

Received On: October 1, 2012

IURC 30-DAY Filing No.: 3066

Indiana Utility Regulatory Commission

Secretary of the Commission

via Electronic Filing

Indiana Utility Regulatory Commission  
PNC Center  
101 West Washington Street, Suite 1500 East  
Indianapolis, Indiana 46204

October 1, 2012

Re: Proposal for the Revision of the Revision To The Experimental Time-of-Use Service For Electric Vehicle (EV) Charging on Customer Premises (Rate EVX)

Dear Secretary:

Pursuant to 170 IAC 1-6 (Rule 6), the Thirty-Day Administrative Filing Procedures and Guidelines Rule, Indianapolis Power & Light Company (IPL) submits herewith for filing a revised Experimental Time-of-Use (TOU) Electric Vehicle tariff rate (Rate EVX).

IPL currently has 66 customers on Rate EVX with electric vehicle chargers installed by IPL. Under this rate, Electric Vehicles are separately metered and charged by time-of-use. IPL has found that this is effective in encouraging off-peak usage (see the attached EV Report).

IPL was the recipient of a Smart Grid Investment Grant (SGIG) from the U.S. Department of Energy as enacted through the American Recovery and Reinvestment Act (ARRA), a portion of which was used to partially fund an electric vehicle pilot. IPL was also chosen as a vendor in connection with an additional ARRA grant through the Indiana State Energy Program. Energy Systems Network (ESN), an initiative of the Central Indiana Corporate Partnership, administered this state grant to procure electric vehicle infrastructure and smart grid technologies.

Given the expiration of grant funding, IPL will cease taking applications for new installations on December 31, 2012. IPL proposes to a revised Rate EVX under which customers are responsible for the installation costs of the EV charger, wiring, and meter base.

IPL respectfully requests approval of this tariff under the 30-day filing procedure with the extension effective beginning on January 1<sup>st</sup>, 2013 and continuing two years.

IPL's proposed Rate EVX, a clean and redlined version, and an updated report on the EV program are included in Exhibits A ,B and C respectively. The EV Report (Exhibit C) is an update from the one issued in March, with more current installation and usage data.

The following documents are attached:

Exhibit A - IPL's proposed Experimental Time-of-Use Service For Electric Vehicle Charging on Customer Premises (Rate EVX), 1<sup>st</sup> Revised Sheet Nos.130, 131, and 132

Exhibit B - IPL's proposed Experimental Time-of-Use Service For Electric Vehicle Charging on Customer Premises (Rate EVX), 1<sup>st</sup> Revised Sheet Nos.130, 131, and 132 redlined version

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Exhibit C - Updated Electric Vehicle Pilot Program Report

Please contact me with any questions regarding this matter.

Sincerely,

A handwritten signature in black ink that reads "Ken Flora". The signature is written in a cursive, flowing style.

Ken Flora  
Director, Regulatory Affairs

Attachments

cc: Office of the Utility Consumer Counselor

RATE EVX  
EXPERIMENTAL TIME OF USE SERVICE  
FOR ELECTRIC VEHICLE CHARGING ON CUSTOMER PREMISES

AVAILABILITY:

Available to Customers concurrently served under any of the following retail electric rates: Rate RS, Rate SS, Rate SH, or Rate SL, exclusively for charging of such Customers' licensed electric vehicles (EVs) using electricity provided by the Company at locations on such Customers' premises within the Company's assigned utility service area. Participation is voluntary. Energy consumption metered and billed under this tariff shall be used exclusively for charging electric vehicles.

The Company reserves the right to periodically interrupt service to test demand response strategies and system results. The Company does not anticipate receiving demand response revenues or providing monetary credits to Customers at this time.

EQUIPMENT-NEW CUSTOMERS:

Customers who receive service under this rate on or after January 1, 2013 are New Customers.

New Customers shall be responsible for procuring, paying for, installing, and owning the EV charging equipment, a meter base, a dedicated 40 amp circuit, and any additional necessary equipment. New Customer procured EV charging equipment must meet UL listing standards. Meter base must be installed outside of premise with 4 ft. of clearance and unrestricted access. Such installations must conform to current National Electric Code (NEC) specifications. Charging may only be accomplished using as SAE approved J1772 plug.

The Company will procure, pay for, install, own and maintain a submeter.

