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August 15, 2022

**VIA ELECTRONIC FILING**

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

**Re: Duke Energy Carolinas, LLC and Duke Energy Progress, LLC's  
Joint Petition for Approval of Electric Vehicle Supply Equipment  
Programs  
Docket Nos. E-7, Sub 1195 and E-2, Sub 1197**

Dear Ms. Dunston:

Consistent with the Commission's July 13, 2022 *Order Allowing Withdrawal Of Proposed Customer Operated Electric Vehicle Supply Equipment Pilot Programs And Extending The Time For Developing Remaining Phase II Pilot Proposals*, issued in the above-captioned dockets, please find enclosed for filing Duke Energy Carolinas, LLC and Duke Energy Progress, LLC's Joint Petition for Approval of Electric Vehicle Supply Equipment Programs.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Kendrick C. Fentress

Enclosure

c: Parties of Record

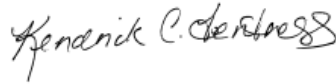
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Aug 15 2022

CERTIFICATE OF SERVICE

I certify that a copy of Duke Energy Carolinas, LLC and Duke Energy Progress, LLC's Joint Petition for Approval of Electric Vehicle Supply Equipment Programs, in Docket Nos. E-7, Sub 1195 and E-2, Sub 1197, has been served on all parties of record either by electronic mail, hand delivery or by depositing a copy in the United States mail, postage prepaid.

This the 15<sup>th</sup> of August, 2022.



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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	)	DUKE ENERGY CAROLINAS,
and Duke Energy Progress, LLC for	)	LLC'S AND DUKE ENERGY
Approval of Electric Vehicle Supply	)	PROGRESS, LLC'S JOINT
Equipment Program	)	PETITION FOR APPROVAL OF
	)	ELECTRIC VEHICLE SUPPLY
	)	EQUIPMENT PROGRAMS
	)	

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NOW COME Duke Energy Carolinas, LLC (“DEC”) and Duke Energy Progress, LLC (“DEP”) (collectively, the “Companies”) and, pursuant to the Commission’s July 13, 2022 *Order Allowing Withdrawal Of Proposed Customer Operated Electric Vehicle Supply Equipment Pilot Programs And Extending The Time For Developing Remaining Phase II Pilot Proposals* (July 13, 2022 Order) in Docket Nos. E-2, Sub 1197 and E-7 Sub 1195, petition for approval of their respective Equipment Vehicle Supply Equipment (“EVSE”) tariffs as full-scale commercial programs available to eligible DEC and DEP customers. Approval of these programs, which are fully funded by participants, will foster electric vehicle (“EV”) adoption in North Carolina and will complement the Companies’ approved Make Ready Credit (“MRC”) options without adding costs to nonparticipating customers. In support of this petition, the Companies show 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 located 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 address of the Companies' attorneys are:

Kendrick C. Fentress  
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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. On March 29, 2019, the Companies filed an Application for Approval of a Proposed Electric Transportation Pilot (“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 Executive Order No. 80.<sup>1</sup> Based on the then growing EV market in North Carolina, the 2019 Application stated the Companies’ 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.<sup>2</sup>

6. On November 24, 2020, the Commission issued its *Order Approving Electric Transportation Pilot, in Part (“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. . . .

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<sup>1</sup> On October 29, 2018, in Executive Order No. 80, Governor Cooper directed that the State of North Carolina will “strive to accomplish” increasing the number of registered, zero-emission vehicles (“ZEVs”) to at least 80,000 by 2025. On January 7, 2022, Governor Cooper signed Executive Order No. 246, which called for both the increase in the total number of registered ZEVs to at least 1,250,000 by 2030 and increase the sale of ZEVs so that 50 percent of in-state sales of new vehicles are zero-emission by 2030. These goals are in addition to the ZEV goals of Executive Order No. 80.

<sup>2</sup> See Energy Policy Council Biennial Report 2018 at 78 (Explaining that EV adoption will not happen in a vacuum), available at <https://deq.nc.gov/media/11447>.

[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, the electric transportation stakeholder group (“ETSG”), to provide input and feedback on potential future pilot programs.<sup>3</sup>

7. 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”) proposal; and the Multi-Family Dwelling Charging Programs.

