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OFFICIAL COPY

December 16, 2020

VIA ELECTRONIC FILING

Ms. Kimberley A. Campbell, 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
Compliance Tariffs – Electric Transportation Pilot
Docket Nos. E-7, Sub 1195 and E-2, Sub 1197**

Dear Ms. Campbell:

Pursuant to Commission Rule R8-25(a) and the Commission's *Order Approving Electric Transportation Pilot, in Part* issued November 24, 2020 in the above-referenced dockets, enclosed for filing are Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's compliance tariffs for the Electric Transportation Pilot, both clean and redlined copies. The tariffs have been revised to reflect changes authorized by the Commission and an effective date of November 24, 2020.

Please do not hesitate to contact me if you have any questions or need additional information.

Sincerely,

Kendrick C. Fentress

Enclosure

cc: Parties of Record

Dec 16 2020

CERTIFICATE OF SERVICE

I certify that a copy of Duke Energy Carolinas, LLC's and Duke Energy Progress, LLC's Compliance Tariffs for the Electric Transportation Pilot, 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 16th day of December, 2020.



Kendrick C. Fentress
Associate General Counsel
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ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION PROGRAM (NC PILOT)

PURPOSE

The purpose of this pilot program is to support procurement of Electric Vehicle School Buses (EVSB) by public school transportation systems, install supporting Electric Vehicle Supply Equipment (EVSE) to facilitate market adoption, collect utilization and other load characteristics to understand grid and utility impacts and explore potential for vehicle-to-grid power flow from EVSB batteries.

AVAILABILITY

This Program is available on a first-come-first-served basis, at Company's sole option, to Customers operating public school transportation systems in Company's North Carolina electric service territory. Participants must utilize one or more EVSB and provide transportation services to a public school system. Incentives are available for no more than 15 buses operated by a single or multiple school systems. Participants must grant Company access to all vehicle charging data throughout the program term and allow implementation of load management capabilities to reduce charging speeds, up to and including full curtailment and vehicle-to-grid (V2G) bi-directional power flow, provided such control activities do not impact the necessary duty cycle of the school bus. Prior to participation under this Program, Customer and Company shall execute an Electric Vehicle School Bus Supply Equipment Site Agreement to establish the terms and conditions of EVSE and EVSB battery installation and ownership.

INCENTIVES

Company shall fund up to \$215,000 per bus for procurement, delivery and installation of EVSB and associated EVSE charging equipment. Company shall retain ownership of the EVSE while Customer shall be responsible for proper operation and maintenance of EVSE according to manufacturer's guidelines. Company shall establish and maintain charging station network connectivity for load control capabilities during the full 36-month pilot. Customer will own EVSB and shall operate and maintain all EVSB components for the duration of the pilot. Company will retain ownership rights to EVSB battery and shall be allowed to repurpose or remove EVSB battery at the end of its useful life.

BILLING RATE

EVSE shall be installed on Customer's side of Company's meter; therefore, any usage will be billed under the applicable general service schedule and other riders, if applicable, for the Billing Demand and kilowatt-hours registered or computed by or from Company's metering facilities during the current month.

CONTRACT TERM AND EARLY TERMINATION

Contract Period shall be 36 months following the initial effective date of the program. Customer's subscription is not transferrable to another party. If Customer transfers their electric service to a different location within Company's service territory, the subscription shall be transferred to the new service location upon re-installation of the Charging Station. If Customer discontinues electric service and relocates outside the Company's service territory or otherwise discontinues use of the Charging Station including but not limited to maintaining connectivity, within twelve (12) months of initial participation, Customer shall remit to Company a Termination Payment equal to the EVSE and battery funding amount pro-rated for the number of months remaining in the program.

CUSTOMER RESPONSIBILITIES

Customer shall provide a location on premise for installation of Company's facilities and any necessary access to the work site and shall use reasonable diligence to protect Company's equipment from harm. In the event of damage to Company owned equipment that is caused by the Customer or Customer's agents, Customer agrees to pay all repair or replacement costs associated with the damage. Customer shall grant Company reasonable access rights during times specified by Company to operate and maintain its equipment during the program.