EQUIPMENT-EXISTING CUSTOMERS:

Customers who received service under this rate prior to January 1, 2013 are Existing Customers.

The Company maintains ownership of EV charging equipment and separate metering equipment that the Company installed in Customer Premises for Existing Customers.

If, prior to the conclusion of a twelve (12) month period on this rate, the Existing Customer requests that the Company remove the EV charging equipment and any separate metering equipment, the Existing Customer shall pay a removal fee of \$100, to reimburse the Company for all costs associated with removal of such equipment.

If, during the term of this rate, the Existing Customer requests removal and relocation of the charging equipment and meter within the Company's service territory, the Existing Customer shall pay all costs associated with removal and relocation of the charging equipment.

METERING AND BILLING:

EV charging service will be separately metered and identified on the bill in accordance with the Company's applicable rate schedule. Should interval gaps occur, consumption will be billed at the appropriate off-peak rate.

CHARACTER OF SERVICE:

Sixty cycle alternating current energy, ordinarily delivered and measured at 120/240 volts single phase three wire, 120/240 volts three phase four wire, or 120/208 volts three phase four wire, at the option of the Company.

RATE:

The Energy Charge shown hereafter plus the Fuel Cost Adjustment, the Environment Compliance Cost Recovery Adjustment, and the Core and Core Plus Demand-Side Management Adjustment calculated in accordance with Rider No. 6, Rider No. 20 and Rider No. 22, respectively.

Energy Charge June through September (Summer Months)

For all Peak kWh 12.150¢ per kWh  
 For all Mid-Peak kWh 5.507¢ per kWh  
 For all Off-Peak kWh 2.331¢ per kWh

Summer Months

	Peak	Mid-Peak	Off-Peak
Non-Holiday Weekdays (Monday—Friday)	2 p.m. to 7 p.m.	10 a.m. to 2 p.m. 7 p.m. to 10 p.m.	Midnight to 10 a.m. 10 p.m. to Midnight
Weekends and Observed Holidays*	N/A	10 a.m. to 10 p.m.	Midnight to 10 a.m. 10 p.m. to Midnight

\*Observed Holidays include: Independence Day and Labor Day

Energy Charge January through May & October through December (Non-Summer Months)

For all Peak kWh 6.910¢ per kWh  
 For all Off-Peak kWh 2.764¢ per kWh

Non-Summer Months

	Peak	Off-Peak
All Days	8 a.m. to 8 p.m.	Midnight to 8 a.m. 8 p.m. to Midnight

**PARTICIPATING CUSTOMER OBLIGATIONS:** In addition to Customer obligations outlined in the Company's Rules and Regulations for Electric Service and in the Rules and Standards of Service for the Electrical Public Utilities of Indiana prescribed by the Indiana Utility Regulatory Commission, as the same are now in effect, and as they may be changed from time to time hereafter, Customers taking service under this rate shall:

- (1) Supply the Company with suitable outside locations for installation of metering equipment;
- (2) Provide sufficient access to their premises to install and maintain metering equipment. Meter base must be installed outside of premise with 4 ft. of clearance and unrestricted access (new construction and/or altered electrical service installations);
- (3) Be responsible for (and indemnify and hold the Company harmless with respect to) the adequacy, condition and operation of electrical wiring and electrical system on Customer premises, and ensure that such wiring and system meet, at a minimum, the provisions of the NEC, the governmental authorities having jurisdiction, and the reasonable requirements of the Company; and
- (4) Take responsibility for (and indemnify and hold the Company harmless with respect to) the adequacy, condition and operation of Customer-owned EV charging equipment.

STANDARD CONTRACT RIDERS APPLICABLE:

No. 1	see Page 150
No. 6	see Page 157
No. 7	see Page 159
No. 9	see Page 161

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IURC 30-DAY Filing No.: 3066  
Indiana Utility Regulatory Commission  
Indianapolis, Indiana

Indianapolis Power & Light Company  
One Monument Circle  
Indianapolis, Indiana

I.U.R.C. No.E-16

1<sup>st</sup> Revised No. 132  
Superseding  
Original No. 132

No. 20

see Page 179.2

No. 21

see Page 179.3

No. 22

see Page 179.5

PAYMENT:

The above rates and charges are net. If the net bill is not paid within seventeen (17) days after its date of issue, a collection charge will be added in the amount of ten percent (10%) of the first Three Dollars (\$3.00) plus three percent (3%) of the excess over Three Dollars (\$3.00).

