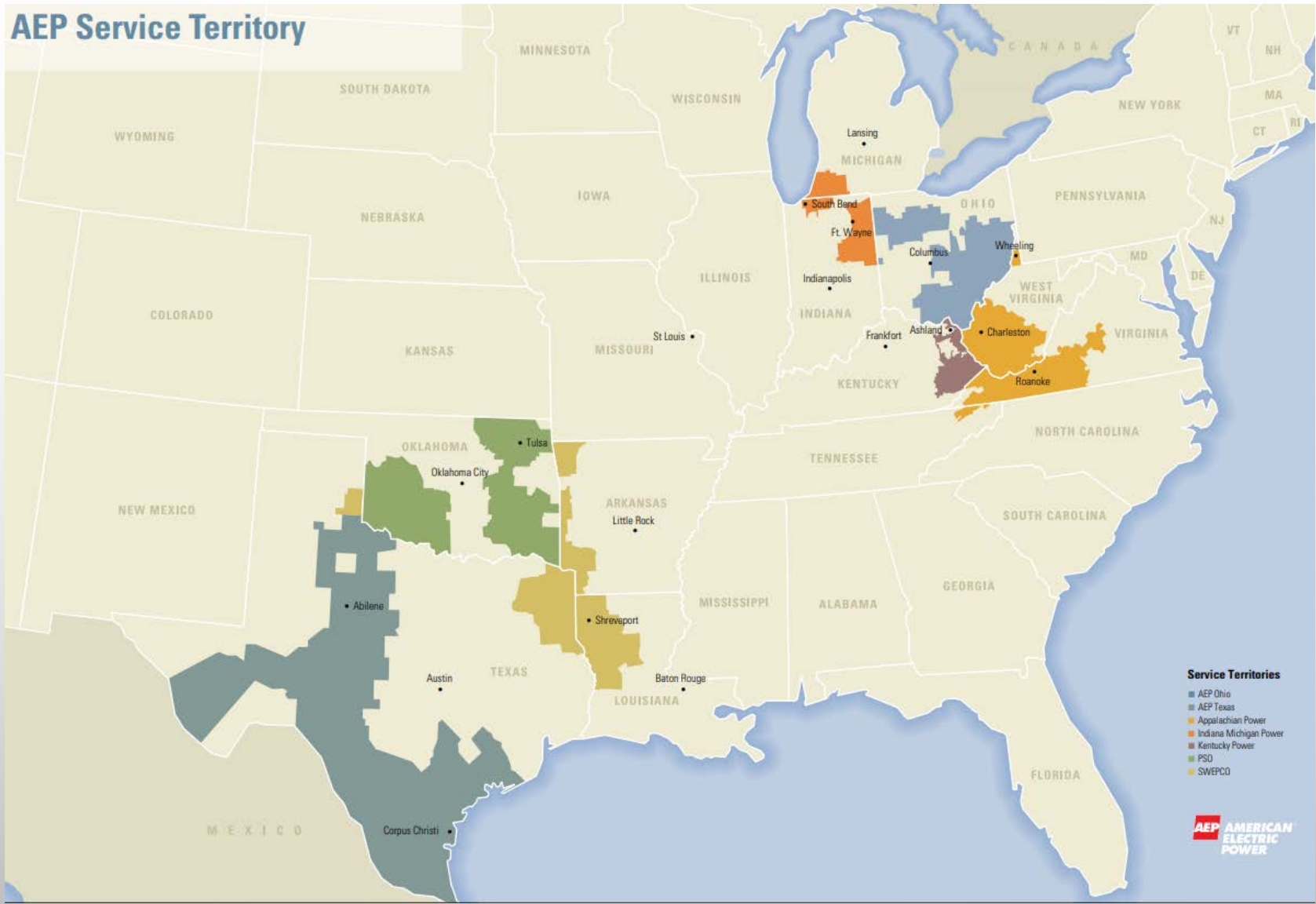
