Electric Transportation Programs Term Sheet

Make Ready

- For purposes of prioritizing Make Ready funding, the Company will place Make Ready projects into two groups – (1) Public Facing Projects and (2) Other EV Projects – and provide Make Ready funding to each group as described below:

    1. **Public Facing Projects**
        - Public Facing Projects are projects that involve infrastructure to support (i) EV charging in public locations (e.g., grocery store parking lots, malls, gas stations and convenience stores) and (ii) the electrification of public fleets (e.g., MARTA, public school buses). Franchise automobile dealers who offer Public Facing Projects may receive Make Ready funding.
        - Consistent with how the Make Ready Program works today, Public Facing Projects would be funded at 100% of the Make Ready costs, which would include funding for the charging panel.
        - The customer would then be responsible for funding the chargers.

    2. **Other EV Projects**
        - Funding shall be first made available to Public Facing Projects prior to funding Other EV Projects.
        - Other EV Projects represent projects that are *not* associated with public chargers or electrification of public fleets; rather, these are projects where an entity (for example, Amazon or UPS) installs chargers on their *private* property to assist with the electrification of their *private* EV fleet.
        - In contrast to how the Make Ready Program works today, going forward, Other EV Projects would receive less funding as compared to Public Facing Projects.
        - Specifically, for Other EV Projects, Georgia Power would *only* fund the infrastructure up to, but not including the electrical panel.

    The Other EV Project customer would have to fund the rest of the infrastructure costs themselves; this would include the panel, the charger and beyond.

- The Company will continue to maintain any infrastructure funded through the Make Ready program for the shorter of the life of the asset or ten years, and all Make Ready customers will be required to agree to the Company's terms and conditions of participation. Maintenance schedules of the infrastructure will be reviewed in the Company's next base rate case.

Community Charging

- Each year, GPC would file a Community Charging Plan (the Plan) with the Georgia PSC
    - The Plan would identify the location of up to (but not more than) eleven (11) Community Chargers GPC plans to install in the forthcoming year based on the budget in the original rate case filing.
    - The Plan will focus on underserved areas -- both rural and income qualified, but which are not located within one (1) mile of a designated Alternative Fuel Corridor or any other location for which funding is provided through the Georgia Electric Vehicle Infrastructure Deployment Plan.
    - Rural areas and Income Qualified areas will be defined as "counties identified as Tier 1 and 2 by the Georgia Department of Community Affairs (DCA)."
      See: https://www.dca.ga.gov/sites/default/files/jtc2022.pdf [dca.ga.gov]

- Once the annual Plan is filed, private EV charging service providers (Private Providers) would have a one-time, 60-day right of first refusal (ROFR) to claim a location within 15 miles of a Company-proposed location in the Plan.

    - Specifically, the Private Providers would have the ability to make a filing with the Georgia PSC asserting their intent to serve one or more of the eleven (11) locations identified in the Company's annual Community Charging Plan. Should the Private Providers fail to break ground at the community charging location within 1.5 years (18 months), they would waive their ROFR and the right to install chargers at that particular location would revert to GPC.

- Interested parties will have the opportunity to provide comments on the Plan within 30 days of the filing of the Plan.

- The Company's actual costs incurred to own, operate and maintain approved community charging equipment may be recovered in its rates for retail electric service.

- The need for a Community Charging program will be reviewed in the Company's next base rate case.