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION PROGRAM (NC PILOT)

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install, at its own expense, additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

PUBLIC FAST CHARGING PROGRAM (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Direct Current Fast Charge (DCFC) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 24 DCFC stations across approximately 12 individual locations. Operation and maintenance of DCFC stations may be performed by third-party qualified service provider by agreement with Company. Charging stations will be dispersed at key highway corridor locations throughout Company's North Carolina service territory to enable intra- and inter-state electric vehicle travel and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The DCFC stations shall include charging equipment with electrical demand requirements of 100 kW or greater. Each location shall include a minimum of 2 DCFC Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include revenue-grade metrology with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

DCFC charging services will be offered in exchange for a Fast Charge Fee consistent with the statewide average for DCFC charging offered by those stations which charge a fee to the driver and are publicly accessible 24-hours per day. Fees may be adjusted throughout the pilot, as needed but no more than once per quarter. Payment shall be made by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The Fast Charge Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36 months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

PUBLIC LEVEL 2 CHARGING STATION PROGRAM (NC PILOT)**PURPOSE**

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Level 2 (L2) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 100 L2 stations across approximately 50 individual locations. Operation and maintenance of L2 stations may be performed by a qualified third-party service provider by agreement with Company. Charging stations will be installed at key publicly accessible locations throughout Company's North Carolina service territory to enable destination charging in the public sector and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each location shall include a minimum of two L2 Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company's first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36 months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

MULTI-FAMILY DWELLING CHARGING STATION PROGRAM (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to deploy and maintain a network of publicly accessible Multi-Family Dwelling (MFD) Level 2 (L2) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 50 MFD L2 stations. Operation and maintenance of L2 stations may be performed by qualified third-party service provider by agreement with Company. Charging stations will be installed at publicly-accessible MFD locations throughout Company's North Carolina service territory to enable residential charging at MFDs and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The MFD L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each station shall include a minimum of two Level 2 (208/240V) charging outlets capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

MFD L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company's first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36 months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION PROGRAM (NC PILOT)

PURPOSE

The purpose of this pilot program is to support procurement of Electric Vehicle School Buses (EVSB) by public school transportation systems, install supporting Electric Vehicle Supply Equipment (EVSE) to facilitate market adoption, collect utilization and other load characteristics to understand grid and utility impacts and explore potential for vehicle-to-grid power flow from EVSB batteries.

AVAILABILITY

This Program is available on a first-come-first-served basis, at Company's sole option, to Customers operating public school transportation systems in Company's North Carolina electric service territory. Participants must utilize one or more ~~electric vehicle school buses~~ EVSB and provide transportation services to a public school system. Incentives are available for no more than ~~55~~15 buses operated by a single or multiple school systems. Participants must grant Company access to all vehicle charging data throughout the program term and allow implementation of load management capabilities to reduce charging speeds, up to and including full curtailment and ~~V~~vehicle-to-~~G~~grid (V2G) bi-directional power flow, provided such control activities do not impact the necessary duty cycle of the school bus. Prior to participation under this Program, Customer and Company shall execute an Electric Vehicle School Bus Supply Equipment Site Agreement to establish the terms and conditions of EVSE and EVSB battery installation and ownership.

INCENTIVES

Company shall fund up to \$215,000 per bus for procurement, delivery and installation of EVSB and associated EVSE charging equipment. Company shall retain ownership of the EVSE while Customer shall be responsible for proper operation and maintenance of EVSE according to manufacturer's guidelines. Company shall establish and maintain charging station network connectivity for load control capabilities during the full 36-month pilot. Customer will own EVSB and shall operate and maintain all EVSB components for the duration of the pilot. Company will retain ownership rights to EVSB battery and shall be allowed to re-purpose or remove EVSB battery at the end of its useful life.

BILLING RATE

EVSE shall be installed on Customer's side of Company's meter; therefore, any usage will be billed under the applicable general service schedule and other riders, if applicable, for the Billing Demand and kilowatt-hours registered or computed by or from Company's metering facilities during the current month.

