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May 24, 2021

VIA ELECTRONIC FILING

Ms. Kimberley A. Campbell, Chief Clerk
North Carolina Utilities Commission
4325 Mail Service Center
Raleigh, North Carolina 27699-4300

**Re: Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's
Request for Approval of Phase II Electric Transportation Pilot
Programs
Docket Nos. E-7, Sub 1195 and E-2, Sub 1197**

Dear Ms. Campbell:

Pursuant to the Commission's *Order Approving Electric Transportation Pilot, in Part* issued November 24, 2020 in the above-referenced dockets, enclosed for filing are Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's Joint Request for Approval of Phase II Electric Transportation Pilot Programs.

Please do not hesitate to contact me if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink that reads "Kendrick C. Fentress".

Kendrick C. Fentress

Enclosure

cc: Parties of Record

CERTIFICATE OF SERVICE

I certify that a copy of Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's Joint Request for Approval of Phase II Electric Transportation Pilot Programs, in Docket Nos. E-7, Sub 1195 and E-2, Sub 1197, has been served by electronic mail, hand delivery, or by depositing a copy in the United States Mail, 1st Class Postage Prepaid, properly addressed to parties of record.

This the 24th day of May, 2021.



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**STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH**

**DOCKET NO. E-2, SUB 1197
DOCKET NO. E-7, SUB 1195**

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of:)	
)	
Application by Duke Energy Carolinas,)	JOINT REQUEST BY DUKE ENERGY
LLC, and Duke Energy Progress, LLC, for)	CAROLINAS, LLC AND DUKE ENERGY
Approval of Proposed Electric)	PROGRESS, LLC FOR APPROVAL OF
Transportation Pilot)	PHASE II ELECTRIC
)	TRANSPORTATION PILOT
)	PROGRAMS

NOW COME Duke Energy Carolinas, LLC (“DEC”) and Duke Energy Progress, LLC (“DEP”) and together with DEC, “Duke” or the “Companies”) by and through counsel, and, pursuant to the Commission’s November 24, 2020 *Order Approving Electric Transportation Pilot, In Part*, in the above-captioned Docket Nos. E-2, Sub 1197 and E-7, Sub 1195 (“*ET Order*”), hereby request approval of their Phase II Electric Transportation Pilot Programs (“Phase II Pilots”). The Phase II Pilot Programs are designed, after approximately six months of engagement with, and input from, the Electric Transportation Stakeholder group (“ET Stakeholder Group”) to comport with the Commission’s *ET Order* and to provide valuable feedback on how best to help North Carolina reach Executive Order No. 80’s (“EO 80”) goal of 80,000 zero emission vehicles on North Carolina roads by 2025.¹

¹ Executive Order No. 80, North Carolina’s Commitment to Address Climate Change and Transition to a Clean Energy Economy, Oct. 29, 2018.

Throughout the electric transportation industry, increasing the number of public charging stations and overcoming consumer anxiety about battery range remain obstacles in increasing and sustaining EV adoption.² North Carolina is no exception, and the Companies' goals with their Phase II Pilots is to offer solutions to overcoming these obstacles. First, the Companies' Phase II Pilots include a program, modeled after the Companies' outdoor lighting programs, where the Companies will install and maintain electric vehicle ("EV") charging equipment for customers. Second, the Companies' Phase I Pilots were not sufficiently scaled to support the EO 80 goal, particularly for fast charging, and the Phase II Pilots are intended to help close that gap. The Companies produced a range of investment levels for the Phase II Public Charging pilots for review during the ET Stakeholder process, corresponding to filling between 10% and 25% of the anticipated 2025 Fast Charge infrastructure gap. Additionally, the Phase II Pilots focus on reaching low-and moderate-income customers, as well as customers in less urban areas. These programs and investment levels are discussed in more detail herein. Based on the foregoing, the proposed Phase II Pilots will yield additional valuable information for the Commission and ET Stakeholders to review regarding how to efficiently foster equitable EV adoption in areas with customer groups in North Carolina that may be less served by the current EV market. The Companies intend to continue to engage with the ET Stakeholders after approval of these Phase II Pilots to monitor and discuss their performance and effectiveness.

² See, e.g., Vosper, Paul, *Mass Adoption of Electric Vehicles Triggers Needed Infrastructure Changes*, Forbes Technology Council, Jan. 27, 2021, (discussing need for charging infrastructure) available at <https://www.forbes.com/sites/forbestechcouncil/2021/01/27/mass-adoption-of-electric-vehicles-triggers-needed-infrastructure-changes/>. Mr. Vosper is also President and Chief Executive Officer of Juicebox, which produces Level 2 electric vehicle chargers.

In support thereof, the Companies respectfully show the Commission the following:

1. Duke Energy Progress, LLC's regional headquarters and general offices are located at 410 South Wilmington Street, Raleigh, North Carolina, and its mailing address is:

Duke Energy Progress, LLC
410 S. Wilmington Street NCRH 20
Raleigh, North Carolina 27602

2. Duke Energy Carolinas, LLC's general offices are at 550 South Tryon Street, Charlotte North Carolina and its mailing address is:

Duke Energy Carolinas, LLC
P.O. Box 1321 (DEC 45A)
Charlotte, North Carolina 28202

3. The names and addresses of Companies' attorneys are:

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Copies of all pleadings, testimony, orders, and correspondence in this proceeding should be served upon the attorneys listed above.

4. The Companies are engaged in the generation, transmission, distribution, and sale of electricity at retail in the eastern, piedmont and western portions of North Carolina, and portions of South Carolina. Each Company serves more than 150,000 North Carolina retail customers as of January 1, 2017. The Companies also sell electricity at wholesale to many municipal, cooperative, and investor-owned electric utilities. The Companies are authorized to transact business in the State of North Carolina and are public utilities under the laws of the State of North Carolina. Accordingly, their operations in the State of North Carolina are subject to the jurisdiction of the Commission.

BACKGROUND

5. Governor Cooper's EO 80, *North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy*, directs that the State of North Carolina will strive to accomplish increasing the number of registered, zero emission vehicles to at least 80,000 by 2025. Additionally, the North Carolina Department of Environmental Quality Energy Policy Council ("Energy Policy Council") recommended that the State adopt measures and implement programs that promote EV adoption and ease the transition to an electrified transportation economy for all. The Energy Policy Council further urged consideration by elected officials and regulatory agencies of measures intended to address perceived barriers to EV deployment.³

³ North Carolina Department of Environmental Quality, Energy Policy Council, Biennial Report, issued May 2018, at p. 77 – 78, available at <https://deq.nc.gov/about/divisions/energy-mineral-landresources/energy-policy-council> ("Energy Policy Council Report").

6. On March 29, 2019, the Companies filed an Application for Approval of a Proposed Electric Transportation Program (“2019 Application”). The Companies’ filing was intended to support the growing EV market in North Carolina by providing a foundational level of EV charging infrastructure and filling gaps in that market in light of the goals of EO 80. As the 2019 Application detailed, the growth rate of light-duty passenger EV sales in NC since 2012 had been significant: as of December 2018, there were more than 13,000 EVs registered in North Carolina compared to almost zero at the start of the decade. At the same time, it was clear that the EV sales growth rate would have to increase significantly to reach the EO 80 2025 goal. In sum, the Companies’ 2019 Application stated their belief that more investment in EV charging infrastructure would accelerate EV adoption in the State, consistent with the intent of these State policies and the developing EV market.⁴

7. On November 24, 2020, the Commission issued its *ET Order*, in which it recognized the “general agreement that there are many potential benefits to electric ratepayers and society at large in the transition from gasoline- and diesel-powered vehicles to electric transportation. . . . [and that] there are still many challenges to widespread adoption of EVs, some of which are tied to the lack of charging infrastructure.” *ET Order* at 16. The Commission approved the 2019 Application in part but directed that the Companies and the Public Staff - North Carolina Utilities Commission (“Public Staff”) convene a collaborative stakeholder process to provide input and feedback on potential future pilot programs.⁵

⁴ See Energy Policy Council Report at 78 (Explaining that EV adoption will not happen in a vacuum).