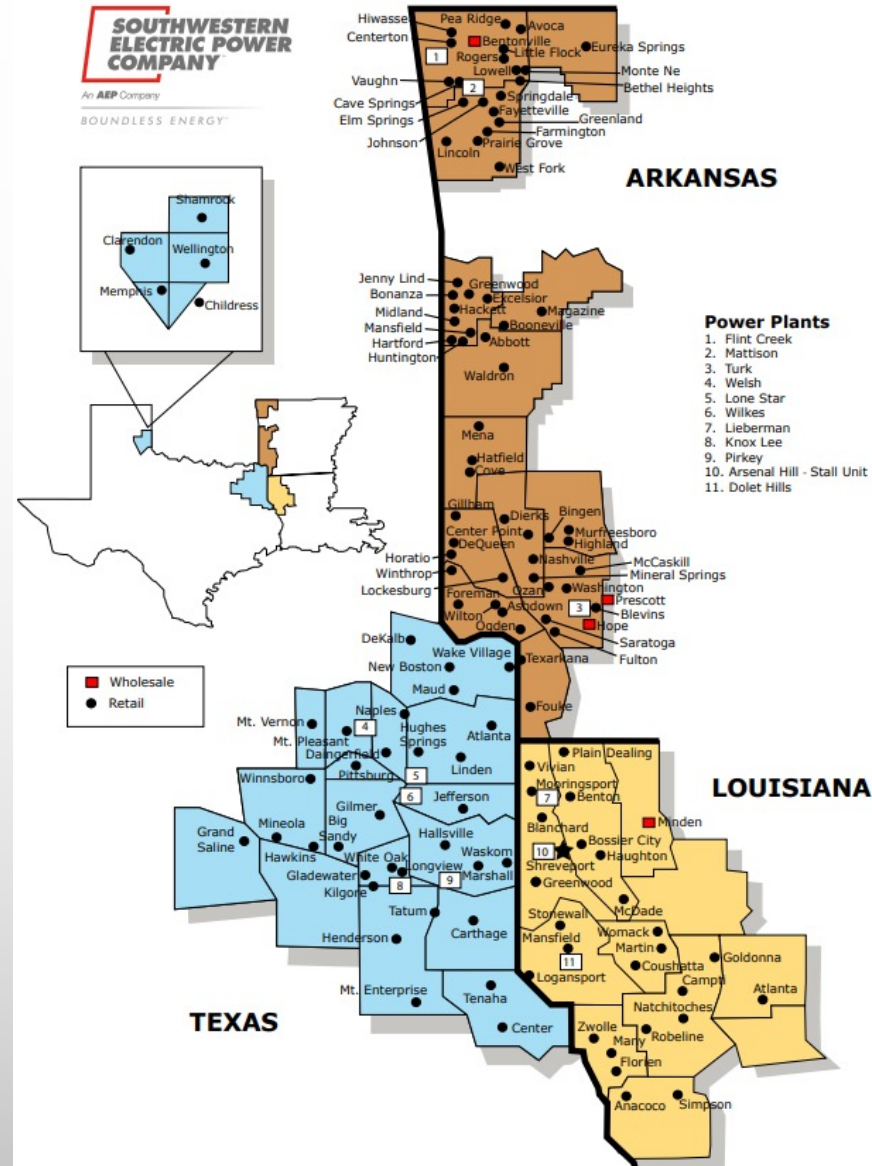


