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Gee Williams, III  
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Signed: Zack Tyndall Wm.  
Title: Mayor

**RIDER AMI**  
**SMART METER OPT-OUT**

Residential and Small General Service Customers served under Classification 1 and 2 respectively, who elect to opt-out of receiving a smart meter and choose to retain a non-smart meter, are subject to the Smart Meter Opt-Out fees listed in this Rider AMI (Advanced Metering Infrastructure). A Customer who is non-responsive to Berlin's attempts to install a smart meter, as detailed in Order No. 86727, shall also be subject to this Rider.

Smart Meter Opt-Out Customers are subject to a one-time, up-front fee (per meter) upon enrollment, payable in three monthly installments, and a recurring monthly fee (per meter) after enrollment. The applicable fees for enrolling in Smart Meter Opt-Out will be shown as separate line items on the Customer's bill and are as follows:

**One-time, up-front Fee: \$50.00 per meter (payable in three monthly installments)**  
**Monthly Fee: \$17.00 per meter (per month)**

Opt-Out Customers will receive an initial bill that includes the first installment of the one-time, up-front fee and ongoing monthly fee. An Opt-Out Customer can elect to discontinue the application of this Rider at any time by electing to have a smart meter installed. The charges shall be waived and removed from the Customer's bill where the opt-out charges first appear if the Customer agrees, before the end of the fifth subsequent billing cycle, to have a smart meter installed, provided the Customer allows reasonable access for installation of the smart meter.

For Customers who elect to have a smart meter installed after the waiver period has expired, the charges shall continue to be billed and shall cease upon the earlier of the installation of a smart meter or within 30 days of receiving Customer notification, provided the Customer allows reasonable access for installation of the smart meter.

A Customer with multiple electric meters shall incur fees for each individual meter that is opted-out of receiving a Smart Meter.

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**CLASSIFICATION #7**  
**ELECTRIC VEHICLE PUBLIC CHARGING**

**Availability:**

The Town may provide (by owning or leasing) and operate electric vehicle (EV) Level 2 (L2) and/or Direct Current Fast Charge (DCFC) charging stations available for public use. All public EV charging stations will be sited on property either owned by government entities or government associated organizations or controlled by those entities and organizations (such as through easements, right of ways, or similar legal or equitable mechanisms). EV operators who reside within the Town's service territory or outside the Town's service territory are eligible to use the Town-provided charging stations. L2 charging stations will cover all applications at 208/220/240 voltage levels with demand loads ranging from approximately 3 to 13 kW. DCFC charging stations will cover applications with demand loads from approximately 50 to 150 kW. All such users must register and maintain an active account with the Town's network provider and provide all required information, prior to using the charger. Applicable rates are shown below and are subject to change upon approval by the Commission.

**Charging Rates:**

<u>Level 2 Charging Station</u>	<u>\$0.18 per kWh</u>
<u>DCFC</u>	<u>\$0.34 per kWh</u>

**Taxes:**

Any Franchise Tax, Sales Tax, or other governmental charges or credits applicable to the Customer's service will be added to bills rendered.

**Terms and Conditions:**

All service under this Classification is subject to the terms and conditions in the Town's Electric Service Tariff. The Tariff may be amended from time to time upon application by the Town and approval of the Maryland Public Service Commission.

**Complaints About Public EV Charging Station Meter Accuracy:**

A user of a Town-provided public EV charging station may contact the Town or its charging station administrator to discuss any concerns about meter accuracy. A phone number that customers can use to make complaints shall be displayed at the charging station at all times. In the event the Town or its charging system administrator is not able to adequately address the user's concerns at the time of initial contact, the user may initiate a complaint, and the Town will proceed to investigate the accuracy of the EV charging station metering equipment identified by the user and provide a response to the user as soon as practicable using the contact information provided to the Town by the user.

If the Town determines that the amount actually paid by the user for use of a Town-provided public EV charging station was incorrectly calculated as a result of faulty metering equipment, the Town shall initiate a ticket with the network provider to process a refund to the user equal to the amount of any overcharges.

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