8. 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. *ET Order* at 19. The Commission recognized that there was more work to be done and a variety of solutions to consider.

9. Also in its *ET Order*, the Commission, noting the Companies’ familiarity with permitting requirements, the interconnection process, and the design, operations, and maintenance of the distribution system, directed them to efficiently identify and develop appropriate preparations for EV infrastructure. *ET Order* at 21. As part of their compliance with this part of the *ET Order*, on April 21, 2021, they filed their respective Make Ready Credit Programs as fully commercialized programs.

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<sup>3</sup> 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 facets of the transforming and evolving ET market. The participating collaborative stakeholders have met numerous times, and the process remains ongoing.

10. As fully commercial offerings, the MRC Programs (collectively, “MRC Program”) include a proposed credit for the Companies’ customers that wish to install EV charging infrastructure. The MRC Program encompasses, among other things, the need to ensure that necessary 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, the MRC Program 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 Companies intended for the MRC Program to help lay the foundation for transitioning to the increased EV adoption and infrastructure envisioned by the Commission in the *ET Order*.

11. Numerous parties, including the Public Staff, the Carolinas Clean Energy Business Alliance, ChargePoint, Inc., North Carolina Sustainable Energy Association, Zeco Systems, Inc. d/b/a Greenlots, and, jointly, North Carolina Justice Center with the Southern Alliance for Clean Energy, filed generally supportive comments on the proposed MRC Program. No party opposed approval of the MRC Program. Accordingly, the Commission issued its *Order Approving Make Ready Programs with Conditions*, in the above-captioned dockets on February 18, 2022.

12. On May 24, 2021, after further engagement with and input from the ETSG, the Companies filed a Request for Approval of Phase II Electric Transportation Pilot Programs (“Phase II Pilots”). The proposed Phase II Pilots included, among other proposals, the EVSE Pilot Programs. In these EVSE Pilot Programs, the Companies would install EV chargers and charging infrastructure for Level 2 (“L2”) and Direct Current Fast

Charging (“DCFC”) at locations on DEP’s and DEC’s distribution system. The chargers and infrastructure would be owned and maintained by the Companies but operated by the participating customer. Customers participating in the EVSE Programs would be subject to a new rate modeled after the Companies’ existing outdoor lighting program.

13. On February 22, 2022, the Companies filed their request for Approval of Proposed Electric Vehicle Managed Charging Pilot Programs in Docket Nos. E-2, Sub 1291 and E-7, Sub 1266 (“Managed Charging Pilot”). The Companies described managed charging as a process during which EV battery charging could be paused prior to a full EV battery charge level or the customer's desired battery charge level, under certain circumstances. On June 24, 2022, the Commission issued its *Order Approving Electric Vehicle Managed Charging Pilot Programs*.

14. On February 21, 2022, the Commission issued an *Order Requiring Further Collaboration and Report on Proposed Phase II Pilots* (“Phase II Pilot Order”). Based on changed circumstances discussed in the Phase II Pilot Order, the Commission directed the Companies to continue working with the ETSG and to refine and modify its Phase II Pilots to consider 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 the Companies to file a report within 90 days updating the Commission on its progress on these directives.

15. On May 11, 2022, the Companies 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”). In the Joint



Motion, the Companies requested to remove the EVSE Pilot Programs from Commission consideration as Phase II Pilots and to quickly refile the EVSE Pilot Programs for approval as standalone commercial programs. The Companies contended that this would be appropriate because the EVSE Programs differ from the Phase II Pilots in a number of significant ways, including: (1) they would be fully funded by participating customers who have voluntarily chosen to participate in the programs and, thus, the potential for IJA funding does not impact the EVSE; (2) the EVSE Programs complement the Companies' approved MRC Programs and would complement their Managed Charging Pilots; (3) working together, the MRC and the EVSE could broaden the customer base that participates in future innovative demand response pilots involving EV battery storage; (4) the EVSE Programs did not evolve or extend from Phase I Pilots and, therefore, the Phase I Pilots will not be as informative to the EVSE as to the other Phase II Pilots.

16. The Commission issued its July 13, 2022 Order in response to the Joint Motion. In it, the Commission granted the Companies' request to refile the EVSE Programs as full-scale, commercial standalone programs within 30 days.

