

**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,)	ORDER APPROVING EXTENSION OF
LLC and Duke Energy Progress, LLC)	TIME FOR COMPLETION OF PHASE I
for Approval of Proposed Electric)	ELECTRIC TRANSPORTATION PILOT
Transportation Pilot)	PROGRAMS

BY THE COMMISSION: On March 29, 2019, Duke Energy Carolinas, LLC (DEC), and Duke Energy Progress, LLC (DEP, collectively Duke), filed an application in the above-captioned dockets pursuant to N.C. Gen. Stat. § 62-140 and various Commission rules requesting approval of seven proposed electric transportation pilot programs to obtain additional information about electric transportation (ET) and electric vehicles (EVs), and to support the adoption of EVs in North Carolina.

After receiving comments and reply comments, and holding a hearing, on November 24, 2020, the Commission issued an Order Approving Electric Transportation Pilot Programs, In Part (ET Pilot Order). In summary, the ET Pilot Order approved in full Duke's proposed Public Level 2 Fast Charging pilot and approved on a modified scale Duke's proposed Electric Vehicle School Bus (EVS), Direct Current Fast Charging, and Multi-Family Dwelling Charging pilots (collectively, Phase I Pilots). As requested by Duke, the Phase I Pilots were approved for a three-year duration. Finally, the Commission's ET Pilot Order 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.

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 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.

At Duke's request the Commission subsequently issued two orders further extending the time for development of the Phase II Pilots and requiring Duke to file status

reports, with the last order extending the date to September 5, 2023. On that date Duke filed its third status report and requested until March 5, 2024, to continue to refine and modify the Phase II Pilots. That request is pending before the Commission.

On October 18, 2022, Duke filed a motion requesting that the end date of the Phase I EVSB Pilot be extended from November 2023 until June 2025. In summary, Duke stated that several factors had hindered program participation and limited Duke's ability to conduct the vehicle to grid study required by the Commission's ET Pilot Order. On January 27, 2023, the Commission issued an Order extending the EVSB pilot to June 30, 2025.

In Duke's second and third status reports on development of the Phase II Pilots Duke also included information about implementation of the Phase I Pilots. In its second report, filed on January 6, 2023, Duke discussed several challenges that have slowed implementation of the Public Level 2 Fast Charging, Direct Current Fast Charging and Multi-Family Dwelling Charging pilots (collectively, Phase I Charging Pilots), including:

- Reluctance of prospective site hosts to sign easement and liability waiver agreements.
- Municipal approvals having proven time consuming.
- Supply chain delays in obtaining electrical components necessary to complete the make-ready infrastructure, such as transformers, distribution panels and conduit.

In Duke's third status report, filed on September 5, 2023, Duke stated that the site host challenges have been met and that all chargers approved by the Commission for the Phase I Charging Pilots have been assigned to a site host with appropriate agreements executed. In addition, Duke reported that the national shortage of transformers remains the only notable supply chain constraint.

On October 11, 2023, Duke filed a motion requesting that the Commission extend the life of the Phase I Charging Pilots for one year to November 24, 2024. Duke explained that the extension would enable it to complete an evaluation, measurement, and verification (EM&V) analysis of the pilots, as required by the ET Pilot Order, and to determine next steps for the programs, including an appropriate exit strategy once the programs have concluded. Duke further requested that the Commission issue an order granting their request prior to November 24, 2023, so that the Phase I Charging Pilots can continue without interruption. Duke stated that it would continue updating the Commission about the implementation of the Phase I Pilot Programs in its periodic status reports on the Phase II Pilots.

In addition, Duke stated that on September 22, 2023, it hosted the 2023 third quarter update meeting with the ETSG and informed the stakeholders of Duke's plan to request an extension of the Phase I Charging Pilots. Duke stated that no stakeholders expressed opposition to the plan. Moreover, Duke stated that it conferred with the Public

Staff on the extension request and was authorized to represent that the Public Staff does not oppose Duke's request.

Based on the foregoing and the record, the Commission concludes that there is a need to extend the duration of the Phase I Charging Pilots so that Duke can obtain and evaluate the data necessary to gain the full value from the pilots. As a result, the Commission finds good cause to extend the duration of the Phase I Charging Pilot Programs for one year to November 24, 2024, and to require that Duke continue to include updates on the Phase I Charging Pilots in its status reports on the Phase II Pilots.

In addition, the Commission is particularly interested in two data points that might be available from the Phase I Charging Pilots for inclusion in the EM&V. The first is details of the rate structures that pilot participants have been using in the Phase I Charging Pilots, and the second is the extent to which the Multi-Family Dwelling Charging Pilot has been deployed in residential housing that includes income-qualified housing or units, such as apartment complexes with a set-aside of apartments that receive government rental assistance. To the extent that data on these two points is available to Duke it shall be included in the EM&V.

IT IS, THEREFORE, ORDERED as follows:

1. That the duration of Duke's Public Level 2 Fast Charging, Direct Current Fast Charging, and Multi-Family Dwelling Charging Pilot Programs is hereby extended for one year to November 24, 2024;
2. That Duke shall continue to include updates on the Phase I Charging Pilots in its status reports on the Phase II Pilots;
3. That in the EM&V for the Phase I Charging Pilots Duke shall include the details of the rate structures that pilot participants have been using in the Phase I Charging Pilots, to the extent that such information is available to Duke; and
4. That in the EM&V for the Phase I Charging Pilots Duke shall include information about the extent to which the Multi-Family Dwelling Charging Pilot has been deployed in residential housing that includes income-qualified housing or units, to the extent that such information is available to Duke.

ISSUED BY ORDER OF THE COMMISSION.

This the 2nd day of November, 2023.

NORTH CAROLINA UTILITIES COMM



Tamika D. Conyers, Deputy Clerk