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May 19 2022

May 19, 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's and Duke Energy Progress, LLC's
Make Ready Credit ("MRC") Programs Compliance Tariffs
Docket Nos. E-7, Sub 1195 and E-2, Sub 1197**

Dear Ms. Dunston:

Pursuant to the North Carolina Utilities Commission's *Order Approving Make Ready Credit Programs with Conditions* issued on February 18, 2022 in the above-referenced dockets ("Order"), enclosed for filing are Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's compliance tariffs. Consistent with the Commission's Order, the Companies have updated these tariffs to: (i) publish the current maximum MRC credit amounts; (ii) clarify that site hosts are free to set electric vehicle charging rates; and (iii) remove the SAE J1772 requirement and to allow for use of all electric vehicle supply equipment chargers, unless there are reasonable reliability, safety, or other grounds on which to exclude the use of a particular type or model of charger. The Companies look forward to offering these Programs for customers by the beginning of the third quarter.

If you have any questions or require additional information, please let me know.

Sincerely,

Kendrick C. Fentress

Enclosures

cc: Parties of Record

ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM (NC)

PURPOSE

The purpose of this Program is to support adoption of electric vehicles (EVs) and EV charging by customers through revenue credits that defray a portion of EV “make ready” expenses. Make ready expenses include the cost of investments in the safe and reliable installation of wiring and other upgrades that support EV charging (Make Ready Infrastructure) but exclude the cost of the equipment and charging station (called “electric vehicle supply equipment” (EVSE)) that directly supplies the energy to the EV. The Program also provides fixed incentives to approved homebuilders installing Make Ready Infrastructure into newly constructed homes.

AVAILABILITY (North Carolina Only)

This Program is available on a voluntary basis to reduce costs for the installation, at the customer’s premises, of Make Ready Infrastructure that supports Level 2 or higher EVSE that is customer-owned, third-party owned, or Company-owned. The Company will not own the Make Ready Infrastructure.

The Program is also available to homebuilders approved by the Company and in accordance with the terms herein, as stated in the “Homebuilder Incentives” section.

Participation in the Program is available to Make Ready Infrastructure installed on and after the effective date of this Program.

To be eligible for revenue credits under this Program, each Level 2 EVSE and Level 3 (DC Fast Charging) EVSE installed at the customer’s premises must feature at least one charging plug meeting all applicable safety and reliability standards for the given charging level.

The work to install Make Ready Infrastructure must be performed by a licensed electrician or a business employing licensed electricians (Contractor).

APPLICATION REQUIREMENTS AND REVENUE CREDITS FOR RESIDENTIAL CUSTOMERS

A residential customer may receive revenue credits for Make Ready Infrastructure either through a reduction in the price charged by a Contractor that has been approved by the Company (Contractor Credit Option) or through a direct application submitted to the Company by the customer (Customer Credit Option). Except as noted below, revenue credit levels for residential customers are based on estimates of the aggregate increase in electric revenue for the first five years following installation of newly-installed EVSE (akin to the revenue credit approach in the Company’s Distribution Line Extension Plan).

Under the Contractor Credit Option, the customer seeking installation of EVSE and Make Ready Infrastructure at the customer’s premises selects a Contractor that has been approved by the Company for participation in this Program. A list of such approved Contractors is available on the Company’s website. The Contractor must contact the Company to determine the customer’s Make Ready Infrastructure revenue credits based on information provided by the customer. The Contractor is then responsible for including the Make Ready Infrastructure revenue credits in the price quoted to the customer for Make Ready Infrastructure installation. The customer is responsible for providing the Contractor with evidence of EV registration.

Under the Customer Credit Option, the customer must file an application on the Company’s website requesting participation in this Program. The application will require the customer to provide, among other information:

1. Detailed invoice(s) from the Contractor for Make Ready Infrastructure. Each invoice from the Contractor must include separate line items for labor and materials and the Contractor’s name, address, and telephone number;
2. A copy of the approved permit from the municipal or local permitting authority; and
3. Evidence of EV registration.

The sum of the costs for Make Ready Infrastructure stated in the invoice(s) submitted with the application are considered the “Demonstrated Costs” subject to revenue crediting; provided, however, that “Demonstrated Costs” shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source. It is not the intention of this Program to provide revenue credits to defray expenses for which the customer expects third-party funding. To be eligible for revenue credits

**ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM (NC)**

under this Program, the application must be filed within 120 days following the latter of: (1) the date on the most recent invoice included with the application; or (2) the date of EV registration.

Under either the Contractor Credit Option or the Customer Credit Option, the customer must acknowledge that a Company representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of this Program.