TERM:

The anticipated term for this rate is two (2) years beginning with the Commission approved effective date. Participating Customers shall be required to participate for a minimum term equal to the shorter of twelve (12) months, or through the end of the term.

RULES:

Service hereunder shall be subject to the Company's Rules and Regulations for Electric Service, and to the Rules and Standards of Service for the Electrical Public Utilities of Indiana prescribed by the Indiana Utility Regulatory Commission, as the same are now in effect, and as they may be changed from time to time hereafter.

Effective Pending

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Indiana Utility Regulatory Commission  
One Monument Circle

Indianapolis, Indiana

Indianapolis Power & Light Company

I.U.R.C. No.E-16

~~Original~~ <sup>1<sup>st</sup></sup> Revised No. 130

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RATE EVX  
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AVAILABILITY:

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The Company reserves the right to periodically interrupt service to test demand response strategies and system results. The Company does not anticipate receiving demand response revenues or providing monetary credits to Customers at this time.

EQUIPMENT-NEW CUSTOMERS:

~~For the first 150 eligible Customers who take service under this rate, the Company will procure, pay for, install, own, and maintain: (1) Level 2 (120/240 volt) EV charging equipment (limited to one (1) unit per residential Customer) and (2) any separate metering equipment required to participate.~~

~~Service under this rate must be supplied through a separately metered circuit. Company installation will include a dedicated 40 amp circuit and up to a 30 ft. run between the Customer's electrical panel and the EV charging equipment, which will become Customer's property upon installation. Customers agree to install and maintain any additional necessary equipment. Such installations must conform to current National Electric Code (NEC) specifications. Charging may only be accomplished using an SAE approved J1772 plug.~~

Customers who receive service under this rate on or after January 1, 2013 are New Customers.

~~For additional eligible Customers who take service under this rate, the Company will procure, pay for, install, own, and maintain any separate metering equipment required to participate. New Customers shall be responsible for procuring, paying for, installing, and owning the EV charging equipment, a meter base, a dedicated 40 amp circuit, and any additional necessary equipment. New Customer procured EV charging equipment must meet UL listing standards. Meter base must be installed outside of premise with 4 ft. of clearance and unrestricted access. Such installations must conform to current National Electric Code (NEC) specifications. Charging may only be accomplished using as SAE approved J1772 plug.~~

The Company will procure, pay for, install, own and maintain a submeter.

EQUIPMENT-EXISTING CUSTOMERS:

Customers who received service under this rate prior to January 1, 2013 are Existing Customers.

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**CHARACTER OF SERVICE:**

Sixty cycle alternating current energy, ordinarily delivered and measured at 120/240 volts single phase three wire, 120/240 volts three phase four wire, or 120/208 volts three phase four wire, at the option of the Company.

**RATE:**

The Energy Charge shown hereafter plus the Fuel Cost Adjustment, the Environment Compliance Cost Recovery Adjustment, and the Core and Core Plus Demand-Side Management Adjustment calculated in accordance with Rider No. 6, Rider No. 20 and Rider No. 22, respectively.

2014 Pending

Effective ~~January 19,~~

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Indianapolis Power & Light Company

I.U.R.C. No.E-16

1<sup>st</sup> Revised Original  
Superseding  
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No. 131  
 One Monument Circle  
 Indianapolis, Indiana

Energy Charge June through September (Summer Months)

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\*Observed Holidays include: Independence Day and Labor Day

Energy Charge January through May & October through December (Non-Summer Months)

For all Peak kWh 6.910¢ per kWh  
 For all Off-Peak kWh 2.764¢ per kWh

Non-Summer Months

	Peak	Off-Peak
All Days	8 a.m. to 8 p.m.	Midnight to 8 a.m. 8 p.m. to Midnight

**PARTICIPATING CUSTOMER OBLIGATIONS:** In addition to Customer obligations outlined in the Company's Rules and Regulations for Electric Service and in the Rules and Standards of Service for the Electrical Public Utilities of Indiana prescribed by the Indiana Utility Regulatory Commission, as the same are now in effect, and as they may be changed from time to time hereafter, Customers taking service under this rate shall:

- (1) Supply the Company with suitable outside locations for installation of metering ~~and other necessary~~ equipment;
- (2) Provide sufficient access to their premises to install and maintain metering ~~and other necessary~~ equipment; Meter base must be installed outside of premise with 4 ft. of clearance and unrestricted access (new construction and/or altered electrical service installations);
- (3) Be responsible for (and indemnify and hold the Company harmless with respect to) the adequacy, condition and operation of electrical wiring and electrical system on Customer premises, and ensure that such wiring and system meet, at a minimum, the provisions of the NEC, the governmental authorities having jurisdiction, and the reasonable requirements of the Company; and
- (4) Take responsibility for (and indemnify and hold the Company harmless with respect to) the adequacy, condition and operation of Customer-owned EV charging equipment.