⁵ The Companies and the Public Staff convened this collaborative stakeholder process, which included the parties to these dockets, but also numerous other interested stakeholders representing and/or interested in all

8. The Commission's *ET Order* also provided the following:

The Commission further directs Duke to explore and create a second pilot for these three programs in a stakeholder process The Commission expects Duke to explore in the second round of these three pilot programs and any other proposed programs additional ownership and stations co-owned, co-funded, or co-operated with Duke in partnership with other entities.

ET Order at 19-20.

9. The Commission also specifically approved the Public Level 2 Charging component of the Companies' proposal and approved, with limits, the Companies' School Bus proposal; the Direct Current Fast Charging ("Fast Charge"); and the Multi-Family Dwelling Charging Programs.

10. In approving these pilot programs (collectively, "Phase I Pilot Programs"), the Commission clarified that it considered them *only the first phase* of DEC's and DEP's participation in the evolving EV market. The Commission recognized that there was more work to be done and a variety of solutions to consider. To that end, the Commission directed the Companies to work with the ET Stakeholder process and file the second pilot of these programs within six months of the *ET Order* (May 24, 2021).

11. Consistent with the *ET Order*, the Companies and the Public Staff convened an ET Stakeholder group that has met monthly since December 2020. Based on these discussions and in response to the Commission's directive in its *ET Order* encouraging review of a Make Ready approach, the Companies, after sharing the details of the proposed program with the ET Stakeholder group, filed their proposed Make Ready Credit programs for approval on April 30, 2021. The Make Ready program is not a pilot, but rather is a

facets of the transforming and evolving ET market. The participating collaborative stakeholders have met numerous times, and the process remains ongoing.

proposed credit for the Companies' customers that wish to install EV charging infrastructure. It encompasses, among other things, the need to ensure that the necessary new supporting electric infrastructure on a customer's premises is installed in a safe and reliable manner to protect both the customer's investment and the grid impacts resulting from this significant new load. Further, it provides for electrification of transportation for low- to moderate-income customers, which otherwise may be delayed through burdensome up-front costs to install EV chargers and make ready infrastructure. The Make Ready Credit program partners the Companies with the customer that owns the charger. Finally, the Make Ready Credit program will help lay the necessary foundation for transitioning to the increased EV adoption and infrastructure envisioned by the Commission in the *ET Order* and will complement the Companies' Phase II Pilot proposals.

12. On May 7, 2021, DEC filed for the approval of three dynamic rate designs in Docket No. E-7, Sub 1253. These rate designs included a review of the piloted dynamic rate designs in Docket No. E-7 Sub 1146 and the TOU periods for Residential and Small General Service customers. Although not part of the Companies' Phase I or Phase II Pilot Programs, the resulting rate designs were explicitly created with EV charging in mind and have the potential to offer the lowest total cost of charging EVs thus far available in DEC's territory given beneficial load shapes. These new dynamic rate designs and refreshed TOU periods were discussed in multiple stakeholder meetings. The Companies have also shared initial concepts for other potential pricing options around EV charging in several of the ET Stakeholder meetings to accelerate the work on rate designs for EVs already underway.

SECOND PHASE PILOT PROGRAMS

13. The Commission's *ET Order* was a critical step in meeting the goals of EO 80, because Commission action is central to meeting those goals. As a result of the *ET Order*, the Commission has ensured continued progress in providing the EV infrastructure necessary to accompany the growth in EV adoption. Increased EV adoption coupled with advancing EV infrastructure in North Carolina can result in statewide benefits for all North Carolinians, regardless of whether or not they choose to personally drive an EV. Although owners of EVs benefit directly from reduced fuel and maintenance costs, greater EV adoption will lead to increased EV charging. The increase in flexible load will benefit all customers by establishing a broader base to spread utility system costs and put mitigating upward pressure on rates.

14. Since the Companies filed their 2019 Application, the regional ET market has, unsurprisingly, continued to evolve. As of March 1, 2021, in the Companies' North Carolina and South Carolina service territories, approximately 2,240 EVs were registered in the first quarter of 2021, compared with approximately 1,020 in the first quarter of 2020, an increase of 119% year-over-year.⁶

15. Specifically, in North Carolina, the EV market has continued to grow since the Companies' 2019 Application. As of February 2021, there are roughly 25,000 EVs operating in North Carolina, with 1,417 publicly-accessible, open standard Level 2 charging outlets, but, significantly, with only 127 publicly-accessible, open standard Fast

⁶ Vehicle Registrations sourced from Department of Motor Vehicle records and allocated to Duke Energy jurisdictions by county percentages.

Charging outlets to serve those drivers as of May 2021, according to the Department of Energy Alternative Fuels Data Center.⁷

16. Although the data show growth of EV adoption in North Carolina, a recent California study cautions that without sufficient EV infrastructure available to allow for access to charging, a higher level of EV adoption may not be sustainable. The study suggested “new challenges facing the growth of the nascent EV market,” and it found that “roughly 20% of electric vehicle owners in California replaced their cars with gas ones,” mainly because of the inconvenience of charging.⁸ Therefore, the Companies continue to believe that determining the best and most direct ways to expand the charging infrastructure is necessary to develop and sustain EV growth in North Carolina and to have the ability to meet the goals of EO 80.

17. Given the possible benefits of increased EV adoption to all utility customers, utilities have been and are a natural choice to provide infrastructure that encourages and sustains EV market growth. State utility commissions have recognized that electric utilities play a vital role in building out the infrastructure or providing the EVSE in the transition to electric transportation. According to the Edison Electric Institute (“EEI”), 52 electric companies had regulatory approval for ET filings as of January 2021.⁹ Thirty-one states plus the District of Columbia had approved ET filings from electric

⁷ See <https://afdc.energy.gov/>.

⁸ See Reuter, Dominick, *1 in 5 Electric Vehicle Owners In California Switched Back to Gas Because Charging Their Cars Is A Hassle, New Research Shows*, Business Insider, April 3, 2021, available at <https://news.yahoo.com/1-5-electric-vehicle-owners-164149467.html>, (discussing Hardman, S., Tal, G. *Understanding discontinuance among California’s electric vehicle owners*. *Nat Energy* (2021)), available at <https://doi.org/10.1038/s41560-021-00814-9>.

⁹ EEI Electric Transportation Biannual State Regulatory Update, Feb. 202, available at https://www.eei.org/issuesandpolicy/electrictransportation/Documents/FINAL_ET%20Biannual%20State%20Regulatory%20Update_February2021.pdf.

companies.¹⁰ Electric company approved ET filings represent a total investment of nearly three billion dollars.¹¹

18. Notably, since the Companies filed their 2019 Application, the Virginia State Corporation Commission approved Dominion Energy Virginia's Smart Charging Infrastructure Pilot, with a budget of \$22 million. The Virginia Pilot's features include rebates for the infrastructure and make ready upgrades to enable EV charging and rebates for smart charging equipment. It will deploy up to 25 Level 2 charging stations at multi-family sites, 400 Level 2 charging stations at workplaces, 30 fast chargers at public locations, and 60 fast chargers to transit agencies.¹²

19. Recognizing the vital role that DEC and DEP can play in developing and sustaining the EV market in North Carolina, the Commission has directed the Companies to develop ownership structures that involved not only utility-owned and operated pilot structures, but also direct and individual customer-funded and operated structures. Investments such as these from DEC and DEP can help to bridge the gap between the number of chargers and overall EV infrastructure needed to support and sustain market growth. More importantly for North Carolina purposes, investments from DEC and DEP can help bridge the gap between the number of chargers and overall EV infrastructure needed to achieve the goals of EO 80 and deliver the benefits of electric transportation to DEC's and DEP's customers and North Carolinians in general. Finally, the ET Stakeholder meetings achieved a general consensus that private investment in EV infrastructure may

¹⁰ *Id.*

¹¹ *Id.*

¹² See *Petition of Virginia Electric and Power Company, For approval of a plan for electric distribution grid transformation projects pursuant to § 56-585,1 A 6 of the Code of Virginia and for approval of an addition to the terms and conditions applicable to electric service*, Case No. PUR-2019-00154, Final Order (Mar. 26, 2020).

