

**STATE OF NORTH CAROLINA
UTILITIES COMMISSION
RALEIGH**

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

BEFORE THE NORTH CAROLINA UTILITIES COMMISSION

In the Matter of	
Application by Duke Energy Carolinas, LLC and Duke Energy Progress, LLC for Approval of Proposed Electric Transportation Pilots) ORDER REQUESTING COMMENTS) ON PROPOSED CUSTOMER OPERATED ELECTRIC VEHICLE) SUPPLY EQUIPMENT TARIFFS

BY THE CHAIR: On November 24, 2020, the Commission issued an Order Approving Electric Transportation Pilot Programs, In Part (ET Pilot Order), in the above-captioned dockets. In summary, the ET Pilot Order approved several electric vehicle (EV) pilot programs jointly proposed by Duke Energy Carolinas, LLC (DEC), and Duke Energy Progress, LLC (DEP; collectively, Duke or Companies). In addition, the ET Pilot Order declined to approve several EV pilot programs and required Duke to file within six months Duke's proposed Phase II ET Pilot Programs.

On May 24, 2021, Duke filed a Request for Approval of Phase II Electric Transportation Pilot Programs (Phase II Pilots). Duke proposed four Phase II Pilots, including a Customer Operated EV Supply Equipment (EVSE) Pilot. Duke explained that under the EVSE Pilot, Duke would install EV chargers and charging infrastructure at locations on DEP's and DEC's distribution systems. The chargers and infrastructure would be owned and maintained by Duke but operated by the customer participating in the EVSE Pilot. According to Duke, the rate structure for the program would be similar to Duke's outdoor lighting programs. Duke noted that its outdoor lighting programs are a separate rate class and have unique costs to serve, which are adjusted during rate cases. Also, Duke stated that the Companies would be able to provide programs and/or services to help customers manage charging during off-peak hours.

On February 21, 2022, the Commission issued an Order Requiring Further Collaboration and Report on Proposed Phase II Pilots. Based on changed circumstances discussed in the Order, the Commission directed Duke to continue working with the Electric Transportation Stakeholder Group (ETSG) and to refine and modify its Phase II Pilots to take into consideration the possibility of receiving direct funding under the Infrastructure Investment and Jobs Act (IIJA), H.R. 3684, 117th Cong. (2021), enacted on November 15, 2021, and/or other recently available sources of federal funds. In addition, the Commission directed Duke to file a report within 90 days updating the Commission on its progress on these directives.

On May 11, 2022, DEC and DEP filed a Joint Motion to Withdraw Customer Operated Electric Vehicle Supply Equipment Pilots from Phase II Pilot Proposals and to

Hold Phase II Pilot Dockets in Abeyance (Joint Motion). Duke explained that it wanted to remove the EVSE Pilot from Commission consideration as a Phase II Pilot and, instead, quickly refile the EVSE for approval as a standalone commercial program. Duke discussed several reasons it contended that this would be appropriate. In addition, Duke requested that the Commission hold in abeyance its consideration of the remaining Phase II Pilots due to changes in regulatory and economic policies and circumstances that had occurred after the May 2021 Phase II Pilots filing.

On July 13, 2022, the Commission issued an Order allowing Duke to withdraw the EVSE from consideration as a Phase II Pilot and refile it as a standalone tariff. The Order also extended to October 3, 2022, the date for Duke to file a report on development of the remaining Phase II Pilots.

On August 15, 2022, DEP and DEC jointly filed an application for approval of the EVSE as a standalone tariff. In addition to the information previously provided about EVSE, Duke stated that the EVSE program would be voluntary, fully funded by participants, allow for multiple vendor options, and allow participants to choose any applicable rate schedule for electricity service. In addition, the Companies explained several changes that have been made in the EVSE since the original application for approval of EVSE. Finally, they attached DEP's and DEC's proposed tariffs, including the monthly rates.

Based on the foregoing and the record, the Chair finds good cause to request comments and reply comments from interested parties on Duke's proposed EVSE tariffs.

IT IS, THEREFORE, ORDERED as follows:

1. That on or before September 21, 2022, the Public Staff and other intervenors may file initial comments on Duke's proposed EVSE tariffs; and
2. That on or before October 5, 2022, all parties may file reply comments.

ISSUED BY ORDER OF THE COMMISSION.

This the 23rd day of August, 2022.

NORTH CAROLINA UTILITIES COMMISSION



Joann R. Snyder, Deputy Clerk