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PAYMENT:

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TERM:

The anticipated term for this rate is two (2) years beginning with the ~~date of approval by the Commission~~Commission approved effective date. Participating Customers shall be required to participate for a minimum term equal to the shorter of twelve (12) months, or through the end of the term.

RULES:

Service hereunder shall be subject to the Company's Rules and Regulations for Electric Service, and to the Rules and Standards of Service for the Electrical Public Utilities of Indiana prescribed by the Indiana Utility Regulatory Commission, as the same are now in effect, and as they may be changed from time to time hereafter.

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Cause No. 43960

INDIANAPOLIS POWER & LIGHT COMPANY

# Electric Vehicle Pilot Program

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**Updated Status Report**

October 1, 2012

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# IPL EV Pilot Program

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## Background

Indianapolis Power & Light Company (IPL) finalized its electric vehicle (EV) pilot program plans following the receipt of a Smart Grid Investment Grant award from the US Department of Energy in April 2010. Additional funding was secured through the Indiana Office of Energy and Development through the Energy Systems Network in the third quarter of 2010. In December 2010, IPL supplemented its testimony in a demand side management proceeding before the Indiana Utility Regulatory Commission (IURC Cause No. 43960), to include a request for timely cost recovery of the non-grant funded portion of the EV program. In its order issued in November 2011, the IURC granted IPL permission to defer expenses totaling up to \$1,053,000, for recovery in its next rate case proceeding.<sup>1</sup>

This report is an update of the status report provided to the commission on March 16, 2012. It provides a description of the project objectives, participation from August 2011 through August 2012, current status, challenges, and expected next steps.

## Project Objectives

IPL's EV program objectives include:

- Accommodate the use of EVs in IPL's service territory by offering charging equipment and time-of-use (TOU) rates to EV customers, which are designed to promote charging during off-peak periods.
- Foster EV adoption by installing public charging stations at convenient locations in order to reduce range anxiety.
- Gain further insight into the potential system impact from the use of EVs
- Educate public about electric transportation.
- Understand customer expectations.

## Current Status

The first year of the EV pilot has been successful. The initial program objectives have been achieved. IPL has successfully accommodated the use of EVs by offering charging equipment in residential and public locations, and offering a TOU rate structure that incentivizes EV owners to charge during off-peak hours at a reduced rate. At this time,

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<sup>1</sup>The IURC previously approved EV tariffs including a time of use customer premise rate, EVX, and public rate of \$2.50 per charge, EVP, through an administrative filing approved in January 2011 for a 2 year period.

the limited number of electric vehicles deployed has not necessitated upgrading IPL generation, transmission, or distribution facilities. IPL will continue to monitor and analyze the information gathered from the pilot program in order to better understand the continuing impact EVs may have on the electric grid.

Overall, customers have been satisfied with the program. IPL regularly receives email communication from participants and monitors local EV blogs in which customers share information. In the first quarter of 2012, IPL surveyed the 30 initial customers participating in the residential EV program. These customers were given the opportunity to anonymously answer questions ranging from charging habits to overall customer satisfaction. Of the 30 customers invited to participate, 23 responded. Of those 23, 96% fell into the four “satisfied” categories (extremely—16, very—4, moderately—2, and slightly—0).

### Significant Milestones

In its inaugural year, IPL successfully launched the EV program, coordinated the deployment of software products that support Electric Vehicle Supply Equipment (EVSE)<sup>2</sup> in central Indiana, participated in a significant number of seminars and public outreach events and installed approximately 57% of the expected two-year total EVSE program volumes in residential, fleet, and public venues. IPL was one of the first investor owned utilities to install public EVSEs in the United States. Specific accomplishments are highlighted below.