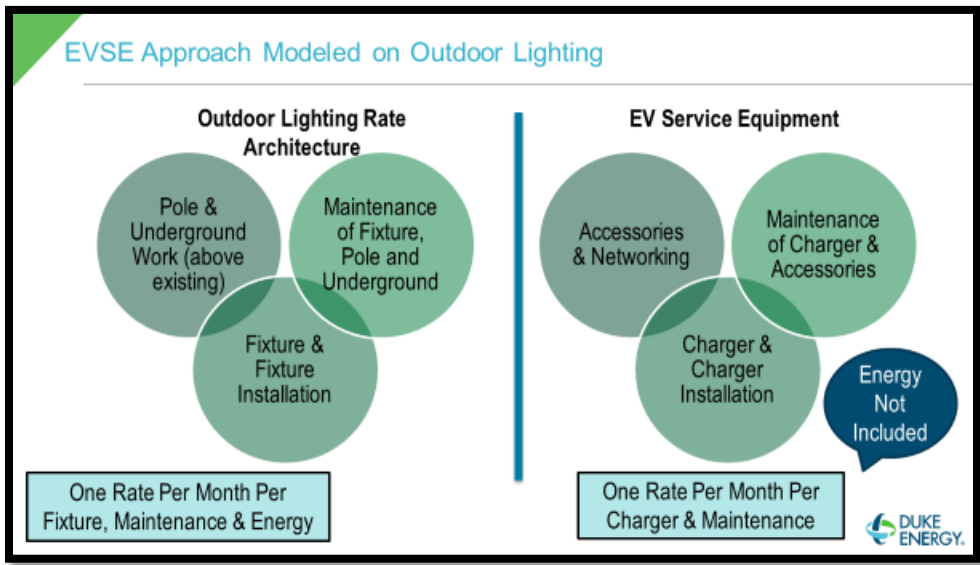
#### **Petition for Approval of Customer-Operated EVSE Programs**

The EVSE Programs are Wholly Funded By Participants and Are Similar to the Companies' Outdoor Lighting Programs.

17. The EVSE Programs provide a service to participants that will remove barriers to EV adoption by reducing both the upfront costs and the uncertainty associated with new technologies and maintenance of those technologies. The EVSE Programs 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

stations will be customer-operated. Schedule EVSE for DEC and Schedule EVSE for DEP are attached hereto as Attachment A and Attachment B, respectively.

18. The EVSE Programs are 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 have unique costs to serve, which are adjusted during rate cases. With the outdoor lighting programs, 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 Programs allow for low up-front cost, which helps to make EVSE installation affordable for customers. New chargers can be added to the EVSE tariffs at any time with Commission approval or as extra facilities for non-standard equipment. Additionally, like outdoor lighting offerings, the EVSE Program allows for multiple vendor options and a wide project selection.



19. 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 Attachments A and B.

20. 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 Attachments A and B.

21. In comments filed on the EVSE Programs when they were first proposed as pilots, intervenors recommended that customers have the option to purchase the EVSEs. As the Companies explained in their previous reply comments, the intent of the EVSE Programs is not to provide customers with the option to purchase EVSE at the conclusion

of the contract period. Instead, the EVSE Programs provide for “charging as a service.” They offer customers a worry-free, affordably-priced charger rental service where DEC or DEP owns, manages, and maintains the equipment through its lifetime, including replacements as needed. In sum, the EVSE Programs are for customers that do not want the responsibility for purchasing and maintaining EVSE for themselves and who are interested in minimizing their upfront expense.

22. The Companies have made several revisions to the EVSE Schedules since the EVSE Programs were initially filed and withdrawn from consideration as pilots. Updates to the tariffs reflect changes to costs for the Companies since the initial filing 15 months ago, clarifications of equipment descriptions, updates to contracts as required by GAAP changes and the intent that these programs not be considered as pilots. The Companies incorporated feedback from intervenor comments and questions such as including better definitions of standard equipment, updating the deposit requirements from up-to 40 percent of the contract to two-months of payments, and lowering the contract terms from a maximum of ten years to seven years, which is helpful to customers from an operating lease accounting standpoint. The Companies also reformulated the rates based on anticipated maintenance costs, extended warranties, and administrative & general costs because, over the past year, the Companies have learned more about how to maintain EVSE. The following table illustrates these changes:

<b>New North Carolina DEC and DEP Filing Compared to Original Filing</b>
Title & Availability – Filed as a Program
Rate (A) Level 2 (“L2”) EVSE (Same as Original NC Filing)

Rate (A)(1) Residential – Updated EVSE descriptions to define “standard” equipment including the connector type associated with “standard” rates <ul style="list-style-type: none"> <li>• Ruggedized Cord, J1772 EV Connector, and rates</li> </ul>
Rate (A)(2) – Non-Residential – Updated EVSE descriptions to define “standard” equipment including the connector type associated with “standard” rates <ul style="list-style-type: none"> <li>• Ruggedized Cord, J1772 Connector, LED Display/RFID for networked, and rates</li> </ul>
Rate (B) Direct-Current Fast Charging (“DCFC”) Equipment (Non-Residential) – Added RFID to the standard configuration, pricing, and removed DCFC350
Rate (C) Pedestal or Pole Mounting <ul style="list-style-type: none"> <li>• Rates</li> </ul>
Make-Ready Upgrades (D) – (Same as Original NC Filing)
Extra Facilities (E) <ul style="list-style-type: none"> <li>• Removed the word “Distribution” to match the Company’s Service Regulations</li> </ul>
EVSE Extra Facilities (F) <ul style="list-style-type: none"> <li>• Updated the EVSE Extra Facilities percentage to 1.9% (versus 1.7%)</li> </ul>
Non-Refundable Contribution (G) <ul style="list-style-type: none"> <li>• Updated wording from “pilot” to “program”</li> </ul>
Explanatory Notes and Other Charges (Same as Original NC Filing)
General (Same as Original NC Filing)
Sales Tax (Same as Original NC Filing)
Payment <ul style="list-style-type: none"> <li>• Added “(25th)”</li> </ul>
Contract Period <ul style="list-style-type: none"> <li>• Term updated to a maximum of 7 years (versus 10)</li> <li>• Deposit is limited to two months (versus up to 40%)</li> <li>• Reworded contract terms</li> <li>• Lowered contract term for Non-Residential Level 2 from 5 years to 4 years</li> <li>• Lowered contract term for DCFC from 10 years to 7 years</li> </ul>

EVSE Programs Complement MRC Programs and Managed Charging Pilots.

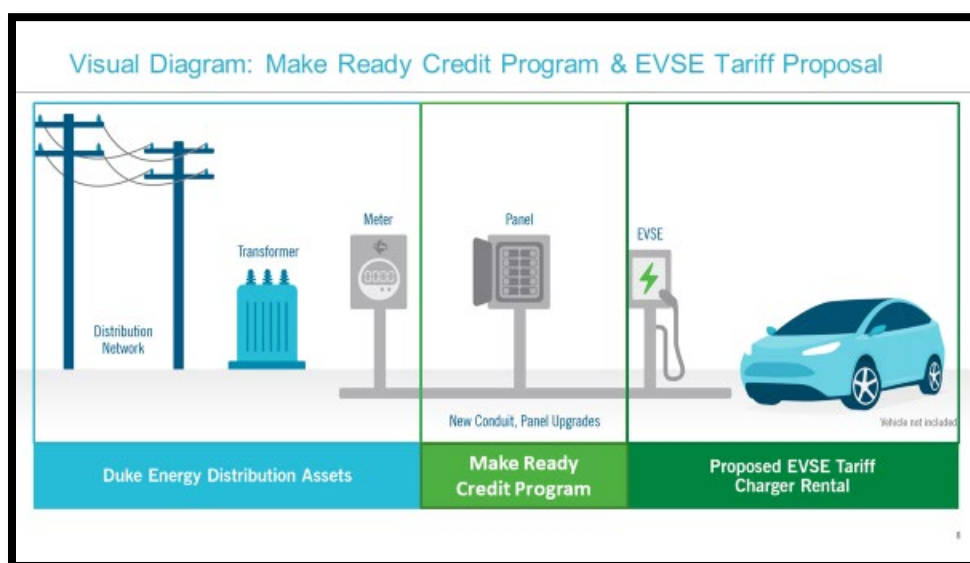
23. Since the Companies filed their request for approval of the Phase II Pilots, the regional ET market has, unsurprisingly, continued to grow. As of May 31, 2022, the Companies' North Carolina and South Carolina service territories had approximately 5,800 new EVs registered in 2022. This total outpaces registrations for the same period in 2021, which was approximately 4,000 registered EVs. As of March 31, 2022, there were more than 36,000 EVs operating in the Companies' North Carolina service territories compared to approximately 25,000 EVs at the time of the Companies' Phase II Pilots Application.