Southwestern Electric Power Company

SWEPCO



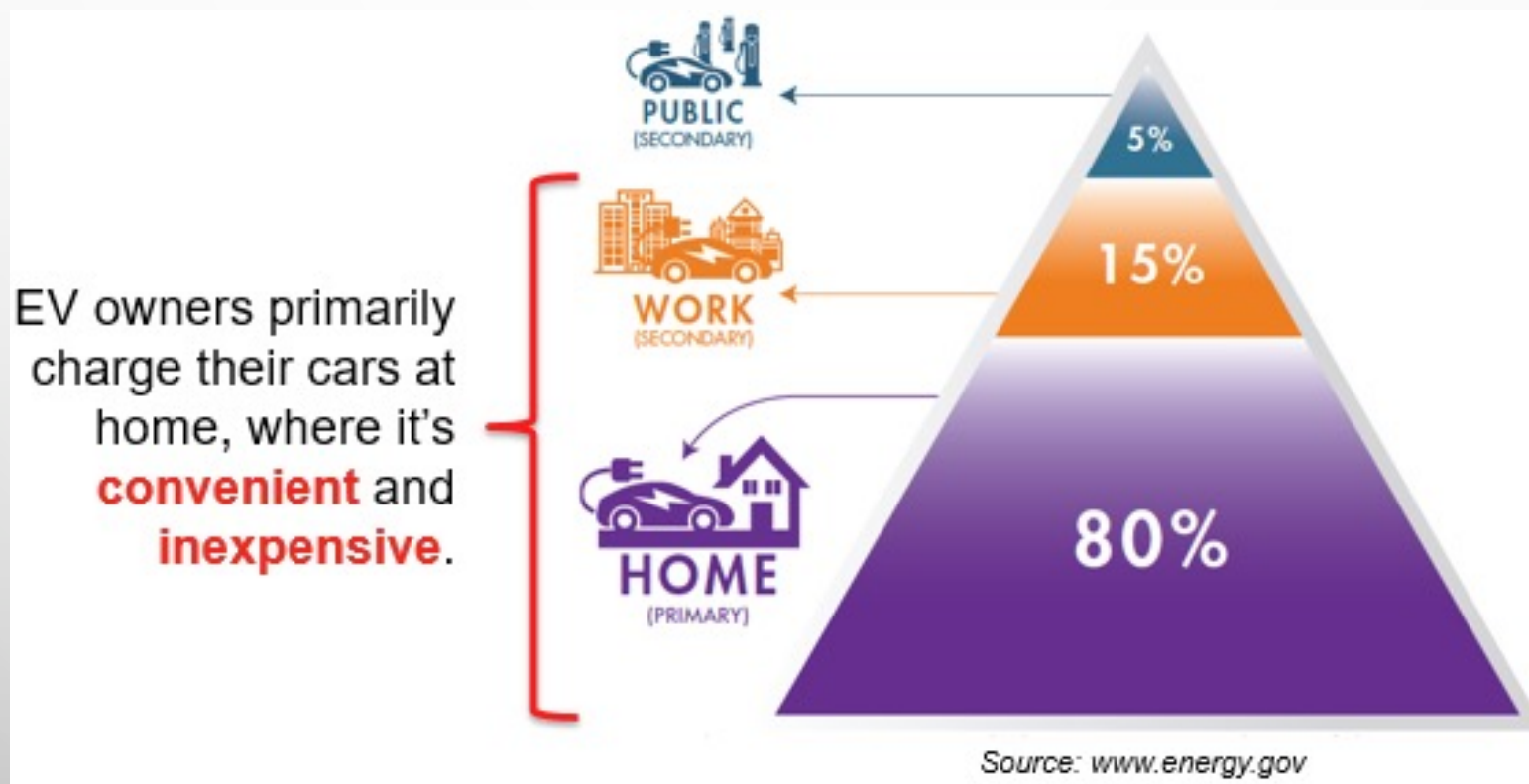


ALTERNATIVE FUEL CORRIDORS (AFCS)

- Existing and ongoing designation process
- States required to build-out these corridors before allocating funding to other applications
- Opportunity to nominate new routes
 - ✓ Two levels of designation: pending & ready
 - ✓ No chargers need to be installed to be eligible for pending designation
 - Some states are requiring robust plans for build-out



WHERE DOES MOST CHARGING OCCUR?



NEED FOR DCFC (FAST CHARGING)

- While most charging occurs at the home or work-place, the need to travel long-distance will obviously require DCFC chargers.
- Adoption rate increases will closely follow the buildout of the fast-charging network.
- Until a driver feels comfortable that their trip is possible in an EV, they most likely will not consider purchasing one.
- The Tesla charging network does not yet allow non-Tesla vehicles to charge.

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM

- NEVI is part of the Federal Infrastructure legislation.
- All funding will be administered by the individual State Dept. of Transportations.
- Each state had to submit to the feds by August 1, 2022, their state plan for administering the funds.
- SWEPCO continues to work with the DOTs and Clean Cities organizations in our states.
- SWEPCO worked to determine status of interstates and highways in AR, LA and TX.
- Worked closely with LA DOTD to get I-49, I-20 and Loop 220 and 3132 designated as EV pending corridors.
- Designated corridors MUST be fully built out to the FWHHA guidelines before non-corridor locations are eligible for funding.

NEVI

PROGRAM REQUIREMENTS FOR FUNDING

- Chargers must be manufactured in the United States.
- Charger location must be publicly accessible.
- Chargers must be capable of delivering at least 150 kW from each dispenser independently.
- Chargers must be located within one mile of a designated EV corridor.
 - Additionally, to meet the federal highway administration requirement to achieve status of a built-out EV corridor, and have the highway signage installed, there must be at least four chargers that meet the above criteria located within fifty miles of the next qualifying charger location along the designated EV corridor.
- Designated corridors MUST be fully built out to the FHWA guidelines before non-corridor locations are eligible for funding.

How to begin. Share your intentions.

- **Reach out to your utility and keep an open dialog**
- Exact location
- Including SWEPCO in early discussions about specific locations can simplify and even accelerate the process.
 - Placement of the point of delivery near existing facilities save time and money.
- Even if you aren't installing chargers at time of initial construction, it will save you money by laying in conduit before you pave and landscape the property.

High Level Process

Call us:

- Initial contact: Jeff Thigpen 318-673-3372 jdthigpen@aep.com
 - I will get the appropriate people from SWEPCO in the discussions.
-
- Provide specific location information, including account number if part of existing account
 - Provide specs of intended chargers, including size (kW) and number to install.
 - We will review our nearby facilities and if needed make recommendations for slight relocation or positioning of the service point on the property.

SWEPCO Tariffs/Rate applicable for NEVI

- SWEPCO rates applicable for NEVI
- General Lighting and Power (GLP)
 - \$8.51 per kw of maximum billing demand, minimum of \$42.55
 - Average kw load used during 15-minute period of maximum use during bill cycle.
 - 3.19 cents/kwh for all kwh consumed
-
- Lighting & Power Service (LP)
 - \$8.56 per kw of maximum billing demand, minimum of \$428.00
 - 1.96 cents/kwh for

Questions



An **AEP** Company



BOUNDLESS ENERGY