- IPL worked with AeroVironment to install software to enable customers to see where chargers are installed on a web-based app and activate the use of key fobs for payment processing at public locations<sup>3</sup>.
  - AeroVironment supports a 24/7 customer call center as part of the project terms.
  - The parties cooperated to initiate the use of General Packet Radio Service (GPRS) communications (which are similar to cell-phone communication) in fleet, public and some residential EVSEs
  - Extensive testing of Wi-Fi enabled EVSEs was completed with limited success. This is further discussed in the challenges section of this report.
- As of August 31, 2012, IPL has installed 112 chargers in 76 locations. The locations consist of 55 residential; 11 fleet; 7 public; and locations at Tom Wood Ford, the Indianapolis Zoo, and Eli Lilly & Company that use chargers previously installed as residential units (“secondary use units”).
- IPL has installed 20 public chargers at seven public locations that allow electric vehicle users to charge vehicles at a flat fee of \$2.50 per charge for an unlimited amount of time through the approved Rate EVP tariff. The public locations include:

1. Denison Merchant’s Garage; 31 S Meridian St. (4 chargers)

<sup>2</sup> The terms “EVSE,” “chargers,” and “charging stations” are used interchangeably in this report

<sup>3</sup> IPL’s website is <http://www.iplpower.com>

2. Arthur M. Glick Jewish Community Center; 6701 Hoover Rd. (2 chargers)
3. Garfield Park Public Library; 2502 Shelby St. (2 chargers)
4. Indiana State Garage; 401 W Washington St. (6 chargers)
5. Georgia St Boardwalk; 201 McCrea St. (2 chargers)
6. Denison Plaza Garage; 103 S Capitol Ave. (2 Chargers)
7. Butler University Hinkle Fieldhouse; 510 W 49<sup>th</sup> St. (2 Chargers)

## **Educational Outreach Activities**

- IPL has hosted approximately 30 stakeholder events regarding EVs and Smart Grid technology, supported 15 specifically focused ride and drive events for Think North America, supported events for Nissan, Ford, and GM, and attended multiple Department of Energy Clean Cities events.
- IPL, in partnership with Purdue, hosted an EV 101 workshop with panelists from Nissan and General Motors that had 54 participants.

## **EV Usage**

Detailed energy usage for EV charging comprises Appendices B and C which are summarized in the following points.

- Forty-seven (47) residential customers participated in Rate EVX from August 1, 2011, to July 31, 2012. These customers have collectively averaged consumption of 4,591 kWh per month to charge their EVs. In May 2012, the thirty-eight (38) customers averaged 161 kWh per EV and in July, the forty-seven (47) customers averaged 168 kWh per EV.
- Approximately 79% of the electricity used for residential EV charging occurred off-peak, an additional 5% occurred mid-peak, and the balance (or 17%) occurred in peak periods.
- Public units on Rate EVP indicate a total of 3,941 kWh used from August 1, 2011, to July 31, 2012, with an average of 231 kWh consumed per month. This is a 250% increase of total kWh per month over the initial EV report which only presented data through December 31<sup>st</sup> 2011.



The pictures above include a customer key fob (above) and a public charger, located on Georgia Street.

## EV Industry Challenges

EV OEMs including Think, Nissan and General Motors deployed fewer vehicles in 2011 and 2012 than originally forecasted. Ener1 and Think North America have experienced corporate restructuring due to financial challenges which reduced the number of Think EVs available throughout the United States including Indianapolis.

## Program Specific Challenges

IPL's EV program is intended to provide customers with near real-time information through their home computer which would allow them to program their EV and EVSE to charge at the desired times. Communicating through customers' Wi-Fi enabled EVSEs has proven to be unstable and IPL has only successfully established communication with three out of seven units. Due to the issues encountered, IPL has opted not to install any more Wi-Fi enabled units at

this time while the technology continues to develop.<sup>4</sup> GPRS has proven to be more effective but includes monthly data communication fees. Twenty-seven (27) units have GPRS enabled for fleet use, and twenty (20) units have GPRS enabled for public use.

## Expected Next Steps

- Continue to keep partners and customers informed on the status of Rate EVX and Rate EVP.
- Request approval for a revision to Rate EVX and extension of Rate EVP beyond the initial two year period.
- Continue to encourage adoption of electric vehicles through customer awareness and education.
- Continue to provide excellent customer service to EVX and EVP customers.