24. Energy sales growth from vehicle electrification can benefit North Carolina customers, but that growth must be actively managed to assure the greatest benefits for all customers. Moreover, managed charging is a term that encompasses more than the Companies' Managed Charging Pilots. Managed charging includes multiple options for the utility to smooth charging load to reduce the need for infrastructure growth at all levels. Examples include Time of Use Rates, Off-Peak Charging Credits, Demand Response Programs, Vehicle to Home/Grid, and, as in the Companies' Managed Charging Pilots, subscription rates for managed charging. Duke Energy's South Carolina Off-Peak Charging Credit Program has already demonstrated that customers are open these options.

25. The MRC and EVSE Programs are foundational to managed charging. At the single-family home and multifamily level, where the majority of charging will occur, 240-volt charging is important to successful managed charging. Charging at 240 volts lends much greater flexibility than 120-volt charging, and this flexibility is key for successful grid management. Additionally, the best time to market managed charging options is when customers are leveraging the MRC and EVSE Programs to begin their electric vehicle

transition. The Companies are currently launching and exploring multiple managed charging options for North Carolina customers that enable load flexibility for the grid and make sense for a wide array of customers.

26. The following diagrams also show the how the EVSE Tariff aligns with the Companies' existing MRC Programs. Notably, however, customers do not have to participate in the EVSE Programs to receive the make ready credit, which allows for additional customer choice among various EVSE providers.



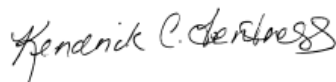
27. Further, with the EVSE Programs, the Companies provide choices that should enable attractive hardware/software options and not restrict or inhibit them.

28. In sum, the voluntary EVSE Programs support the growing EV adoption in North Carolina and align with the Companies' other approved EV offerings to ensure that the benefits from EV adoption are maximized for all customers.

## CONCLUSION

Based on the foregoing, the Companies respectfully request approval of their respective EVSE Programs, specifically Schedule EVSE for DEC and Schedule EVSE for DEP, as full-scale commercial programs available to eligible DEC and DEP customers.

Respectfully submitted, this the 15<sup>th</sup> day of August 2022.



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*Attorneys for Duke Energy Carolinas, LLC  
and Duke Energy Progress, LLC*



**SCHEDULE EVSE**  
**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 program 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, Ruggedized 25ft Cord, J1772 EV Connector	Up to 7.7 kW	Inside Wall	\$14.95
Networked 32A 240V EVSE, Ruggedized 25ft Cord J1772 EV Connector, Includes Software	Up to 7.7 kW	Inside Wall	\$17.28

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	6 to 9.6 kW	Outside Wall	\$18.08
Networked Client 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	\$75.11
Networked Gateway 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	\$87.01

(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  
Electric Vehicle Service Equipment

EVSE Description	kW range	Mounting	EVSE Monthly Rate
DCFC24 Networked with CCS-1 and CHAdeMO Cables, LED Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	\$434.43
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	\$669.79
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	\$935.69
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	\$1,324.08
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	\$1,614.97

(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)	\$6.70
Level 2 – Universal Pedestal (Non-Residential)	\$16.47
30ft Standard Wood Pole (Non-Residential)	\$6.94
Protective Concrete Bollard (Non-Residential)	\$7.94
Cable Management Hoister (Non-Residential)	\$13.74

(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  
Electric Vehicle Service Equipment

(E) Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an Extra Facilities charge when distribution facilities are requested that exceed distribution facilities normally supplied by the Company to render charging service. Customer shall pay an Extra Facilities charge of 1.0 percent per month, but not less than \$25 per month, of the estimated original installed cost of the Extra Facilities. 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 1.9 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 program, 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 it 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  
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 (25<sup>th</sup>) 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 (25<sup>th</sup>) 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 seven (7) 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 two (2) months 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 or non-standard equipment.
- (b) Four years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard or non-standard equipment.
- (c) Seven years for DCFC infrastructure installed and designated by the Company as standard or non-standard equipment.