After the Company receives and reviews an application for completeness, including but not limited to the submission of items 1-3 listed above, as applicable, the Company will, subject to the terms and conditions of this Program, provide Make Ready Infrastructure revenue credits through the Contractor, under the Contractor Credit Option, or to the customer, under the Customer Credit Option, in the amount of the Demonstrated Costs or the Company's expected increase in revenue in the first five years following the customer's EVSE installation, whichever is less; provided, however, that for such a customer who is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Make Ready Infrastructure revenue credits will be the Demonstrated Costs or the Company's expected increase in revenue in the first year following the customer's EVSE installation, whichever is less. The Company will make its best efforts to provide the Make Ready Infrastructure revenue credits within one billing cycle of EVSE installation provided that the information received from the applicant is complete and accurate.

Where an application involves installation of multiple EVSEs, the expected increase in revenue will be determined for each EVSE for the applicable number of years stated above and summed, and this sum will be compared to the Demonstrated Costs. The revenue credits for such application are to be based on such sum of the expected increase in revenue from the multiple EVSEs but are not to exceed the Demonstrated Costs.

The maximum residential Make Ready Infrastructure revenue credit is listed in Attachment A in this tariff.

APPLICATION REQUIREMENTS AND REVENUE CREDITS FOR NON-RESIDENTIAL CUSTOMERS

To be eligible for revenue credits under this Program, a non-residential customer must complete a Customer Usage Profile form, using a template provided by the Company on the Company's website, indicating the estimated uses of each EVSE, including hours of usage per day and per week and the proposed timing of installation.

Except as noted below, revenue credit levels for non-residential customers are based on estimates of the aggregate increase in electric revenue for the first three to five years following installation of newly-installed EVSE (akin to the revenue credit approach in the Company's Distribution Line Extension Plan).

The customer must file an application on the Company's website requesting participation in this Program. The application will require the customer to provide, among other information:

1. Detailed invoice(s) from the Contractor for Make Ready Infrastructure. Each invoice from the Contractor must include separate line items for labor and materials and the Contractor's name, address, and telephone number;
2. For all installations involving installation of more than one EVSE or Level 3 or higher EVSE, a schematic diagram of the installation;
3. A copy of the approved permit from the municipal or local permitting authority; and
4. A completed Customer Usage Profile form.

The application must be filed within 120 days following the latter of: (1) the date on the most recent invoice included with the application; or (2) the date listed on the approved permit.

The sum of the costs for Make Ready Infrastructure stated in the invoice(s) submitted with the application are considered the "Demonstrated Costs" subject to revenue crediting; provided, however, that "Demonstrated Costs" shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source. It is not the intention of this Program to provide revenue credits to defray expenses for which the customer expects third-party funding.

**ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM (NC)**

The customer must acknowledge that a Company representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of this Program.

After the Company receives and reviews an application for completeness, including but not limited to the submission of items 1-4 listed above, as applicable, the Company will, subject to the terms and conditions of this Program, provide Make Ready Infrastructure revenue credits to the customer in accordance with the following standards:

- A. Multi-Family Dwellings and Housing Authorities. For a non-residential customer applicant that is an owner or property manager of a building or complex with four or more housing units (Multi-Family Dwelling or MFD), or a public entity that provides housing targeted toward low-income and moderate-income residents that is seeking to provide EV charging access to a property or properties that contains four or more housing units (Housing Authority or HA), and where the customer demonstrates that all EVSEs will be accessible to residents of the MFD or HA and installed for the primary use of such residents, the Company will determine a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first five years of operation, with the revenue credits not to exceed the Demonstrated Costs; provided, however, that for such a non-residential customer that is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Company will develop a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first two years following installation, with the Make Ready Infrastructure revenue credits not to exceed the Demonstrated Costs; or
- B. Non-Residential Customers other than MFDs and HAs. For all other non-residential customer applicants, the Company will determine a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first three years of operation, with the revenue credits not to exceed the Demonstrated Costs; provided, however, that for such a non-residential customer that is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Company will develop a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first year following installation, with the Make Ready Infrastructure revenue credits not to exceed the Demonstrated Costs.

Where an application involves installation of multiple EVSEs, the expected increase in revenue will be determined for each EVSE for the applicable number of years stated above and summed, and this sum will be compared to the Demonstrated Costs. The revenue credits for such application are to be based on such sum of the expected increase in revenue from the multiple EVSEs but are not to exceed the Demonstrated Costs. The Company will make its best efforts to provide the Make Ready Infrastructure revenue credits within one billing cycle of EVSE installation provided that the information received from the applicant is complete and accurate.

The maximum non-residential Make Ready Infrastructure revenue credits by segment is listed in Attachment A in this tariff.