CONTRACT TERM AND EARLY TERMINATION

Contract Period shall be ~~36~~ months following the initial effective date of the program. Customer's subscription is not transferrable to another party. If Customer transfers their electric service to a different location within Company's service territory, the subscription shall be transferred to the new service location upon re-installation of the Charging Station. If Customer discontinues electric service and relocates outside the Company's service territory or otherwise discontinues use of the Charging Station including but not limited to maintaining connectivity, within twelve (12) months of initial participation, Customer shall remit to Company a Termination Payment equal to the EVSE and battery funding amount pro-rated for the number of months remaining in the program.

~~CUSTOMER'S~~ RESPONSIBILITIES

Customer shall provide a location on premise for installation of Company's facilities and any necessary access to the work site and shall use reasonable diligence to protect Company's equipment from harm. In the event of damage to Company owned equipment that is caused by the Customer or Customer's agents, Customer agrees to pay all repair or replacement costs associated with the damage. Customer shall grant Company reasonable access rights during times specified by Company to operate and maintain its equipment during the program.

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION PROGRAM (NC PILOT)

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install, at its own expense, additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

PUBLIC FAST CHARGING PROGRAM (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Direct Current Fast Charge (DCFC) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to ~~7024~~ DCFC stations across approximately ~~3512~~ individual locations. Operation and maintenance of DCFC stations may be performed by third-party qualified service provider by agreement with Company. Charging stations will be dispersed at key highway corridor locations throughout Company's North Carolina service territory to enable intra- and inter-state electric vehicle travel and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The DCFC stations shall include charging equipment with electrical demand requirements of 100 kW or greater. Each location shall include a minimum of 2 DCFC Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include revenue-grade metrology with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

DCFC charging services will be offered in exchange for a Fast Charge Fee consistent with the statewide average for DCFC charging offered by those stations which charge a fee to the driver and are publicly accessible 24-hours per day. Fees may be adjusted throughout the pilot, as needed but no more than once per quarter. Payment shall be made by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The Fast Charge Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs, but is not anticipated to recover the full cost of the charging infrastructure within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36- months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

PUBLIC LEVEL 2 CHARGING STATION PROGRAM (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Level 2 (~~"L2"~~) electric vehicle (~~"EV"~~) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 100 L2 stations across approximately 50 individual locations. Operation and maintenance of L2 stations may be performed by a qualified third-party service provider by agreement with Company. Charging stations will be installed at key publicly-accessible locations throughout Company's North Carolina service territory to enable destination charging in the public sector and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each location shall include a minimum of two L2 Electric Vehicle Supply Equipment (~~"EVSE"~~) stations capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company's first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs; but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36-months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

MULTI-FAMILY DWELLING CHARGING STATION PROGRAM (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to deploy and maintain a network of publicly accessible Multi-Family Dwelling (MFD) Level 2 (L2) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to ~~100~~50 MFD L2 stations. Operation and maintenance of L2 stations may be performed by qualified third-party service provider by agreement with Company. Charging stations will be installed at publicly-accessible MFD locations throughout Company's North Carolina service territory to enable residential charging at MFDs and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The MFD L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each station shall include a minimum of two Level 2 (208/240V) charging outlets capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

MFD L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company's first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs; but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36- months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION
PROGRAM EVSB-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is to support procurement of Electric Vehicle School Buses (“EVSB”) by public school transportation systems, install supporting Electric Vehicle Supply Equipment (“EVSE”) to facilitate market adoption, collect utilization and other load characteristics to understand grid and utility impacts and explore potential for vehicle-to-grid power flow from EVSB batteries.

AVAILABILITY

This Program is available on a first-come-first-served basis, at Company’s sole option, to Customers operating public school transportation systems in Company’s North Carolina electric service territory. Participants must utilize one or more EVSB and provide transportation services to a public-school system. Incentives are available for no more than 15 buses operated by a single or multiple school systems. Participants must grant Company access to all vehicle charging data throughout the program term and allow implementation of load management capabilities to reduce charging speeds, up to and including full curtailment and vehicle-to-grid (V2G) bi-directional power flow, provided such control activities do not impact the necessary duty cycle of the school bus. Prior to participation under this Program, Customer and Company shall execute an Electric Vehicle School Bus Supply Equipment Site Agreement to establish the terms and conditions of EVSE and EVSB battery installation and ownership.