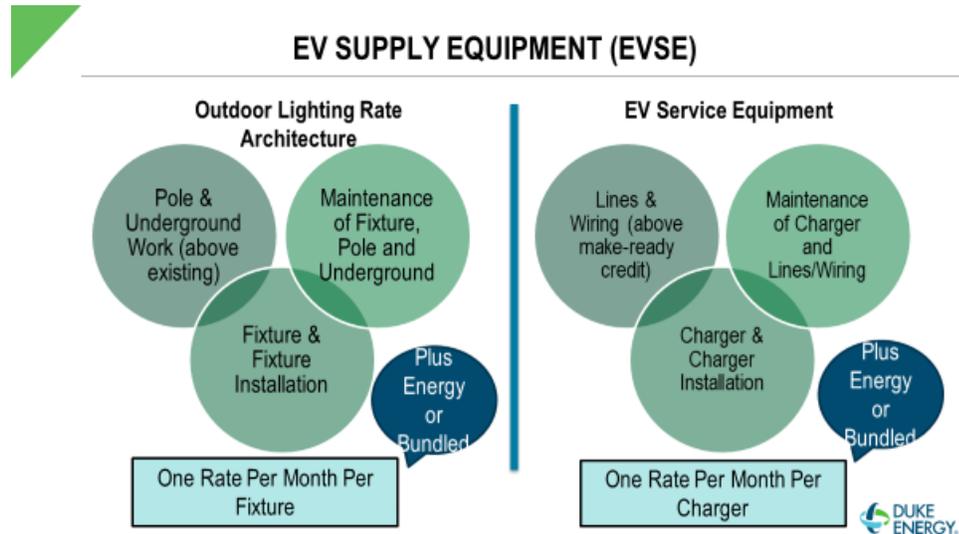
fail to deploy adequate charging infrastructure in income-qualified communities, rural communities, and less-traveled corridor routes. DEC and DEP's second phase Level 2 and fast charger proposals will help link the growing EV market to participation in that market by lower- and moderate-income customers, as well as by customers who are geographically distant from more competitive, urban areas. The Companies' specific Phase II Pilots that the Commission directed be filed within six month of the Order are described below:

Customer-Operated EV Supply Equipment (EVSE) Tariff Pilot

20. The EVSE Tariff Pilot ("EVSE Tariff Pilot") will be available to individual customers for electric vehicle chargers and charging infrastructure at locations on either DEC's or DEP's distribution system. Once installed, the charging station will be customer-operated. Schedule EVSE for DEC and Schedule EVSE Pilot for DEP are attached hereto as Attachment A and Attachment B, respectively.

21. The Companies shared details on the EVSE Tariff Pilot with the ET Stakeholder group during the March, April and May Stakeholder meetings. The Companies described the EVSE Tariff Pilot as similar in structure to the Companies' outdoor lighting programs, as shown in the diagram below. The Companies' outdoor lighting programs receive separate class treatment and has unique costs to serve, which are adjusted during rate cases. With outdoor lighting, new fixtures, poles, and other products may, with Commission approval, be added to the tariffs at any time as extra facilities for non-standard equipment, decorative equipment, or both. The Companies' outdoor lighting programs allow for low up-front cost and an all-in rate, which makes lighting simple and affordable for customers. Similarly, the EVSE Tariff Pilot allows for low up-front cost, which makes EVSE installation affordable for customers. New chargers can be added to

the tariffs at any time with Commission approval or as extra facilities for non-standard equipment. Additionally, like outdoor lighting, the EVSE Tariff allows for multiple vendor options and a wide project selection.

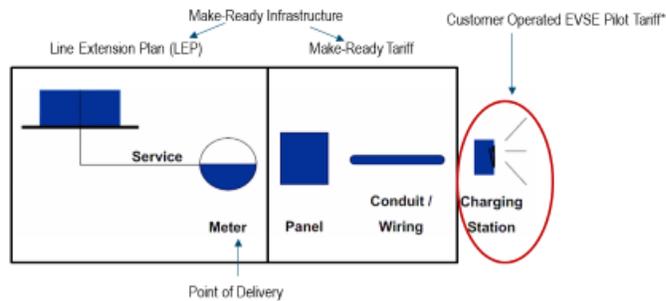


22. Under the proposed Schedules, the Companies may provide programs and/or services to help customers manage charging during off-peak hours. For L2 EVSE, the customer will be billed for installations of standard equipment installed on the customer’s side of the meter on the Company’s distribution system. The rates include equipment, maintenance, and annual software networking fees, but will not include the monthly charges for extra facilities associated with the Company’s Service Regulations and/or Line Extension Plan, electrical panel/wiring make ready costs, costs for work on the Company’s side of the meter, non-standard equipment, or any contribution required under this Schedule. Customers may choose any applicable rate schedule for electricity service. The monthly rates are shown on the attached Schedules (Attachments A and B).

23. For Fast Charge Equipment for non-residential customers, customers will be billed for installations of standard equipment installed on the customer’s side of the meter on the Company’s distribution system. The rates will include equipment, maintenance, and annual software networking fees, but will not include the monthly charges for extra facilities associated with the Company’s Service Regulations and/or Line Extension Plan, electrical panel/wiring make ready costs, costs for work on the Company’s side of the meter, non-standard equipment, or any contribution required under this Schedule. Customers may choose any applicable rate schedule for electricity service. The monthly rates are shown on the attached Schedules (Attachments A and B).

24. The following diagram also shows the how the EVSE Tariff aligns with the Companies’ pending Make Ready Credit Program. Notably, however, customers do not have to participate in the EVSE Pilot to receive the make ready credit, which allows for additional customer choice among various EVSE providers.

Customer Operated EVSE Pilot



**Customers do not have to participate in the EVSE Pilot to receive the make-ready revenue credit.*

Utility-Operated Public Charging Phase II Pilots

25. In keeping with the Commission’s directive to explore ownership/operating models, the Companies have also developed Phase II Pilot programs that expand the utility-operated public charging Phase I Pilots. One of the Companies’ specific goals for the Phase II Utility-Operated Public Charging Pilots is to determine how best to prioritize addressing transportation equity issues with specific carve-outs for low- and moderate-income customers and rural areas. As the Commission stated in its *ET Order*:

The Commission is persuaded that as the cost of EVs decreases and more used vehicles become available it will be even more important for multifamily housing tenants to have convenient access to charging stations at their residence. While not all residents of multifamily housing are low or moderate income, many are, and several parties emphasized the need to specifically extend the benefits of the Pilot to low- and moderate-income ratepayers.

ET Order at 19. The Companies’ Phase II Public Level 2 Charging program, Multi-Family Level 2 Charging Program, and Highway Fast Charging Programs all contain components that are specifically dedicated to expanding equity and access to electric transportation mobility to low- and moderate-income customers or customers in more rural areas.