HOMEBUILDER INCENTIVES

The Company shall provide a Make Ready Infrastructure incentive to a homebuilder approved by the Company for participation in this Program that is constructing a home served by the Company's distribution system where the homebuilder demonstrates, through an application and documentation satisfactory to the Company, that it has installed Make Ready Infrastructure in a convenient location for residential EV charging. Any such application must be submitted during the construction of the home and at least 30 days prior to the move-in date of the homeowner. The amount of such homebuilder incentive shall not exceed \$150 per home.

BILLING RATE

EVSE shall be installed for participating customers on the customer's side of Company's meter; therefore, any electric usage will be billed under the customer's selection of rate schedule and other riders, if applicable. Site hosts may establish EVSE charging

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM (NC)

rates for the resale of energy to end-use customers under applicable North Carolina laws.

METERING REQUIREMENTS

For participating customers, Company shall have the right to install, at the Company's own expense, metering and load research devices as it deems appropriate to collect customer data about the usage characteristics of the EVSE.

GENERAL

Services and offerings under this Program are subject to the authority of the North Carolina Utilities Commission.

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM (NC)**Attachment A**
Make Ready Credits
(Based on Rates Effective May 19, 2022)

			Existing Premise - Maximum Credit	Premise with Line Extension Plan - Maximum Credit
Non-Residential Segment *	Charger Type	Nameplate kW Range	3 Years	1 Year Extra
Public L2 Charger	L2	6.0 to 9.6	\$963	\$321
Workplace L2 Charger	L2	6.0 to 9.6	725	\$242
Fleet Level L2 Charger	L2	6.0 to 19	\$886	\$295
Public DCFC	DCFC	50	\$2,781	\$927
School Bus - DCFC	DCFC	50	\$13,630	\$4,543
Transit Bus - DCFC	DCFC	50	\$30,347	\$10,116

Multi-Family Dwelling Segment *	Charger Type	Nameplate kW Range	5 Years	2 Years Extra
Multi-Family L2 Charger	L2	6.0 to 9.6	\$1,605	\$642
Multi-Family DCFC	DCFC	50	\$4,634	\$1,854

Residential Segment	Charger Type	Nameplate kW Range	5 Years	1 Year Extra
Residential Segment	L2	6.0 to 9.6	\$1,133	\$227

* > 50 kW DCFC or total number of chargers exceeding 50 kW of demand will be calculated per job

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM MREV-1 (NC)

PURPOSE

The purpose of this Program is to support adoption of electric vehicles (EVs) and EV charging by customers through revenue credits that defray a portion of EV “make ready” expenses. Make ready expenses include the cost of investments in the safe and reliable installation of wiring and other upgrades that support EV charging (Make Ready Infrastructure) but exclude the cost of the equipment and charging station (called “electric vehicle supply equipment” (EVSE)) that directly supplies the energy to the EV. The Program also provides fixed incentives to approved homebuilders installing Make Ready Infrastructure into newly constructed homes.

AVAILABILITY (North Carolina Only)

This Program is available on a voluntary basis to reduce costs for the installation, at the customer’s premises, of Make Ready Infrastructure that supports Level 2 or higher EVSE that is customer-owned, third-party owned, or Company-owned. The Company will not own the Make Ready Infrastructure.

The Program is also available to homebuilders approved by the Company and in accordance with the terms herein, as stated in the “Homebuilder Incentives” section.

Participation in the Program is available to Make Ready Infrastructure installed on and after the effective date of this Program.

To be eligible for revenue credits under this Program, each Level 2 EVSE and Level 3 (DC Fast Charging) EVSE installed at the customer’s premises must feature at least one charging plug meeting all applicable safety and reliability standards for the given charging level.

The work to install Make Ready Infrastructure must be performed by a licensed electrician or a business employing licensed electricians (Contractor).

APPLICATION REQUIREMENTS AND REVENUE CREDITS FOR RESIDENTIAL CUSTOMERS

A residential customer may receive revenue credits for Make Ready Infrastructure either through a reduction in the price charged by a Contractor that has been approved by the Company (Contractor Credit Option) or through a direct application submitted to the Company by the customer (Customer Credit Option). Except as noted below, revenue credit levels for residential customers are based on estimates of the aggregate increase in electric revenue for the first five years following installation of newly installed EVSE (akin to the revenue credit approach in the Company’s Distribution Line Extension Plan).