INCENTIVES

Company shall fund up to \$215,000 per bus for procurement, delivery and installation of EVSB and associated EVSE charging equipment. Company shall retain ownership of the EVSE while Customer shall be responsible for proper operation and maintenance of EVSE according to manufacturer’s guidelines. Company shall establish and maintain charging station network connectivity for load control capabilities during the full 36-month pilot. Customer will own EVSB and shall operate and maintain all EVSB components for the duration of the pilot. Company will retain ownership rights to EVSB battery and shall be allowed to repurpose or remove EVSB battery at the end of its useful life.

BILLING RATE

EVSE shall be installed on Customer’s side of Company’s meter; therefore, any usage will be billed under the applicable general service schedule and other riders, if applicable, for the Billing Demand and kilowatt-hours registered or computed by or from Company’s metering facilities during the current month.

CONTRACT TERM AND EARLY TERMINATION

Contract Period shall be 36 months following the initial effective date of the program. Customer’s subscription is not transferrable to another party. If Customer transfers their electric service to a different location within Company’s service territory, the subscription shall be transferred to the new service location upon re-installation of the Charging Station. If Customer discontinues electric service and relocates outside the Company’s service territory or otherwise discontinues use of the Charging Station including but not limited to maintaining connectivity, within twelve (12) months of initial participation, Customer shall remit to Company a Termination Payment equal to the EVSE and battery funding amount pro-rated for the number of months remaining in the program.

CUSTOMER RESPONSIBILITIES

Customer shall provide a location on premise for installation of Company’s facilities and any necessary access to the work site and shall use reasonable diligence to protect Company’s equipment from harm. In the event of damage to Company owned equipment that is caused by the Customer or Customer’s agents,

Customer agrees to pay all repair or replacement costs associated with the damage. Customer shall grant Company reasonable access rights during times specified by Company to operate and maintain its equipment during the program.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install, at its own expense, additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

Effective for services rendered on and after November 24, 2020
NCUC Docket No. E-2, Sub 1197

PUBLIC FAST CHARGING STATION
PROGRAM FCS-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Direct Current Fast Charge (“DCFC”) electric vehicle (“EV”) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company’s North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 16 DCFC stations across approximately 8 individual locations. Charging stations will be dispersed at key highway corridor locations throughout Company’s North Carolina service territory to enable intra- and inter-state electric vehicle travel and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company’s electric service customers.

CHARGING STATION EQUIPMENT

The DCFC stations shall include charging equipment with electrical demand requirements of 100 kW or greater. Each location shall include a minimum of 2 DCFC Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include revenue-grade metrology with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

DCFC charging services will be offered in exchange for a Fast Charge Fee consistent with the statewide average for DCFC charging offered by those stations which charge a fee to the driver and are publicly accessible 24-hours per day. Fees may be adjusted throughout the pilot, as needed but no more than once per quarter. Payment shall be made by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The Fast Charge Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36 months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

Effective for services rendered on and after November 24, 2020
NCUC Docket No. E-2, Sub 1197

PUBLIC LEVEL 2 CHARGING STATION PROGRAM
PROGRAM L2EV-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Level 2 (L2) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 60 L2 stations across approximately 30 individual locations. Operation and maintenance of L2 stations may be performed by a qualified third-party service provider by agreement with Company. Charging stations will be installed at key publicly accessible locations throughout Company's North Carolina service territory to enable destination charging in the public sector and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each location shall include a minimum of two L2 Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company's first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36 months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

Services rendered under this Agreement are subject to the authority of the North Carolina Utilities Commission and any changes or other modifications lawfully made thereto.

Effective for services rendered on and after November 24, 2020
NCUC Docket No. E-2, Sub 1197

MULTI-FAMILY DWELLING CHARGING STATION PROGRAM
PROGRAM MFEV-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to deploy and maintain a network of publicly accessible Multi-Family Dwelling (MFD) Level 2 (L2) electric vehicle (EV) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company's North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to 30 MFD L2 stations. Operation and maintenance of L2 stations may be performed by qualified third-party service provider by agreement with Company. Charging stations will be installed at publicly accessible MFD locations throughout Company's North Carolina service territory to enable residential charging at MFDs and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company's electric service customers.