26. As noted, the Companies’ other goals include determining how to continue to expand public charging to support EO 80’s 2025 adoption levels. The Companies produced a range of investment levels for the Phase II Public Charging pilots for review during the stakeholder process, corresponding to filling between 10% and 25% of the anticipated 2025 Fast Charge infrastructure gap. Feedback from the ET Stakeholder group reflected agreement among many of the members that a higher level of investment was needed to fully support advanced EV adoption in NC. Moreover, the Phase II Pilots will allow for direct comparison to the EVSE Tariff Pilot and the Make Ready Credit deployments, which ultimately involve customer-owned and operated structures. The

diagram below illustrates the difference in the Companies’ investment levels for the Phase II Public Charging pilots corresponding to filling between 10% and 25% of the anticipated 2025 Fast Charge infrastructure gap (in millions):

25% Fast Charge Gap Scenario

	DEC	DEP	Total
EV School Bus	\$ 7.2	\$ 7.2	\$ 14.5
Fast Charge	\$ 14.2	\$ 14.2	\$ 28.5
Public L2	\$ 3.3	\$ 3.3	\$ 6.5
MFD L2	\$ 3.3	\$ 3.3	\$ 6.5
Total	\$ 28.0	\$ 28.0	\$ 56.0

10% Fast Charge Gap Scenario

	DEC	DEP	Total
EV School Bus	\$ 7.2	\$ 7.2	\$ 14.5
Fast Charge	\$ 6.5	\$ 6.5	\$ 13.1
Public L2	\$ 1.4	\$ 1.4	\$ 2.8
MFD L2	\$ 1.4	\$ 1.4	\$ 2.8
Total	\$ 16.6	\$ 16.6	\$ 33.2

Public Level 2 and Multi-Family Charging

27. For the Public Level 2 Phase II Pilot, the Companies intend to target 50% of the installations in rural Tier I and Tier II counties and 50% of the installations in low-to moderate-income (“LMI”) communities. Tier I counties in North Carolina consist of the 40 most economically distressed counties in North Carolina, and Tier II counties are the next 40 economically distressed, based on the North Carolina county tiers. North Carolina tiers are calculated using four factors: (i) average unemployment rate; (ii) median household income; (iii) percentage growth in population; and (iv) adjusted property tax

base per capita.¹³ Additionally, with respect to LMI customers, the Companies will use their Neighborhood Energy Saver energy efficiency program areas, where 50% of the households are at or below 200% of the federal poverty guideline.

28. The Public Level 2 charging stations will have 24/7 public access, with a minimum of two and maximum of eight ports per parent customer entity. Priority will be given to zip codes with no existing chargers. The program will be open to public, private, and non-profit entities. Public Level 2 Charging Station Program, Phase 2 for DEC and Public Level 2 Charging Station Program, Phase 2, L2V2-1 for DEP are attached hereto as Attachment C and Attachment D, respectively.

29. For the Multi-Family Level 2 Phase II Pilot, the Companies will again target 50% of installations in Tier I and Tier II counties and the other 50% for LMI communities as defined for the Public L2 Phase II Pilot. Multi-family locations will include apartments, condominiums and retirement homes. They will be installed in common-area parking lots and not reserved for a single user, and there will be a minimum of two and a maximum of 20 ports per parent customer entity. The Multi-Family Dwelling Charging Station Program, Phase 2 for DEC and the Multi-Family Dwelling Charging Station Program, Phase 2, MFV2-1 for DEP are attached as Attachment E and Attachment F, respectively.

30. The Companies and the Public Staff have recently held a dedicated ET Stakeholder meeting on equity and access to mobility issues related to the EV adoption in North Carolina. Furthermore, the Companies have recently engaged with certain ET Stakeholders with expertise in these issues (the Southern Environmental Law Center, the Southern Alliance for Clean Energy, and the North Carolina Justice Center), on eligibility

¹³ <https://www.nccommerce.com/grants-incentives/county-distress-rankings-tiers>.

criteria for the Public and Multi-family Level 2 charging and the siting of these chargers. Suggestions being considered include using the Low-Income Housing Tax Credit to identify multi-family homes to identify charging locations for easier access for residents and reviewing air pollution and health data by North Carolina locations to determine where chargers could be placed. The Companies intend to continue these discussions for siting purposes with respect to these Phase II Pilots.

31. With respect to these programs targeting rural areas and LMI customers, the ET Stakeholders stressed the necessity for marketing and outreach to these specific customers to inform them of the opportunities. To that end, the Companies intend to establish a robust and collaborative marketing and outreach plan and have included marketing and outreach in the program budgets totaling \$512,500. Notably, however, vendors who participate in the ET Stakeholder group will be excluded from being hired by the Companies to do this marketing and outreach to avoid any conflicts of interest.

Highway Corridor Fast Charging

32. The Companies also intend to install 80 to 180 fast chargers for highway corridor fast charging. The Company will install, own, operate, and maintain each fast charger throughout the term of the Phase II Pilot in Tier I and Tier II North Carolina counties. There will be a minimum of two fast chargers per location capable of charging a single vehicle, at a dedicated 150 kW or more (“Fast Charge Location”). Consistent with the Commission’s guidance, the Companies will continue explore partnership opportunities in site selection to bring costs of the installations down and will communicate these opportunities to the ET Stakeholder group as part of on-going Pilot updates.

33. To address concerns around the continuing development of competition among hardware and software providers, participating site hosts shall have the choice of at least two (2) vendors of EV charging hardware and software. Providers shall be prequalified by the Companies based upon technical and functional requirements, such as a requirement that any DCFC operate on OCPP v1.6 or later. Prior to the issuance of any request for proposals (“RFP”) and subsequent provider selection, the Companies commit share and vet the proposed technical and functional requirements with the ET Shareholder Group. The Companies shall establish, by an RFP, a base option for hardware and software, and the site host shall be responsible for any incremental costs above the base option. Such “base option” shall include all hardware costs for each Fast Charge Location, including activation and other costs, and the total cost to manage any and all network, software, and connectivity services for five years for each Fast Charge Location. No single vendor of EV charging hardware shall be awarded 100% of total installations.

34. The Companies propose an assessment of a fee to drivers consisting of the approximate average statewide Fast Charge price per kWh (“Fast Charge Fee”). After 12 months of the Fast Charge being in service, the site hosts will have the option of creating alternative pricing mechanisms for drivers, which, for purposes of this Phase II Pilot, may not exceed the Fast Charge Fee by more than twenty percent. If a site host chooses to set a price below the Fast Charge Fee, the site host is responsible for remitting payment to the Companies to cover the difference with the approved Fast Charge. The Public Fast Charging Program, Phase 2 for DEC and the Public Fast Charging Station Program, Phase 2, FC2-1 are attached hereto as Attachment G and Attachment H, respectively.

EV School Bus Program

35. For Phase II of the EV School Bus Pilot, the Companies propose a concentrated deployment of approximately 4-6 buses at 10-15 sites for a total of 60 buses and a maximum budget of \$13.5 million. The Department of Public Instruction (“DPI”) or local school district would provide the diesel-equivalent cost, and DEC or DEP would provide the remaining incremental cost gap for the EV School Bus. Participating school districts may also elect to install required infrastructure through the make ready credit tariff and charging infrastructure through the EVSE Tariff Program. The school bus battery would be available for vehicle-to-grid dispatch when not in transportation service. The Electric Vehicle School Bus Charging Station Program, Phase 2 for DEC and the Electric Vehicle School Bus Charging Station Program, Phase 2, EVB2-1 are attached hereto as Attachment I and Attachment J, respectively.

36. The Companies are aware of forthcoming state and federal grant opportunities that the Companies could leverage to reduce ultimate program or participant costs. Although the details of these grant opportunities are still forthcoming, the Companies believe timely approval would help to ensure the Phase II Pilots are active in time to take advantage of such supplemental funding sources. The Phase I Pilots have encountered implementation delays because the VW Settlement funding envisioned in the 2019 Application was not available when the Phase I Pilots were approved. By ensuring that the Phase II Pilots are active at the appropriate time, the Commission will support advanced deployment of EV School Buses in NC and the best opportunity to lower program and/or participant costs.

REPORTING ACTIVITIES AND CONTINUED STAKEHOLDER MEETINGS

37. The Companies believe that the interested stakeholder forum that was co-facilitated by the Companies and Public Staff allowed the Companies to reflect ideas and input from stakeholders into the Phase II Pilots proposed in this application. Continuing to convene the ET Stakeholder Group on at least a quarterly basis will allow the Companies to continue to provide updates on the Phase I Pilots and the status of the Phase II Pilot application. These meetings will also serve as the forum to discuss the impacts that the Companies' recently filed time-differentiated rates will have on the economics of customer charging. Finally, they will continue to provide the Company and Public Staff the critical opportunity to obtain specific EV-focused stakeholder feedback on matters such as additional potential rate designs being discussed in the context of the Comprehensive Rate Review Workshops, as well as on-going input to inform potential additional pilots and offerings that will encourage the electrification of transportation in North Carolina in the most effective manner.