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<sup>4</sup> The more prevalent electric vehicle designs include a user interface on the dashboard that accesses programming tools and consumption data and would potentially make similar functionality on EVSEs redundant.

## Appendix A: Electric Vehicle Supply Equipment

### By Classification

Residential	Fleet	Public	Secondary Use Units*	Total
55	25	20	12	112

### Locations

Residential	Fleet	Public	Secondary Use Units*	Total
55	11	7	3	76

\* These units were redeployed to commercial customers

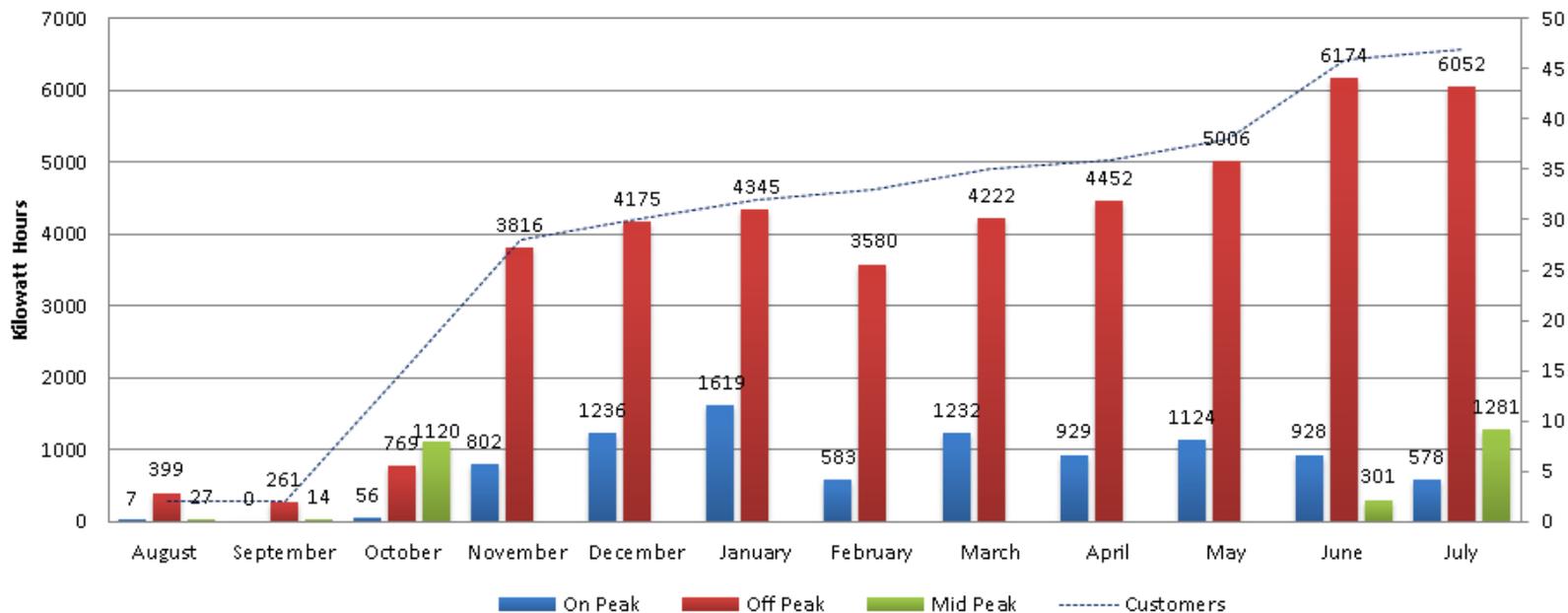
## Appendix B: IPL Electric Vehicle Program Costs

<b>Project Costs</b>			
<b>IPL EV Program Summary</b>	<b>3 Year Budget</b>	<b>Actual Costs</b>	<b>Remaining</b>
<b>Estimated Total Expenses</b>	\$1,663,000	\$657,322	\$1,005,678
<b>Grant Funding</b>	(\$610,000)	(\$324,241)	(\$285,759)
<b>Net Totals</b>	\$1,053,000	\$333,082	\$719,919

Project costs are through July 31, 2012.

## Appendix C: Residential Charging by Period

### Residential Charging Totals by Period



These totals are reflective of the usage billed during a given billing period, which can include usage from two calendar months.