CHARGING STATION EQUIPMENT

The MFD L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each station shall include a minimum of two Level 2 (208/240V) charging outlets capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

MFD L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company's first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot.

CONTRACT TERM

Contract Period shall be 36 months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

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Effective for services rendered on and after November 24, 2020
NCUC Docket No. E-2, Sub 1197

ELECTRIC VEHICLE SCHOOL BUS CHARGING STATION
PROGRAM EVSB-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is to support procurement of Electric Vehicle School Buses (“EVSB”) by public school transportation systems, install supporting Electric Vehicle Supply Equipment (“EVSE”) to facilitate market adoption, collect utilization and other load characteristics to understand grid and utility impacts and explore potential for vehicle-to-grid power flow from EVSB batteries.

AVAILABILITY

This Program is available on a first-come-first-served basis, at Company’s sole option, to Customers operating public school transportation systems in Company’s North Carolina electric service territory. Participants must utilize one or more ~~electric vehicle school buses~~ EVSB and provide transportation services to a public school system. Incentives are available for no more than ~~30-15~~ buses operated by a single or multiple school systems. Participants must grant Company access to all vehicle charging data throughout the program term and allow implementation of load management capabilities to reduce charging speeds, up to and including full curtailment and ~~V~~vehicle-to-~~G~~grid (V2G) bi-directional power flow, provided such control activities do not impact the necessary duty cycle of the school bus. Prior to participation under this Program, Customer and Company shall execute an Electric Vehicle School Bus Supply Equipment Site Agreement to establish the terms and conditions of EVSE and EVSB battery installation and ownership.

INCENTIVES

Company shall fund up to \$215,000 per bus for procurement, delivery and installation of EVSB and associated EVSE charging equipment. Company shall retain ownership of the EVSE while Customer shall be responsible for proper operation and maintenance of EVSE according to manufacturer’s guidelines. Company shall establish and maintain charging station network connectivity for load control capabilities during the full 36-month pilot. Customer will own EVSB and shall operate and maintain all EVSB components for the duration of the pilot. Company will retain ownership rights to EVSB battery and shall be allowed to repurpose or remove EVSB battery at the end of its useful life.

BILLING RATE

EVSE shall be installed on Customer’s side of Company’s meter; therefore, any usage will be billed under the applicable general service schedule and other riders, if applicable, for the Billing Demand and kilowatt-hours registered or computed by or from Company’s metering facilities during the current month.

CONTRACT TERM AND EARLY TERMINATION

Contract Period shall be ~~36~~ months following the initial effective date of the program. Customer’s subscription is not transferrable to another party. If Customer transfers their electric service to a different location within Company’s service territory, the subscription shall be transferred to the new service location upon re-installation of the Charging Station. If Customer discontinues electric service and relocates outside the Company’s service territory or otherwise discontinues use of the Charging Station including but not limited to maintaining connectivity, within twelve (12) months of initial participation, Customer shall remit to Company a Termination Payment equal to the EVSE and battery funding amount pro-rated for the number of months remaining in the program.

CUSTOMER’S RESPONSIBILITIES

Customer shall provide a location on premise for installation of Company’s facilities and any necessary access to the work site and shall use reasonable diligence to protect Company’s equipment from harm. In the event of damage to Company owned equipment that is caused by the Customer or Customer’s agents,

Customer agrees to pay all repair or replacement costs associated with the damage. Customer shall grant Company reasonable access rights during times specified by Company to operate and maintain its equipment during the program.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install, at its own expense, additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

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Effective for services rendered on and after November 24, 2020
NCUC Docket No. E-2, Sub 1197

PUBLIC FAST CHARGING STATION
PROGRAM FCS-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Direct Current Fast Charge (“DCFC”) electric vehicle (“EV”) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company’s North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to ~~46-16~~ DCFC stations across approximately ~~238~~ individual locations. Charging stations will be dispersed at key highway corridor locations throughout Company’s North Carolina service territory to enable intra- and inter-state electric vehicle travel and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company’s electric service customers.