CONCLUSION

Based on the foregoing, the Companies respectfully request that the Commission approve its Phase II Pilots and grant any such other relief as the Commission deems just and reasonable.

Respectfully submitted, this the 24th day of May, 2021.



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SCHEDULE EVSE (PILOT)
Electric Vehicle Service Equipment

AVAILABILITY (North Carolina Only)

Available to the individual Customer for electric vehicle charging infrastructure at locations on the Company’s distribution system. If safety, reliability, or access hinders delivery of service under this Schedule, service may be withheld or discontinued until such hindrances are remedied.

This pilot is available for networked or non-networked Electric Vehicle Service Equipment (“EVSE” or “Charger”). Networked EVSE contains wi-fi, cellular, or other communications capabilities to connect to the internet for communications, data gathering, and charging load management purposes by the Customer and/or the Company. The Company may provide programs and/or services to help Customers manage charging during off-peak hours.

RATE:

(A) Level 2 (“L2”) EVSE

L2 charging infrastructure will be billed for installations of standard equipment installed on the Customer’s side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company’s Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company’s side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer’s expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

(1) Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 32A 240V EVSE 25ft Cord	Up to 9.6 kW	Inside Wall	\$12.74
Networked 32A 240V EVSE 25ft Cord Includes Software	Up to 9.6 kW	Inside Wall	\$16.41

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE 25ft Cord	6 to 9.6 kW	Outside Wall	\$17.17
Networked Client 40A 240V EVSE, 25ft Cord, Includes Software	6 to 9.6 kW	Outside Wall	\$72.49
Networked Gateway 40A 240V EVSE, 25ft Cord, Includes Software	6 to 9.6 kW	Outside Wall	\$83.79

(B) Direct-Current Fast Charging (“DCFC”) Equipment (Non-Residential)

DCFC infrastructure will be billed for installations of standard equipment installed on the Customer’s side of the meter on the Company’s distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company’s Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company’s side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer’s expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

SCHEDULE EVSE (PILOT)
Electric Vehicle Service Equipment

EVSE Description	kW range	Mounting	EVSE Monthly Rate
DCFC24 Networked with CCS-1 and CHAdeMO Cables, LED Display, Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	\$371.81
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	\$589.11
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	\$832.55
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	\$1,249.03
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	\$1,543.52
DCFC350	350 kW	Customer's Pad	TBD

(C) Pedestal or Pole Mounting

A special EVSE pedestal or pole is any Company-owned pedestal or pole installed as a part of an electric vehicle charging system and on which no other Company overhead distribution facilities are installed. A Customer may choose to integrate electric vehicle charging infrastructure with facilities that provide outdoor lighting services pursuant to the provisions contained within the Company's outdoor lighting service tariffs.

Mounting Description	Monthly Mounting Rate
Level 2 – Outdoor EVSE Mount (Residential)	\$6.36
Level 2 – Universal Pedestal (Non-Residential)	\$13.18
30ft Standard Wood Pole (Non-Residential)	\$6.94
Protective Concrete Bollard (Non-Residential)	\$6.69
Cable Management Hoister (Non-Residential)	\$11.57

(D) Make-Ready Upgrades

To receive service under this Schedule, Customers may need to upgrade their electrical panel/wiring on the Customer's side of the meter prior to the installation of L2 and/or DCFC infrastructure. The EVSE Monthly Rate listed does not include estimated electrical panel/wiring make-ready costs.

For L2 and/or DCFC electrical panel/wiring upgrades, a one-time non-refundable contribution will be made by the Customer for the costs above any make-ready incentives the Company may offer, and the Customer has applied for and received. The electrical panel/wiring upgrades on the Customer's side of the meter remain the property of the Customer.

Wiring upgrades on the Company's side of the meter are subject to the Company's Line Extension Policy.

SCHEDULE EVSE (PILOT)
Electric Vehicle Service Equipment

(E) Distribution Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay a Distribution Extra Facilities charge when distribution facilities are requested that exceed distribution facilities normally supplied by the Company to render charging service. Customer shall pay a Distribution Extra Facilities charge of 1.0 percent per month, but not less than \$25 per month, of the estimated original installed cost of the Distribution Extra Facilities. Distribution Extra Facilities that are above normal include, but are not limited to, the following:

- Any distribution transformer and/or primary conductor extension.
- Installing underground circuit to deliver energy service to the EVSE.
- Distribution-related work before the point of delivery as defined in the Company's Service Regulations.

(F) EVSE Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an EVSE Extra Facilities charge when facilities are requested that exceed EVSE facilities normally supplied by the Company to render charging service. EVSE Extra Facilities are defined as EVSE-related facilities that are optional services chosen by the Customer to customize EVSE operation. Customer shall pay an EVSE Extra Facilities charge of 1.7 percent per month of the estimated original installed cost of the EVSE Extra Facilities. EVSE Extra Facilities that are above normal include, but are not limited to, the following:

- Non-standard EVSE not included in the EVSE Monthly Rate provision above. The EVSE Extra Facilities shall be the difference between the estimated installed cost of the non-standard EVSE and the estimated installed cost of the equivalent standard EVSE.
- Extra Cords.
- Any special EVSE mounting facilities not included in the Monthly Mounting Rate or provided for in the EVSE Monthly Charge.

(G) Non-Refundable Contribution

- If conditions require the use of materials and methods of installation other than the Company's experimental materials and methods under this pilot, the Customer will contribute additional cost. Experimental materials and methods are those that are reasonably necessary to delivery service as described in the provisions above.
- The Customer will contribute the estimated cost of installing cables and conduit under paved or landscaped surface areas; however, Customer may cut and replace the pavement or surface in lieu of making the contribution.
- Service supplied under the Monthly Rates listed above does not include the conversion of existing overhead circuits to underground. Should the Customer desire such a conversion under this Schedule, the Customer shall pay, in addition to the applicable contribution and charges herein, the estimated net investment depreciated, plus removal costs, less salvage value of the overhead conductor being removed.

EXPLANATORY NOTES AND OTHER CHARGES

- (1) The Company will readily maintain, as soon as practical, the EVSE during working hours (7 AM to 7 PM) following notification by the Customer. After hours service is available from 7 PM to 7 AM at a cost of \$77 per trip.
- (2) At the request of the Customer, the Company shall remove or move L2 EVSE, as required by the Customer, at a cost of \$77 per removal/move for residential Customers or \$117 per removal/move for non-residential Customers. Due to the varied cost of DCFC EVSE, the Company will perform a cost of removal/move calculation based on actual costs to remove/move DCFC EVSE to determine applicable charges.
- (3) The installation of EVSE shall be in a location that is readily accessible by the Company truck to support installation and maintenance of Company facilities. The Company reserves the right to refuse service if is not physically feasible to offer service and/or maintain charging equipment.
- (4) The Customer owns any electrical panel/wiring on the Customer's side of the meter. The Company does not warrant any electrical panel/wiring make-ready work on the Customer's side of the meter.

GENERAL

Service rendered under this Schedule is subject to the provisions of the Company's Service Regulations filed with the state regulatory commission.

SCHEDULE EVSE (PILOT)
Electric Vehicle Service Equipment

SALES TAX

To the above charges will be added any applicable North Carolina Sales Tax.

PAYMENT

Bills under this Schedule are due and payable on the date of the bill at the office of the Company. Bills are past due and delinquent on the twenty-fifth day after the date of the bill. If any bill is not so paid, the Company has the right to suspend service. In addition, all bills not paid by the twenty-fifth day after the date of the bill shall be subject to a one percent (1%) overdue payment charge on the unpaid amount. This overdue payment charge shall be rendered on the following month's bill, and it shall become part of, and be due and payable with, the bill on which it is rendered.

