ELECTRIFY THE SOUTH COLLABORATIVE
3.24.26

Southern Alliance for Clean Energy

SSDN SOUTHEAST SUSTAINABILITY DIRECTORS NETWORK

ETS Collaborative

The Electrify the South Collaborative creates a community of learning for Southeastern local governments to identify resources, tools, and partnerships to implement transportation electrification goals. The Collaborative helps build local government capacity, enhance peer-to-peer networks, and ensure equitable access to electric transportation benefits across urban and rural communities.

The Collaborative is facilitated by Southern Alliance for Clean Energy (SACE) and Southeast Sustainability Directors Network (SSDN).

Agenda

10:00-11:00 Introductions

- Welcome
- Welcome message from Mayor Pro Tem Mitchell
- Review agenda
- State of the ET Market
- Priorities Share Out/where is your municipality on ET Work?

11:00-12:00 Touch a Truck and talk with their handler!

12:00-1:00 Networking Lunch

1:00-1:45 NEVI Update

Agenda

1:45-2:35 Topic 1: Resources for Success | presentations, table conversations, and report out/share

2:35-2:45 10 min break

2:45-3:15 Topic 2: Utility Actions and Programs | presentation, lightning round, group conversation, report out/share

3:15-3:55 Topic 3: **Local Programs** | presentation, table conversations, and report out/share

3:55-4:00 Wrap-up/next steps

TRANSPORTATION ELECTRIFICATION IN THE SOUTHEAST

SIXTH ANNUAL REPORT | YEAR END UPDATE

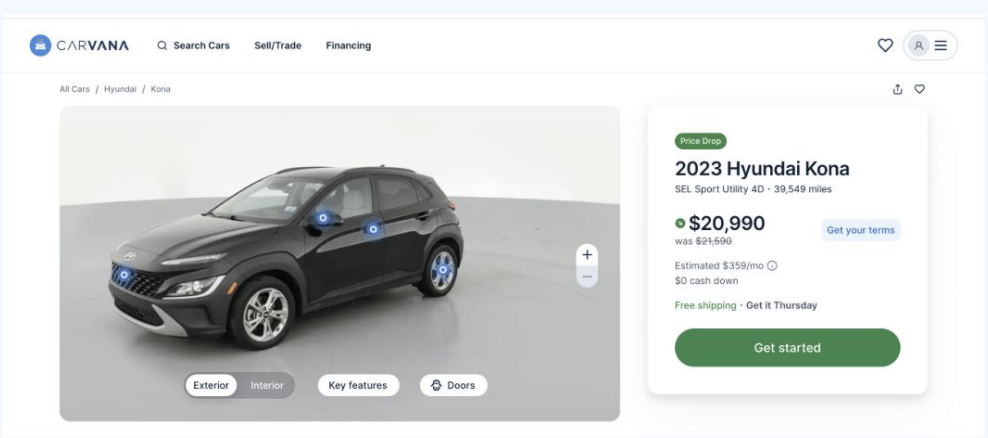
Southern Alliance for Clean Energy

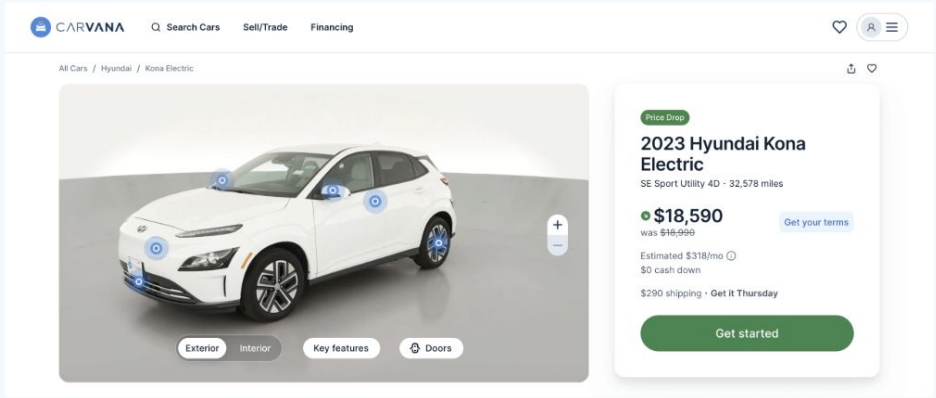
SSDN SOUTHEAST SUSTAINABILITY DIRECTORS NETWORK

96%

1 out of 4

24.2%





On the used market, EVs are already cost-competitive with their gas counterparts, Source: Carvana.com on 12/16/25