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 program 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, <u>Ruggedized 25ft Cord, J1772 EV Connector 25ft Cord</u>	Up to <del>9.67.7</del> kW	Inside Wall	<del>\$12.74</del> <u>14.95</u>
Networked 32A 240V EVSE, <u>Ruggedized 25ft Cord J1772 EV Connector</u> , Includes Software	Up to <del>9.67.7</del> kW	Inside Wall	<del>\$16.41</del> <u>17.28</u>

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE, <u>Ruggedized 25ft Cord, J1772 EV Connector</u>	6 to 9.6 kW	Outside Wall	<del>\$17.17</del> <u>18.08</u>
Networked Client 40A 240V EVSE, <u>Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID</u> , Includes Software	6 to 9.6 kW	Outside Wall	<del>\$72.49</del> <u>75.11</u>
Networked Gateway 40A 240V EVSE, <u>Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID</u> , Includes Software	6 to 9.6 kW	Outside Wall	<del>\$83.79</del> <u>87.01</u>

(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, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	<del>\$371.81</del> <u>1434.43</u>
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	<del>\$589.11</del> <u>669.79</u>
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	<del>\$832.55</del> <u>935.69</u>
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	<del>\$1,249.03</del> <u>1,324.08</u>
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	<del>\$1,543.52</del> <u>1,614.97</u>
<del>DCFC350</del>	<del>350 kW</del>	<del>Customer's Pad</del>	<del>TBD</del>

(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)	<del>\$6.36</del> <u>6.70</u>
Level 2 – Universal Pedestal (Non-Residential)	<del>\$13.18</del> <u>16.47</u>
30ft Standard Wood Pole (Non-Residential)	\$6.94
Protective Concrete Bollard (Non-Residential)	<del>\$6.69</del> <u>7.94</u>
Cable Management Hoister (Non-Residential)	<del>\$11.57</del> <u>13.74</u>

(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.

SCHEDULE EVSE ~~(PILOT)~~  
Electric Vehicle Service Equipment

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.

(E) ~~Distribution~~ Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an ~~an 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 an ~~an 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~~9 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~~program, 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.

SCHEDULE EVSE ~~(PILOT)~~  
Electric Vehicle Service Equipment

- (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 it 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.

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 (25<sup>th</sup>) 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 (25<sup>th</sup>) 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-seven (107)~~ 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% two (2) months~~ 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 or non-standard equipment, ~~and mounted on a wall.~~
- (b) ~~Five-Four~~ years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard or non-standard equipment, ~~mounted on a wall, pedestal, pole, or pad.~~
- (c) ~~Ten-Seven~~ years for DCFC infrastructure installed and designated by the Company as standard or non-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**  
**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 program 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**

<b>EVSE Description</b>	<b>kW ranges</b>	<b>Mounting</b>	<b>EVSE Monthly Rate</b>
Non-Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	Up to 7.7 kW	Inside Wall	\$14.80
Networked 32A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, Includes Software	Up to 7.7 kW	Inside Wall	\$17.10

**(2) Non-Residential**

<b>EVSE Description</b>	<b>kW ranges</b>	<b>Mounting</b>	<b>EVSE Monthly Rate</b>
Non-Networked 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector	6 to 9.6 kW	Outside Wall	\$17.91
Networked Client 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	\$74.57
Networked Gateway 40A 240V EVSE, Ruggedized 25ft Cord, J1772 EV Connector, LED Display, RFID, Includes Software	6 to 9.6 kW	Outside Wall	\$86.31

**(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  
Electric Vehicle Service Equipment (NC)

EVSE Description	kW range	Mounting	EVSE Monthly Rate
DCFC24 Networked with CCS-1 and CHAdeMO Cables, LED Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	\$429.64
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	\$662.40
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	\$924.93
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	\$1,310.50
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, RFID, Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	\$1,595.61

(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)	\$6.62
Level 2 – Universal Pedestal (Non-Residential)	\$16.30
30ft Standard Wood Pole (Non-Residential)	\$5.05
Protective Concrete Bollard (Non-Residential)	\$8.04
Cable Management Hoister (Non-Residential)	\$13.60

(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.