CONTRACT PERIOD

The original term of contract may be from a minimum of three (3) years to a maximum of ten (10) years. Contracts will continue after the original term until terminated by either party on thirty days' written notice. The Customer may amend or terminate the Agreement before the expiration of the initial Contract Period by paying to the Company a sum of money equal to 40% of the monthly bills which otherwise would have been rendered for the remaining term of the initial Contract Period. The Company may require a deposit not to exceed 40% of the revenue for the original term. The deposit will be returned at the end of the original term, provided the Customer has met all provisions of the contract. Minimum term of contract for specific situations shall be:

- (a) Three years for Level 2 charging infrastructure installed at a residence and designated by the Company as standard equipment and mounted on a wall.
- (b) Five years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard equipment mounted on a wall, pedestal, pole, or pad.
- (c) Ten years for DCFC infrastructure installed and designated by the Company as standard equipment mounted on a wall, pedestal, pole, or pad.
- (d) Ten years for Level 2 charging and DCFC infrastructure designated by the Company as non-standard and/or installations including Extra Facilities as described in Rate paragraphs (E) and (F) above.

SCHEDULE EVSE PILOT
Electric Vehicle Service Equipment (NC)

AVAILABILITY

Available to the individual Customer for electric vehicle charging infrastructure at locations on the Company's distribution system. If safety, reliability, or access hinders delivery of service under this Schedule, service may be withheld or discontinued until such hindrances are remedied.

This pilot is available for networked or non-networked Electric Vehicle Service Equipment ("EVSE" or "Charger"). Networked EVSE contains wi-fi, cellular, or other communications capabilities to connect to the internet for communications, data gathering, and charging load management purposes by the Customer and/or the Company. The Company may provide programs and/or services to help Customers manage charging during off-peak hours.

RATE:**(A) Level 2 ("L2") EVSE**

L2 charging infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

(1) Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 32A 240V EVSE 25ft Cord	Up to 9.6 kW	Inside Wall	\$12.59
Networked 32A 240V EVSE 25ft Cord Includes Software	Up to 9.6 kW	Inside Wall	\$16.24

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE 25ft Cord	6 to 9.6 kW	Outside Wall	\$17.01
Networked Client 40A 240V EVSE, 25ft Cord, Includes Software	6 to 9.6 kW	Outside Wall	\$71.97
Networked Gateway 40A 240V EVSE, 25ft Cord, Includes Software	6 to 9.6 kW	Outside Wall	\$83.13

(B) Direct-Current Fast Charging ("DCFC") Equipment (Non-Residential)

DCFC infrastructure will be billed for installations of standard equipment installed on the Customer's side of the meter on the Company's distribution system. The rates below include equipment, maintenance, and annual software networking fees, but do not include the monthly charges for extra facilities associated with the Company's Service Regulations and/or Line Extension Plan, electrical panel/wiring make-ready costs, costs for work on the Company's side of the meter, non-standard equipment, or any contribution required under this Schedule. Internet connectivity, arranged by the Customer and at the Customer's expense, may be required for Customers to participate in certain Company programs that may be offered in conjunction with other Company tariffs. Customers may choose any applicable rate schedule for electricity service.

SCHEDULE EVSE PILOT
Electric Vehicle Service Equipment (NC)

EVSE Description	kW range	Mounting	EVSE Monthly Rate
DCFC24 Networked with CCS-1 and CHAdeMO Cables, LED Display, Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	\$367.77
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	\$582.89
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	\$823.49
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	\$1,235.83
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	\$1,527.22
DCFC350	350 kW	Customer's Pad	TBD

(C) Pedestal or Pole Mounting

A special EVSE pedestal or pole is any Company-owned pedestal or pole installed as a part of an electric vehicle charging system and on which no other Company overhead distribution facilities are installed. A customer may choose to integrate electric vehicle charging infrastructure with facilities that provide outdoor lighting services pursuant to the provisions contained within the Company's outdoor lighting service tariffs.

Mounting Description	Monthly Mounting Rate
Level 2 – Outdoor EVSE Mount (Residential)	\$6.29
Level 2 – Universal Pedestal (Non-Residential)	\$13.04
30ft Standard Wood Pole (Non-Residential)	\$5.05
Protective Concrete Bollard (Non-Residential)	\$6.77
Cable Management Hoister (Non-Residential)	\$11.45

(D) Make-Ready Upgrades

To receive service under this Schedule, customers may need to upgrade their electrical panel/wiring on the Customer's side of the meter prior to the installation of L2 and/or DCFC infrastructure. The EVSE Monthly Rate listed does not include estimated electrical panel/wiring make-ready costs.

For L2 and/or DCFC electrical panel/wiring upgrades, a one-time non-refundable contribution will be made by the customer for the costs above any make-ready incentives the Company may offer, and the customer has applied for and received. The electrical panel/wiring upgrades on the customer's side of the meter remain the property of the customer.

Wiring upgrades on the Company's side of the meter are subject to the Company's Line Extension Policy.

SCHEDULE EVSE PILOT
Electric Vehicle Service Equipment (NC)

(E) Distribution Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay a Distribution Extra Facilities charge when distribution facilities are requested that exceed distribution facilities normally supplied by the Company to render charging service. Customer shall pay a Distribution Extra Facilities charge of 1.0 percent per month but not less than \$25 per month of the estimated original installed cost of the Distribution Extra Facilities. Distribution Extra Facilities that are above normal include, but are not limited to, the following:

- Any distribution transformer and/or primary conductor extension.
- Installing underground circuit to deliver energy service to the EVSE.
- Distribution-related work before the point of delivery as defined in the Company's Service Regulations.

(F) EVSE Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an EVSE Extra Facilities charge when facilities are requested that exceed EVSE facilities normally supplied by the Company to render charging service. EVSE Extra Facilities are defined as EVSE-related facilities that are optional services chosen by the Customer to customize EVSE operation. Customer shall pay an EVSE Extra Facilities charge of 1.7 percent per month of the estimated original installed cost of the EVSE Extra Facilities. EVSE Extra Facilities that are above normal include, but are not limited to, the following:

- Non-standard EVSE not included in the EVSE Monthly Rate provision above. The EVSE Extra Facilities shall be the difference between the estimated installed cost of the non-standard EVSE and the estimated installed cost of the equivalent standard EVSE.
- Extra Cords.
- Any special EVSE mounting facilities not included in the Monthly Mounting Rate or provided for in the EVSE Monthly Charge.

(G) Non-Refundable Contribution

- If conditions require the use of materials and methods of installation other than the Company's experimental materials and methods under this pilot, the customer will contribute additional cost. Experimental materials and methods are those that are reasonably necessary to delivery service as described in the provisions above.
- The customer will contribute the estimated cost of installing cables and conduit under paved or landscaped surface areas; however, Customer may cut and replace the pavement or surface in lieu of making the contribution.
- Service supplied under the Monthly Rates listed above does not include the conversion of existing overhead circuits to underground. Should the customer desire such a conversion under this Schedule, the customer shall pay, in addition to the applicable contribution and charges herein, the estimated net investment depreciated, plus removal costs, less salvage value of the overhead conductor being removed.

EXPLANATORY NOTES AND OTHER CHARGES

- (1) The Company will readily maintain, as soon as practical, the EVSE during working hours (7 AM to 7 PM) following notification by the Customer. After hours service is available from 7 PM to 7 AM at a cost of \$77 per trip.
- (2) At the request of the Customer, the Company shall remove or move L2 EVSE, as required by the Customer, at a cost of \$77 per removal/move for residential Customers or \$117 per removal/move for non-residential Customers. Due to the varied cost of DCFC EVSE, the Company will perform a cost of removal/move calculation based on actual costs to remove/move DCFC EVSE to determine applicable charges.
- (3) The installation of EVSE shall be in a location that is readily accessible by the Company truck to support installation and maintenance of Company facilities. The Company reserves the right to refuse service if is not physically feasible to offer service and/or maintain charging equipment.
- (4) The customer owns any electrical panel/wiring on the customer's side of the meter. The Company does not warrant any electrical panel/wiring make-ready work on the customer's side of the meter.

GENERAL

Service rendered under this Schedule is subject to the provisions of the Company's Service Regulations filed with the state regulatory commission.

SALES TAX

To the above charges will be added any applicable North Carolina Sales Tax.