NORTH CAROLINA ELECTRIC TRANSPORTATION INDICATORS, DECEMBER 2025

MANUFACTURING EMPLOYMENT

#2 in region

- Anticipated jobs: 16,250
- No growth

MANUFACTURING INVESTMENT

#2 in region

- Investment: $20.4 billion
- No growth

SALES

#3 in region in market share
#22 in nation in market share

- Cumulative sales: 148,740
- 31% growth
- 12-month market share: 7.9%

CHARGING

#3 in region per capita
#27 in nation per capita

- Fast Chargers: 1,680 ports
- Level 2 Ports: 3,700 ports
- 22% growth in total ports

UTILITY INVESTMENT

- Approved: $24.7 million
- No growth

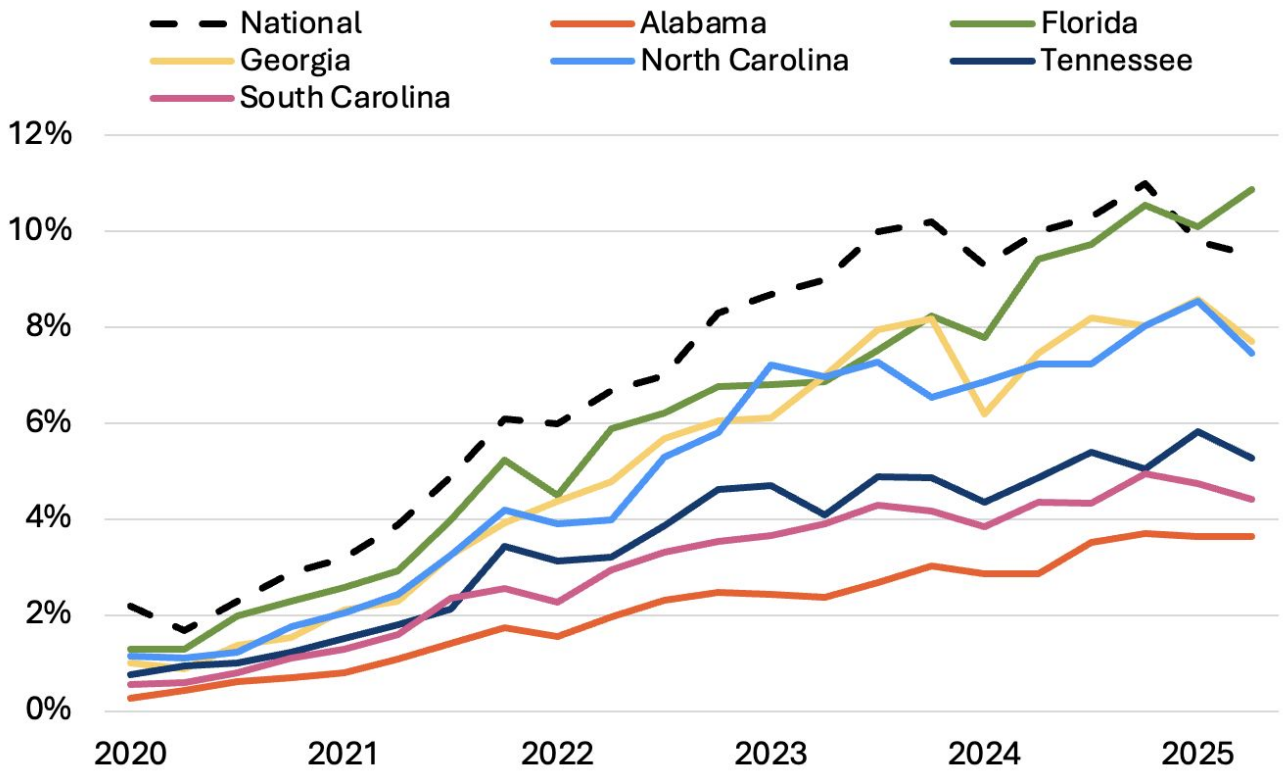
PUBLIC FUNDING

#3 in region per capita

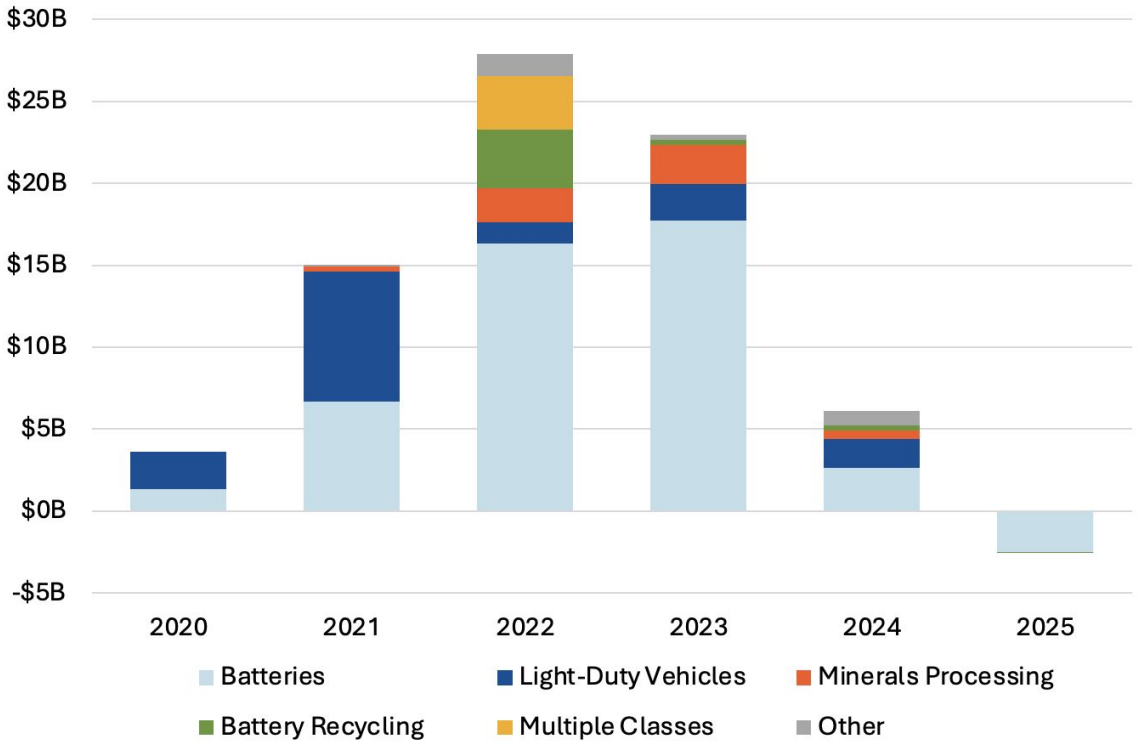
- Approved: $471.0 million
- Funding per capita: $44.50

Source: Atlas EV Hub and Clean Economy Tracker for the Southern Alliance for Clean Energy[1]

