

**STATE OF NORTH CAROLINA  
UTILITIES COMMISSION  
RALEIGH**

**DOCKET NO. M-100, SUB 164  
BEFORE THE NORTH CAROLINA UTILITIES COMMISSION**

<b>IN THE MATTER OF</b>  <b>CONSIDERATION OF THE FEDERAL</b> <b>FUNDING AVAILABLE UNDER THE</b> <b>INFRASTRUCTURE INVESTMENT</b> <b>AND JOBS ACT</b>	) ) ) ) ) )	<b>PETITION TO INTERVENE OF</b>  <b>EVgo SERVICES LLC</b>
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Pursuant to Rule R1-19 of the Rules and Regulations of the North Carolina Utilities Commission, EVgo Services LLC (“EVgo”), files this petition to intervene in the above-captioned proceeding. In support of its petition, EVgo states:

1. On February 1, 2022, the North Carolina Utilities Commission (“NCUC”) issued an order allowing comments on actions the NCUC should take to realize the benefits of funds available under the Infrastructure Investment and Jobs Act (“IIJA”), including grants for publicly accessible electric vehicle charging infrastructure.

2. EVgo is a corporation organized pursuant to the laws of the State of Delaware with its corporate headquarters located at 11835 W. Olympic Blvd., Suite 900E, Los Angeles, CA 90064.

3. EVgo operates America’s largest public electric vehicle fast charging network. EVgo has more than 800 direct current fast charging (“DCFC”) locations nationally, as well as more than 1,000 Level 2 chargers. Altogether, EVgo’s owned and operated charging network

serves over 68 metropolitan areas across 35 states and more than 310,000 customer accounts. EVgo currently has more than 2,500 DCFC stalls in its active engineering and construction pipeline nationally and works with automakers such as Nissan<sup>1</sup> and General Motors<sup>2</sup> to expand public charging to important markets. In addition to its public network, EVgo also partners with fleets and rideshare operators to deploy advanced charging solutions technology. EVgo has 34 DCFC stalls in North Carolina currently in operation.

4. EVgo is directly expanding its fast charging network in Duke Energy's territory<sup>3</sup> and therefore has a direct and substantial interest in the outcome of this proceeding, and its interests will be directly affected by the discussion and resolution of the topics covered therein. As EVgo prioritizes markets for expansion, public-private partnerships are critical, and grant programs such as funding to be administered through the IIJA to state departments of transportation like the North Carolina Department of Transportation ("NCDOT") gives the state an opportunity to build upon the successes of other state EV infrastructure programs, such as those that have been and are in the process of being administered by North Carolina Department of Environmental Quality ("NCDEQ").<sup>4</sup> As EVgo's buildout in North Carolina is influenced by public-private partnerships and programs like the IIJA funding to be administered by NCDOT, EVgo has substantial and

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<sup>1</sup> <https://www.evgo.com/press-release/nissan-and-evgo-expand-charging-network-with-200-new-ev-fast-chargers/>.

<sup>2</sup> Through the EVgo and GM partnership, EVgo will deploy 3,250 new DCFC stalls nationally by the end of 2025. For more information, please see: <https://www.evgo.com/pressrelease/general-motors-evgo-boost-build-plan-high-power-fast-chargers-across-us/>.

<sup>3</sup> In the last month alone, EVgo has announced new station openings in Jamestown and Charlotte.

<sup>4</sup> Phase 1 DCFC Program (complete), <https://deq.nc.gov/about/divisions/air-quality/motor-vehicles-and-air-quality/volkswagen-settlement/phase-1-volkswagen-settlement>. Phase 2 DCFC Program - Priority Corridors (ongoing), <https://deq.nc.gov/about/divisions/air-quality/motor-vehicles-and-air-quality/volkswagen-settlement/phase-2-volkswagen-settlement/dc-fast-charging-program/dc-fast-charging-infrastructure-program-priority-corridors>.

specific economic interests in this proceeding. Therefore, in accordance with the Commission's Rule R1-19, EVgo has a right to intervene in this proceeding.

5. EVgo's interest is not adequately represented by any other party, and EVgo should not be consolidated with any party or group of parties. Note that ChargePoint, Inc. has been admitted as a party in this docket and does have DCFC stations, like EVgo, however the two companies have different business models. A diverse representation of the businesses operating in NC would benefit the Commission.

6. EVgo is separately filing a Motion for Limited Admission to Practice before the Commission for Mr. Jason B. Keyes, sponsored by North Carolina attorney Patrick Buffkin.

7. All correspondence related to this proceeding should be addressed to:

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WHEREFORE, EVgo respectfully requests that the Commission allow it to intervene in this proceeding, and become a party thereto for all purposes.

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

/s/ Jason B. Keyes \_\_\_\_\_

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CERTIFICATE OF SERVICE

I certify that all parties of record have been served with the foregoing Petition to Intervene of EVgo Services LLC Pursuant to N.C. Gen. Stat. § 84-4.1 either by electronic mail or by deposit in the U.S. Mail, postage prepaid.

This the 15th day of March, 2022.

/s/ Jason B. Keyes

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