SCHEDULE EVSE PILOT
Electric Vehicle Service Equipment (NC)

PAYMENT

Bills under this Schedule are due and payable on the date of the bill at the office of the Company. Bills are past due and delinquent on the twenty-fifth day after the date of the bill. If any bill is not so paid, the Company has the right to suspend service. In addition, all bills not paid by the twenty-fifth day after the date of the bill shall be subject to a one percent (1%) overdue payment charge on the unpaid amount. This overdue payment charge shall be rendered on the following month's bill, and it shall become part of, and be due and payable with, the bill on which it is rendered.

CONTRACT PERIOD

The original term of contract may be from a minimum of three (3) years to a maximum of ten (10) years. Contracts will continue after the original term until terminated by either party on thirty days' written notice. The Customer may amend or terminate the Agreement before the expiration of the initial Contract Period by paying to the Company a sum of money equal to 40% of the monthly bills which otherwise would have been rendered for the remaining term of the initial Contract Period. The Company may require a deposit not to exceed 40% of the revenue for the original term. The deposit will be returned at the end of the original term, provided the Customer has met all provisions of the contract. Minimum term of contract for specific situations shall be:

- (a) Three years for Level 2 charging infrastructure installed at a residence and designated by the Company as standard equipment and mounted on a wall.
- (b) Five years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard equipment mounted on a wall, pedestal, pole, or pad.
- (c) Ten years for DCFC infrastructure installed and designated by the Company as standard equipment mounted on a wall, pedestal, pole, or pad.
- (d) Ten years for Level 2 charging and DCFC infrastructure designated by the Company as non-standard and/or installations including Extra Facilities as described in Rate paragraphs (E) and (F) above.

Effective for service rendered on an after
NCUC Docket No. E-2, Sub 1197

PUBLIC LEVEL 2 CHARGING STATION PROGRAM, PHASE 2 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Level 2 (L2) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers in the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 240 L2 stations. Operation and maintenance of L2 stations may be performed by a qualified third-party service provider by agreement with Company. Charging stations will be installed at key publicly accessible locations in Company's North Carolina service territory to enable charging in the public sector in underserved areas and build driver confidence in EVs, with site selection specifically targeted to low-to-moderate income and rural communities. Company will give priority to installations located in U.S. postal codes that do not have existing access to public EV charging. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each location shall include a minimum of two and a maximum of eight L2 Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in EVs intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of EV charging.

BILLING RATES

L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company's first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot. The charging station will be served by a meter set in Company's name and billed under Company use.

PILOT TERM

This Phase 2 pilot program will expire 36 months following its initial effective date. At the end of the 36-month Phase 2 pilot, Company may seek regulatory approval to continue to own and operate the charging stations or to sell the stations, with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this program are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereby.

PUBLIC LEVEL 2 CHARGING STATION
PROGRAM, PHASE 2, L2V2-1 (NC PILOT)PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Level 2 (“L2”) electric vehicle (“EV”) charging stations to support EV adoption and serve the growing charging needs of Customers in the Company’s North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 240 L2 stations. Operation and maintenance of L2 stations may be performed by a qualified third-party service provider by agreement with Company. Charging stations will be installed at key publicly accessible locations in Company’s North Carolina service territory to enable charging in the public sector in underserved areas and build driver confidence in EVs, with site selection specifically targeted to low-to-moderate income and rural communities. Company will give priority to installations located in U.S. postal codes that do not have existing access to public EV charging. Charging services will be available to all electric vehicle owners without preference to Company’s electric service customers.

CHARGING STATION EQUIPMENT

The L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each location shall include a minimum of two and a maximum of eight L2 Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in EVs intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of EV charging.

BILLING RATES

L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company’s first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot. The charging station will be served by a meter set in Company’s name and billed under Company use.

PILOT TERM

This Phase 2 pilot program will expire 36 months following its initial effective date. At the end of the 36-month Phase 2 pilot, Company may seek regulatory approval to continue to own and operate the charging stations or to sell the stations, with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this program are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereby.

Effective for services rendered on and after _____
NCUC Docket No. E-2, Sub 1197

MULTI-FAMILY DWELLING CHARGING STATION PROGRAM, PHASE 2 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to deploy and maintain a network of Level 2 (L2) electric vehicle (EV) charging stations in buildings or complexes with four or more housing units (Multi-Family Dwellings or MFD) to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 240 MFD L2 stations. Operation and maintenance of L2 stations may be performed by qualified third-party service provider(s) by agreement with Company. Charging stations will be installed at MFD locations in the Company's North Carolina service territory to enable residential charging at MFD in underserved areas and build driver confidence in EVs, with site selection specifically targeted to MFD in low-to-moderate income and rural communities. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The MFD L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each station shall include a minimum of two and a maximum of twenty Level 2 (208/240V) charging outlets capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of EV charging.

BILLING RATES

MFD L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company's first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot. The charging station will be served by a meter set in Company's name and billed under Company use.

PILOT TERM

This Phase 2 pilot program will expire 36 months following its initial effective date. At the end of the 36-month Phase 2 pilot, Company may seek regulatory approval to continue to own and operate the charging stations or to sell the stations, with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this program are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereby.

MULTI-FAMILY DWELLING CHARGING STATION
PROGRAM, PHASE 2, MFV2-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to deploy and maintain a network of Level 2 (“L2”) electric vehicle (“EV”) charging stations in buildings or complexes with four or more housing units (“Multi-Family Dwellings” or “MFD”) to support EV adoption and serve the growing charging needs of Customers across the Company’s North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 240 MFD L2 stations. Operation and maintenance of L2 stations may be performed by qualified third-party service provider(s) by agreement with Company. Charging stations will be installed at MFD locations in the Company’s North Carolina service territory to enable residential charging at MFD in underserved areas and build driver confidence in EVs, with site selection specifically targeted to MFD in low-to-moderate income and rural communities. Charging services will be available to all electric vehicle owners without preference to Company’s electric service customers.

CHARGING STATION EQUIPMENT

The MFD L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each station shall include a minimum of two and a maximum of twenty Level 2 (208/240V) charging outlets capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of EV charging.

BILLING RATES

MFD L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company’s first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot. The charging station will be served by a meter set in Company’s name and billed under Company use.

PILOT TERM

This Phase 2 pilot program will expire 36 months following its initial effective date. At the end of the 36-month Phase 2 pilot, Company may seek regulatory approval to continue to own and operate the charging stations or to sell the stations, with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this program are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereby.

Effective for services rendered on and after _____
NCUC Docket No. E-2, Sub 1197

PUBLIC FAST CHARGING PROGRAM, PHASE 2 (NC PILOT)**PURPOSE**

The purpose of this Phase 2 pilot program is for the Company to develop and maintain a foundational network of publicly accessible Direct Current Fast Charge (DCFC) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 90 DCFC stations across approximately 45 individual locations. Operation and maintenance of DCFC stations may be performed by third-party qualified service provider(s) by agreement with Company. Charging stations will be dispersed at key highway corridor locations throughout Company's North Carolina service territory to enable intra- and inter-state electric vehicle travel and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The DCFC stations shall include charging equipment with electrical demand requirements of 150 kW or greater. Each location shall include a minimum of two DCFC Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in EVs intended for use on public streets and highways. Additionally, EVSE shall include revenue-grade metrology with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

DCFC charging services will be offered in exchange for a Fast Charge Fee consistent with the statewide average for DCFC charging offered by those stations which charge a fee to the driver and are publicly accessible 24-hours per day. Fees may be adjusted throughout the Phase 2 pilot as needed but no more than once per quarter. Payment shall be made by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The Fast Charge Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure within the term of the Phase 2 pilot. The charging station will be served by a meter set in Company's name and billed under Company use.

PILOT TERM

This Phase 2 pilot program will expire 36 months following its initial effective date. At the end of the 36-month Phase 2 pilot, Company may seek regulatory approval to continue to own and operate the charging stations or to sell the stations, with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this program are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereby.