## Appendix D: Electric Vehicle Usage kWh

Electric Vehicle Usage (kWh)																		
	March '11	April '11	May '11	June '11	July '11	August '11	September '11	October '11	November '11	December '11	January '12	February '12	March '12	April '12	May '12	June '12	July '12	Total kWh
<b>Residential locations</b>																		
Residential EV Usage	-	-	-	-	-	433	275	1,939	4,624	5,411	5,964	4,163	5,454	5,381	6,130	7,403	7,911	55,088
<b>Fleet locations</b>																		
C&I EV Usage	-	650	673	570	568	413	605	612	1,194	1,615	1,487	1,292	1,417	1,479	1,499	1,846	1,708	17,628
<b>Public Locations</b>																		
Indiana State Garage	44	139	60	153	236	139	190	65	57	13	59	81	59	-	159	70	59	1,583
Denison Merchant's Garage	-	-	-	-	-	190	171	157	149	175	133	153	97	160	96	64	94	1,638
Garfield Park Public Library	-	-	-	-	-	-	-	-	25	29	32	37	27	32	23	27	23	255
Jewish Community Center	-	-	-	-	-	-	-	-	24	27	27	36	26	27	29	28	27	251
Georgia Street	-	-	-	-	-	-	-	-	-	-	-	13	18	42	42	34	25	174
Butler- Hinkle Fieldhouse	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	40
Denison Plaza Garage	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-

These totals are reflective of usage during a calendar month and may vary from calculations based on billing cycle.

**Verified Statement of Indianapolis Power & Light Company (IPL)**

**Concerning Notification of Customers Affected by the Experimental Time of Use Service for Electric Vehicle Charging on Customer Premises**

Indianapolis Power & Light Company complied with the Notice Requirements under 170 IAC 1-6-6 in the following manner:

- beginning on September 24, 2012 and continuing through the filing date, the attached notice was posted in the Customer Service Office at 2102 N. Illinois Street
- beginning on September 24, 2012 and continuing through the filing date, the same notice was posted on IPL's website under the Pending section of the Rates, Rules and Regulations area
- a legal notice placed in the Indianapolis Star on September 24, 2012 as evidenced by the attached Publishers Affidavit; and
- beginning on the filing date, a copy of the Experimental Electric Vehicle Charging 30 day filing will be included on IPL's website under the Pending section of the Rates, Rules and Regulations area

I affirm under penalties for perjury that the foregoing representations are true to the best of my knowledge, information, and belief.

Dated this 1st day of October, 2012.



Ken Flora  
Director, Regulatory Affairs

8 Received On: October 1, 2012  
IURC 30-DAY Filing No.: 3066  
Indiana Utility Regulatory Commission

Notice is hereby given that on or about September 27, 2012, Indianapolis Power & Light Company expects to file a request for approval of a revised Experimental Tariff, entitled Rate EVX - Experimental Time of Use Service For Electric Vehicle Charging on Customer Premises, with the IURC. The revised Rate EVX will affect only those eligible customers who volunteer to participate in the Experimental electric vehicle charging program. IPL anticipates approval of the filing on or before December 31, 2012. The experimental rate will be in place for two years. This notice is provided to the public pursuant to 170 IAC 1-6-6. The contact information, to which an objection should be made, is as follows:  
Secretary  
Indiana Utility Regulatory Commission  
101 W. Washington Street, Suite 1500 East  
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Dated September 20, 2012.  
(S - 9/24/12 - 599468)

**PUBLISHER'S AFFIDAVIT**

State of Indiana SS:  
MARION County

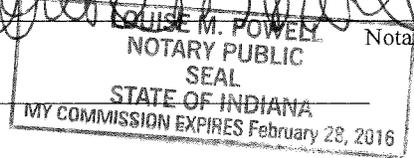
Personally appeared before me, a notary public in and for said county and state,  
the undersigned **Kerry Dodson** who, being duly sworn, says that SHE is clerk  
of the INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation  
printed and published in the English language in the city of INDIANAPOLIS in state  
and county aforesaid, and that the printed matter attached hereto is a true copy,  
which was duly published in said paper for 1 time(s), between the dates of:

09/24/2012 and 09/24/2012

Kerry Dodson Clerk  
Title

Subscribed and sworn to before me on 09/24/2012

Louise M. Powell Notary Public



My commission expires: \_\_\_\_\_