CHARGING STATION EQUIPMENT

The DCFC stations shall include charging equipment with electrical demand requirements of 100 kW or greater. Each location shall include a minimum of 2 DCFC Electric Vehicle Supply Equipment (EVSE) stations capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include revenue-grade metrology with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

DCFC charging services will be offered in exchange for a Fast Charge Fee consistent with the statewide average for DCFC charging offered by those stations which charge a fee to the driver and are publicly accessible 24-hours per day. Fees may be adjusted throughout the pilot, as needed but no more than once per quarter. Payment shall be made by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The Fast Charge Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service ~~costs, but~~ costs but is not anticipated to recover the full cost of the charging infrastructure within the term of the pilot.

CONTRACT TERM

Contract Period shall be ~~36-~~ months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

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Effective for services rendered on and after _____ November 24, 2020
NCUC Docket No. E-2, Sub-1197

PUBLIC LEVEL 2 CHARGING STATION PROGRAM
PROGRAM L2EV-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to develop and maintain a foundational network of publicly accessible Level 2 (“L2”) electric vehicle (“EV”) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company’s North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to ~~10060~~ L2 stations across approximately ~~5030~~ individual locations. Operation and maintenance of L2 stations may be performed by a qualified third-party service provider by agreement with Company. Charging stations will be installed at key ~~publicly-accessible~~publicly accessible locations throughout Company’s North Carolina service territory to enable destination charging in the public sector and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company’s electric service customers.

CHARGING STATION EQUIPMENT

The L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each location shall include a minimum of two L2 Electric Vehicle Supply Equipment (“EVSE”) stations capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company’s first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot.

CONTRACT TERM

Contract Period shall be ~~36~~ months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

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Effective for services rendered on and after _____ November 24, 2020
NCUC Docket No. E-2, Sub-1197

MULTI-FAMILY DWELLING CHARGING STATION PROGRAM
PROGRAM MFEV-1 (NC PILOT)

PURPOSE

The purpose of this pilot program is for the Company to deploy and maintain a network of publicly accessible Multi-Family Dwelling (“MFD”) Level 2 (“L2”) electric vehicle (“EV”) charging stations to support EV adoption and serve the growing charging needs of Customers across the Company’s North Carolina service territory.

AVAILABILITY

Company shall install, own and operate a network of up to ~~60~~30 MFD L2 stations. Operation and maintenance of L2 stations may be performed by qualified third-party service provider by agreement with Company. Charging stations will be installed at publicly accessible MFD locations throughout Company’s North Carolina service territory to enable residential charging at MFDs and build driver confidence in EVs. Charging services will be available to all electric vehicle owners without preference to Company’s electric service customers.

CHARGING STATION EQUIPMENT

The MFD L2 stations shall include charging equipment with electrical demand requirements of up to 10 kW. Each station shall include a minimum of two Level 2 (208/240V) charging outlets capable of charging compatible plug-in electric vehicles intended for use on public streets and highways. Additionally, EVSE shall include smart charging capabilities with Wi-Fi, cellular, or other communications to a central server along with monitoring and load management/curtailment capabilities. EVSE must be compatible with OCPP 1.6 or higher. Company may adjust charging capacity to assess load characteristics and grid impacts of electric vehicle charging.

BILLING RATES

MFD L2 charging services will be offered in exchange for an L2 Charging Fee consistent with the Kilowatt-Hour Charge of the Company’s first block energy rate of the most current Small General Service (SGS) Schedule, plus \$0.02/kWh. Payment shall be made to Company by Smart Phone App, Radio-frequency identification (RFID) Card or by Credit Card swipe at the site. The L2 Charging Fee is intended to recover, at a minimum, the cost of electric service plus transaction and network service costs but is not anticipated to recover the full cost of the charging infrastructure deployment within the term of the pilot.

CONTRACT TERM

Contract Period shall be ~~36~~ months following the initial effective date of the program. At the end of the 36-month pilot, Company may seek regulatory approval to continue to own and operate the stations or to sell the stations with any proceeds being credited to program costs.

GENERAL

In addition to the usage recording capabilities of the charging station equipment, Company shall have the right to install at its own expense additional metering and load research devices as it deems appropriate to collect the usage characteristics of the electric vehicle charging station equipment.

REGULATORY AUTHORITY

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Effective for services rendered on and after November 24, 2020
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