Under the Contractor Credit Option, the customer seeking installation of EVSE and Make Ready Infrastructure at the customer’s premises selects a Contractor that has been approved by the Company for participation in this Program. A list of such approved Contractors is available on the Company’s website. The Contractor must contact the Company to determine the customer’s Make Ready Infrastructure revenue credits based on information provided by the customer. The Contractor is then responsible for including the Make Ready Infrastructure revenue credits in the price quoted to the customer for Make Ready Infrastructure installation. The customer is responsible for providing the Contractor with evidence of EV registration.

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM MREV-1 (NC)

Under the Customer Credit Option, the customer must file an application on the Company's website requesting participation in this Program. The application will require the customer to provide, among other information:

1. Detailed invoice(s) from the Contractor for Make Ready Infrastructure. Each invoice from the Contractor must include separate line items for labor and materials and the Contractor's name, address, and telephone number;
2. A copy of the approved permit from the municipal or local permitting authority; and
3. Evidence of EV registration.

The sum of the costs for Make Ready Infrastructure stated in the invoice(s) submitted with the application are considered the "Demonstrated Costs" subject to revenue crediting; provided, however, that "Demonstrated Costs" shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source. It is not the intention of this Program to provide revenue credits to defray expenses for which the customer expects third-party funding. To be eligible for revenue credits under this Program, the application must be filed within 120 days following the latter of: (1) the date on the most recent invoice included with the application; or (2) the date of EV registration.

Under either the Contractor Credit Option or the Customer Credit Option, the customer must acknowledge that a Company representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of this Program.

After the Company receives and reviews an application for completeness, including but not limited to the submission of items 1-3 listed above, as applicable, the Company will, subject to the terms and conditions of this Program, provide Make Ready Infrastructure revenue credits through the Contractor, under the Contractor Credit Option, or to the customer, under the Customer Credit Option, in the amount of the Demonstrated Costs or the Company's expected increase in revenue in the first five years following the customer's EVSE installation, whichever is less; provided, however, that for such a customer who is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Make Ready Infrastructure revenue credits will be the Demonstrated Costs or the Company's expected increase in revenue in the first year following the customer's EVSE installation, whichever is less. The Company will make its best efforts to provide the Make Ready Infrastructure revenue credits within one billing cycle of EVSE installation provided that the information received from the applicant is complete and accurate.

Where an application involves installation of multiple EVSEs, the expected increase in revenue will be determined for each EVSE for the applicable number of years stated above and summed, and this sum will be compared to the Demonstrated Costs. The revenue credits for such application are to be based on such sum of the expected increase in revenue from the multiple EVSEs but are not to exceed the Demonstrated Costs.

The maximum residential Make Read Infrastructure revenue credit is listed in **Attachment A** in this tariff.

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM MREV-1 (NC)

APPLICATION REQUIREMENTS AND REVENUE CREDITS FOR NON-RESIDENTIAL
CUSTOMERS

To be eligible for revenue credits under this Program, a non-residential customer must complete a Customer Usage Profile form, using a template provided by the Company on the Company's website, indicating the estimated uses of each EVSE, including hours of usage per day and per week and the proposed timing of installation.

Except as noted below, revenue credit levels for non-residential customers are based on estimates of the aggregate increase in electric revenue for the first three to five years following installation of newly installed EVSE (akin to the revenue credit approach in the Company's Distribution Line Extension Plan).

The customer must file an application on the Company's website requesting participation in this Program. The application will require the customer to provide, among other information:

1. Detailed invoice(s) from the Contractor for Make Ready Infrastructure. Each invoice from the Contractor must include separate line items for labor and materials and the Contractor's name, address, and telephone number;
2. For all installations involving installation of more than one EVSE or Level 3 or higher EVSE, a schematic diagram of the installation;
3. A copy of the approved permit from the municipal or local permitting authority; and
4. A completed Customer Usage Profile form.

The application must be filed within 120 days following the latter of: (1) the date on the most recent invoice included with the application; or (2) the date listed on the approved permit.

The sum of the costs for Make Ready Infrastructure stated in the invoice(s) submitted with the application are considered the "Demonstrated Costs" subject to revenue crediting; provided, however, that "Demonstrated Costs" shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source. It is not the intention of this Program to provide revenue credits to defray expenses for which the customer expects third-party funding.

The customer must acknowledge that a Company representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of this Program.