Duke Energy Progress, LLC
(North Carolina Only)

PUBLIC FAST CHARGING STATION
PROGRAM, PHASE 2, FC2-1 (NC PILOT)

PURPOSE

The purpose of this Phase 2 pilot program is for the Company to develop and maintain a foundational network of publicly accessible Direct Current Fast Charge (“DCFC”) electric vehicle (“EV”) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company’s North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 90 DCFC stations across approximately 45 individual locations. Operation and maintenance of DCFC stations may be performed by third-party qualified service provider(s) by agreement with Company. Charging stations will be dispersed at key highway corridor locations throughout Company’s North Carolina service territory to enable intra- and inter-state electric vehicle travel and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company’s electric service customers.

CHARGING STATION EQUIPMENT

The DCFC stations shall include charging equipment with electrical demand requirements of 150 kW or greater. Each location shall include a minimum of two DCFC Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in EVs intended for use on public streets and highways. Additionally, EVSE shall include revenue-grade metrology with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

DCFC charging services will be offered in exchange for a Fast Charge Fee consistent with the statewide average for DCFC charging offered by those stations which charge a fee to the driver and are publicly accessible 24-hours per day. Fees may be adjusted throughout the Phase 2 pilot as needed but no more than once per quarter. Payment shall be made by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The Fast Charge Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure within the term of the Phase 2 pilot. The charging station will be served by a meter set in Company’s name and billed under Company use.

PILOT TERM

This Phase 2 pilot program will expire 36 months following its initial effective date. At the end of the 36-month Phase 2 pilot, Company may seek regulatory approval to continue to own and operate the charging stations or to sell the stations, with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this program are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereby.

Effective for services rendered on and after _____
NCUC Docket No. E-2, Sub 1197
PROGRAM FC2-1

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION PROGRAM, PHASE 2 (NC PILOT)**PURPOSE**

The purpose of this Phase 2 pilot program is to support procurement of Electric Vehicle School Buses (EVSB) by public school transportation systems to facilitate market adoption, collect utilization and other load characteristics to understand grid and utility impacts, and explore the potential for vehicle-to-grid power flow from EVSB batteries.

AVAILABILITY

This Program is available on a first-come-first-served basis, at Company's sole option, to Customers operating public school transportation systems in Company's North Carolina electric service territory. Participants must utilize one or more EVSB and provide transportation services to a public school system. Incentives are available for no more than 60 buses operated by a single or multiple school systems. Participants must grant Company access to all vehicle charging data throughout the program term and allow implementation of load management capabilities to reduce charging speeds, up to and including full curtailment and vehicle-to-grid (V2G) bi-directional power flow, provided such control activities do not impact the necessary duty cycle of the school bus. Prior to participation under this Program, Customer and Company shall execute an Electric Vehicle School Bus Supply Equipment Site Agreement (Site Agreement) to establish the terms and conditions of EVSB battery installation and ownership. Prior to execution of the Site Agreement, Customer must disclose to Company all sources of third-party funding for EVSB that it has received or for which it has applied. Company reserves the right to adjust the incentives to Customer described in the next section based on expected or received third-party funding. This program is not available to support procurement of EVSB that are already the subject of a contract executed pursuant to the first phase of this pilot. Customer may simultaneously participate in Schedule EVSE (Pilot).

INCENTIVES

Company shall fund up to \$225,000 per bus for procurement, delivery and installation of EVSB. Customer will own EVSB and shall operate and maintain all EVSB components for the duration of the Phase 2 pilot. Company will retain ownership rights to EVSB battery and shall be allowed to repurpose or remove EVSB battery at the end of its useful life. Customer may simultaneously participate in and receive revenue credits pursuant to the Electric Vehicle Make Ready Infrastructure Program.

BILLING RATE

Usage will be billed under the applicable general service schedule and other riders, if applicable, for the Billing Demand and kilowatt-hours registered or computed by or from Company's metering facilities during the current month.

CONTRACT TERM AND EARLY TERMINATION

The contract period for a Customer shall extend from the commencement date agreed upon by the Customer and the Company until the date that is 36 months after the initial effective date of this Phase 2 pilot. Customer's pilot participation is not transferrable to another party or to a different location without the Company's approval. If Customer terminates the contract within twelve (12) months of the commencement date, Customer shall remit to Company a termination payment in the amount of the incentives received by the Customer from Company multiplied by the percentage of months remaining in this Phase 2 pilot program as of the termination date.

CUSTOMER RESPONSIBILITIES

Customer shall provide a location on premise for installation of Company's facilities and any necessary access to the work site and shall use reasonable diligence to protect Company's equipment from harm. In the event of damage to Company-owned equipment that is caused by the Customer or Customer's agents, Customer agrees to pay all repair or replacement costs associated with the damage. Customer shall grant Company reasonable access rights during times specified by Company to operate and maintain its equipment during the program.

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION PROGRAM, PHASE 2 (NC PILOT)

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install, at its own expense, additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereby.

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION
PROGRAM, PHASE 2, EVB2-1 (NC PILOT)PURPOSE

The purpose of this Phase 2 pilot program is to support procurement of Electric Vehicle School Buses (“EVSB”) by public school transportation systems to facilitate market adoption, collect utilization and other load characteristics to understand grid and utility impacts, and explore the potential for vehicle-to-grid power flow from EVSB batteries.

AVAILABILITY

This Program is available on a first-come-first-served basis, at Company’s sole option, to Customers operating public school transportation systems in Company’s North Carolina electric service territory. Participants must utilize one or more EVSB and provide transportation services to a public-school system. Incentives are available for no more than 60 buses operated by a single or multiple school systems. Participants must grant Company access to all vehicle charging data throughout the program term and allow implementation of load management capabilities to reduce charging speeds, up to and including full curtailment and vehicle-to-grid (V2G) bi-directional power flow, provided such control activities do not impact the necessary duty cycle of the school bus. Prior to participation under this Program, Customer and Company shall execute an Electric Vehicle School Bus Supply Equipment Site Agreement (“Site Agreement”) to establish the terms and conditions of EVSB battery installation and ownership. Prior to execution of the Site Agreement, Customer must disclose to Company all sources of third-party funding for EVSB that it has received or for which it has applied. Company reserves the right to adjust the incentives to Customer described in the next section based on expected or received third-party funding. This program is not available to support procurement of EVSB that are already the subject of a contract executed pursuant to the first phase of this pilot. Customer may simultaneously participate in Schedule EVSE (Pilot).

INCENTIVES

Company shall fund up to \$225,000 per bus for procurement, delivery and installation of EVSB. Customer will own EVSB and shall operate and maintain all EVSB components for the duration of the Phase 2 pilot. Company will retain ownership rights to EVSB battery and shall be allowed to repurpose or remove EVSB battery at the end of its useful life. Customer may simultaneously participate in and receive revenue credits pursuant to the Electric Vehicle Make Ready Infrastructure Program.

BILLING RATE

Usage will be billed under the applicable general service schedule and other riders, if applicable, for the Billing Demand and kilowatt-hours registered or computed by or from Company’s metering facilities during the current month.

CONTRACT TERM AND EARLY TERMINATION

The contract period for a customer shall extend from the commencement date agreed upon by the Customer and the Company until the date that is 36 months after the initial effective date of this Phase 2 pilot. Customer’s pilot participation is not transferrable to another party or to a different location without the Company’s approval. If Customer terminates the contract within twelve (12) months of the commencement date, Customer shall remit to Company a termination payment in the amount of the incentives received by the Customer from Company multiplied by the percentage of months remaining in this Phase 2 pilot program as of the termination date.

CUSTOMER RESPONSIBILITIES

Customer shall provide a location on premise for installation of Company's facilities and any necessary access to the work site and shall use reasonable diligence to protect Company's equipment from harm. In the event of damage to Company-owned equipment that is caused by the Customer or Customer's agents, Customer agrees to pay all repair or replacement costs associated with the damage. Customer shall grant Company reasonable access rights during times specified by Company to operate and maintain its equipment during the program.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install, at its own expense, additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereby.

Effective for services rendered on and after _____
NCUC Docket No. E-2, Sub 1197