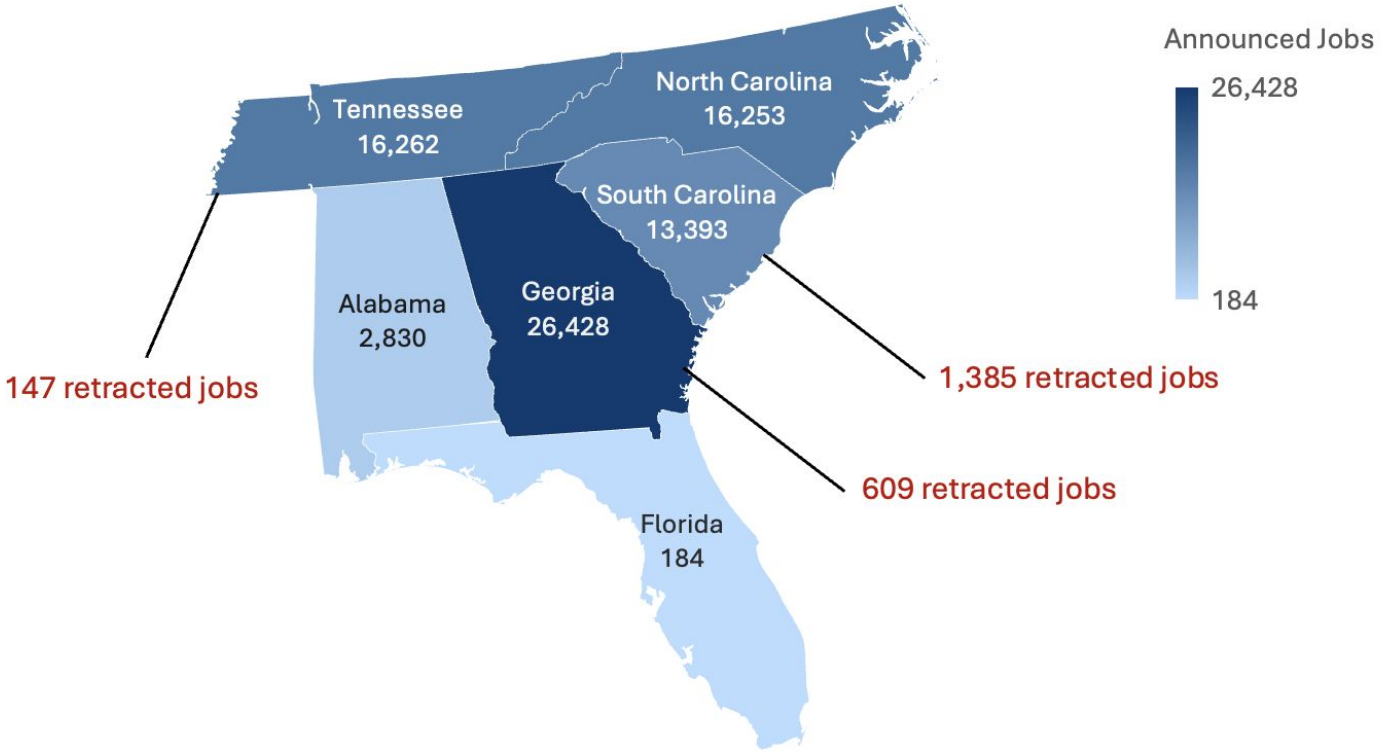
EV SALES MARKET SHARE FOR PASSENGER VEHICLES, JUNE 2025



ADVANCED MANUFACTURING INVESTMENT BY SECTOR IN THE SOUTHEAST



ANNOUNCED EV MANUFACTURING JOBS IN THE SOUTHEAST



INVESTOR-OWNED UTILITY INVESTMENTS IN THE SOUTHEAST, JUNE 2025

Operating Company	State	Investment	Customers	Investment per Customer
Florida Power & Light	Florida	$205,000,000	5,811,951	$35
Duke Energy	Florida	$112,159,946	1,968,212	$57
Georgia Power Company	Georgia	$82,500,000	2,735,271	$30
Duke Energy	North Carolina	$24,714,675	4,563,937	$5
Duke Energy	South Carolina	$8,830,000	4,563,937	$2
Tampa Electric	Florida	$2,300,000	834,144	$3
U.S. Total		**$6,623,776,088**	**78,587,157**	**$84**