After the Company receives and reviews an application for completeness, including but not limited to the submission of items 1-4 listed above, as applicable, the Company will, subject to the terms and conditions of this Program, provide Make Ready Infrastructure revenue credits to the customer in accordance with the following standards:

- A. Multi-Family Dwellings and Housing Authorities. For a non-residential customer applicant that is an owner or property manager of a building or complex with four or more housing units (Multi-Family Dwelling or MFD), or a public entity that provides housing targeted toward low-income and moderate-income residents that is seeking to provide EV charging access to a property or properties that contains four or more housing units (Housing Authority

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM MREV-1 (NC)

or HA), and where the customer demonstrates that all EVSEs will be accessible to residents of the MFD or HA and installed for the primary use of such residents, the Company will determine a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first five years of operation, with the revenue credits not to exceed the Demonstrated Costs; provided, however, that for such a non-residential customer that is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Company will develop a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first two years following installation, with the Make Ready Infrastructure revenue credits not to exceed the Demonstrated Costs; or

- B. Non-Residential Customers other than MFDs and HAs. For all other non-residential customer applicants, the Company will determine a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first three years of operation, with the revenue credits not to exceed the Demonstrated Costs; provided, however, that for such a non-residential customer that is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Company will develop a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first year following installation, with the Make Ready Infrastructure revenue credits not to exceed the Demonstrated Costs.

Where an application involves installation of multiple EVSEs, the expected increase in revenue will be determined for each EVSE for the applicable number of years stated above and summed, and this sum will be compared to the Demonstrated Costs. The revenue credits for such application are to be based on such sum of the expected increase in revenue from the multiple EVSEs but are not to exceed the Demonstrated Costs. The Company will make its best efforts to provide the Make Ready Infrastructure revenue credits within one billing cycle of EVSE installation provided that the information received from the applicant is complete and accurate.

The maximum non-residential Make Read Infrastructure revenue credits by segment is listed in **Attachment A** in this tariff.

HOMEBUILDER INCENTIVES

The Company shall provide a Make Ready Infrastructure incentive to a homebuilder approved by the Company for participation in this Program that is constructing a home served by the Company's distribution system where the homebuilder demonstrates, through an application and documentation satisfactory to the Company, that it has installed Make Ready Infrastructure in a convenient location for residential EV charging. Any such application must be submitted during the construction of the home and at least 30 days

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM MREV-1 (NC)

prior to the move-in date of the homeowner. The amount of such homebuilder incentive shall not exceed \$150 per home.

BILLING RATE

EVSE shall be installed for participating customers on the customer's side of Company's meter; therefore, any electric usage will be billed under the customer's selection of rate schedule and other riders, if applicable. Site hosts may establish EVSE charging rates for the resale of energy to end-use customers under applicable North Carolina laws.

METERING REQUIREMENTS

For participating customers, Company shall have the right to install, at the Company's own expense, metering and load research devices as it deems appropriate to collect customer data about the usage characteristics of the EVSE.

GENERAL

Services and offerings under this Program are subject to the authority of the North Carolina Utilities Commission.

Effective for services rendered on and after May 19, 2022
NCUC Docket No. E-2, Sub 1197

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM MREV-1 (NC)

Attachment A
Make Ready Credits
(Based on Rates Effective May 19, 2022)

			Existing Premise - Maximum Credit	Premise with Line Extension Plan - Maximum Credit
Non-Residential Segment *	Charger Type	Nameplate kW Range	3 Years	1 Year Extra
Public L2 Charger	L2	6.0 to 9.6	\$930	\$310
Workplace L2 Charger	L2	6.0 to 9.6	\$700	\$233
Fleet Level L2 Charger	L2	6.0 to 19	\$855	\$285
Public DCFC	DCFC	50	\$2,686	\$895
School Bus - DCFC	DCFC	50	\$15,009	\$5,003
Transit Bus - DCFC	DCFC	50	\$27,705	\$9,235

Multi-Family Dwelling Segment *	Charger Type	Nameplate kW Range	5 Years	2 Years Extra
Multi-Family L2 Charger	L2	6.0 to 9.6	\$1,550	\$620
Multi-Family DCFC	DCFC	50	\$4,476	\$1,790

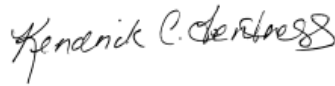
Residential Segment	Charger Type	Nameplate kW Range	5 Years	1 Year Extra
Residential Segment	L2	6.0 to 9.6	\$1,117	\$223

* > 50 kW DCFC or total number of chargers exceeding 50 kW of demand will be calculated per job

CERTIFICATE OF SERVICE

I certify that a copy of Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's Make Ready Credit Programs Compliance Tariffs, in Docket Nos. E-7, Sub 1195 and E-2, Sub 1197, has been served by electronic mail, hand delivery, or by depositing a copy in the United States Mail, 1st Class Postage Prepaid, properly addressed to parties of record.

This the 19th day of May, 2022.



Kendrick C. Fentress
Associate General Counsel
Duke Energy Corporation
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Raleigh, NC 27602
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Kendrick.Fentress@duke-energy.com