(E) Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an 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 Extra Facilities charge of 1.0 percent per month but not less than \$25 per month of the estimated original installed cost of the Extra Facilities. Extra Facilities that are above normal include, but are not limited to, the following:

SCHEDULE EVSE  
Electric Vehicle Service Equipment (NC)

- 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 1.9 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 program, 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 it 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.

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 (25<sup>th</sup>) 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 (25<sup>th</sup>) 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.

SCHEDULE EVSE  
Electric Vehicle Service Equipment (NC)

CONTRACT PERIOD

The original term of contract may be from a minimum of three (3) years to a maximum of seven (7) 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 two (2) months 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 or non-standard equipment.
- (b) Four years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard or non-standard equipment.
- (c) Seven years for DCFC infrastructure installed and designated by the Company as standard or non-standard equipment.

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

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 program~~ 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, <del>Ruggedized</del> 25ft Cord, <del>J1772 EV Connector</del>	Up to <del>9.6</del> 7.7 kW	Inside Wall	<del>\$12.59</del> 14.80
Networked 32A 240V EVSE, <del>Ruggedized</del> 25ft Cord, <del>J1772 EV Connector</del> , Includes Software	Up to <del>9.6</del> 7.7 kW	Inside Wall	<del>\$16.24</del> 17.10

(2) Non-Residential

EVSE Description	kW ranges	Mounting	EVSE Monthly Rate
Non-Networked 40A 240V EVSE, <del>Ruggedized</del> 25ft Cord, <del>J1772 EV Connector</del>	6 to 9.6 kW	Outside Wall	<del>\$17.01</del> 17.91
Networked Client 40A 240V EVSE, <del>Ruggedized</del> 25ft Cord, <del>J1772 EV Connector</del> , <del>LED Display</del> , <del>RFID</del> , Includes Software	6 to 9.6 kW	Outside Wall	<del>\$71.97</del> 74.57
Networked Gateway 40A 240V EVSE, <del>Ruggedized</del> 25ft Cord, <del>J1772 EV Connector</del> , <del>LED Display</del> , <del>RFID</del> , Includes Software	6 to 9.6 kW	Outside Wall	<del>\$83.13</del> 86.31

(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, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	24 kW	Outside Wall	<del>\$367.77</del> <u>429.64</u>
DCFC50 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	50 kW	Customer's Pad	<del>\$582.89</del> <u>662.40</u>
DCFC75 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	75 kW	Customer's Pad	<del>\$823.49</del> <u>924.93</u>
DCFC100 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	100 kW	Customer's Pad	<del>\$1,235.83</del> <u>1,310.50</u>
DCFC150 Networked with CCS-1 and CHAdeMO Cables, High Resolution Touch Screen Display, <del>RFID</del> , Cellular Modem, Cable Management Hoister, Includes Software	150 kW	Customer's Pad	<del>\$1,527.22</del> <u>1,595.61</u>
<del>DCFC350</del>	<del>350 kW</del>	<del>Customer's Pad</del>	<del>TBD</del>

(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)	<del>\$6.29</del> <u>6.62</u>
Level 2 – Universal Pedestal (Non-Residential)	<del>\$13.04</del> <u>16.30</u>
30ft Standard Wood Pole (Non-Residential)	\$5.05
Protective Concrete Bollard (Non-Residential)	<del>\$6.77</del> <u>8.04</u>
Cable Management Hoister (Non-Residential)	<del>\$11.45</del> <u>13.60</u>

(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.

SCHEDULE EVSE ~~PILOT~~  
Electric Vehicle Service Equipment (NC)

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

(E) ~~Distribution~~ Extra Facilities

In addition to the EVSE Monthly Rate, Customer shall pay an ~~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~~9~~ 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~~ program, 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 it 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.

SCHEDULE EVSE ~~PILOT~~  
Electric Vehicle Service Equipment (NC)

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.

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 (25<sup>th</sup>) 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 (25<sup>th</sup>) 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-seven (107)~~ 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%two (2) months 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 or non-standard equipment, ~~and mounted on a wall.~~
- (b) ~~Five-Four~~ years for Level 2 charging infrastructure at a location other than a residence and designated by the Company as standard or non-standard equipment, ~~mounted on a wall, pedestal, pole, or pad.~~
- (c) ~~Ten-Seven~~ years for DCFC infrastructure installed and designated by the Company as standard or non-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