Touch a Truck Outside | 11:00-12:00

Lunch: | 12:00-1:00

NEVI Update | 1:00-1:45

Heather Hildebrandt

Statewide Initiatives Supervisor
North Carolina Department of Transportation

Zoom link

NORTH CAROLINA
Department of Transportation

NCDOT NEVI Update

Heather Hildebrandt

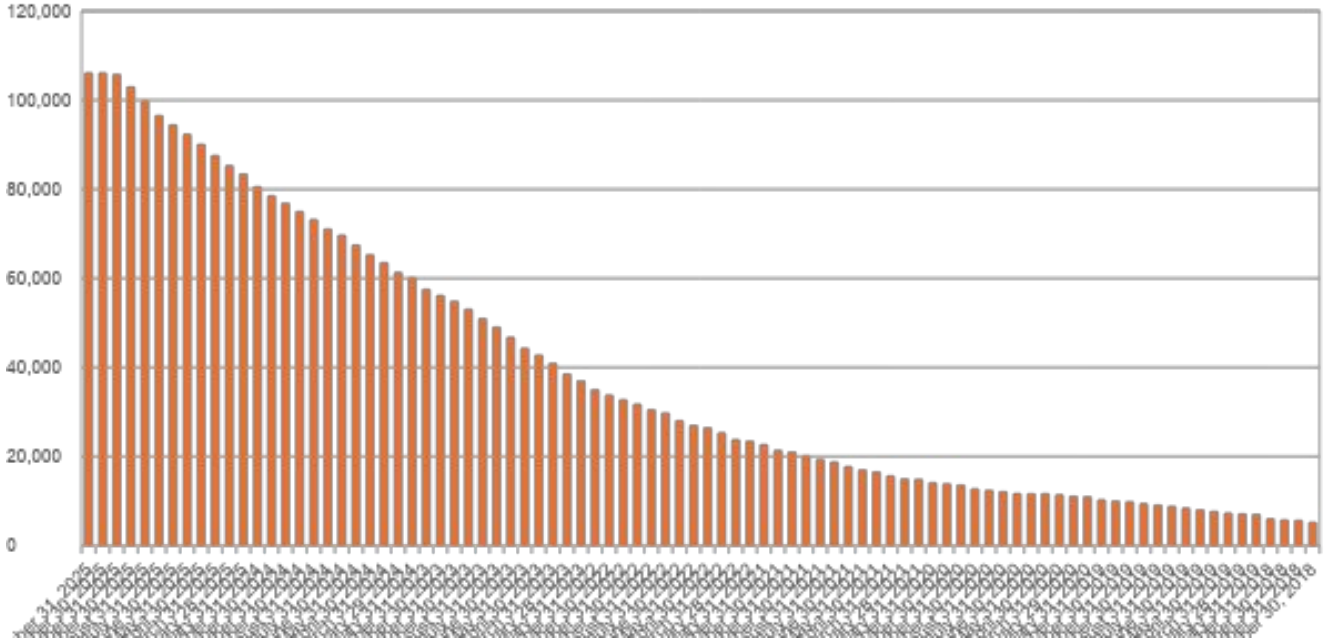
March 24, 2026

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

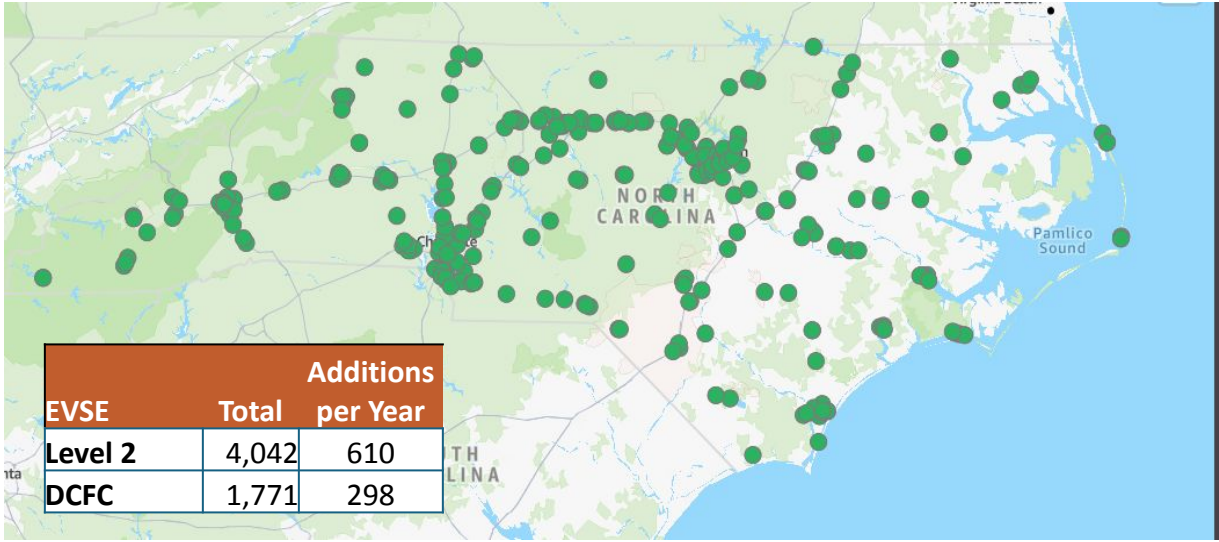
Current NC EV Metrics

Year	Total EV	Annual Growth
2023	57,467	62%
2024	80,497	38%
2025	106,074	33%

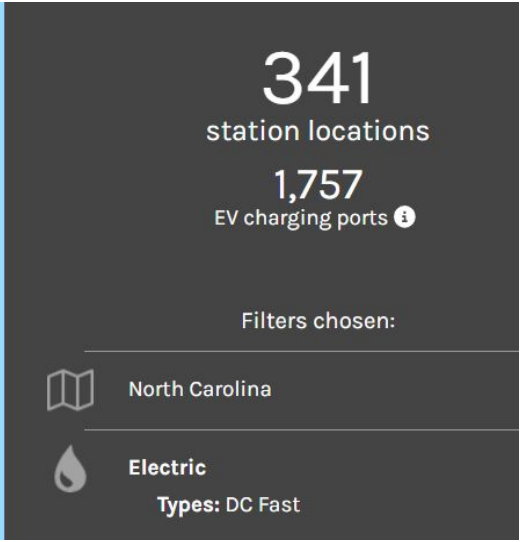
NC Electric NC Vehicle Registrations through Q4 2025



North Carolina DCFC Infrastructure



EVSE	Total	Additions per Year
Level 2	4,042	610
DCFC	1,771	298



Source: USDOE AFC Database, 3-16-2026

NCDOT NEVI

North Carolina NEVI Goals

- Build an **easily accessible** EV charging network
- Increase overall **network reliability**
- Distribute **benefits** across the state to allow communities the choice to electrify transportation
- Expand access to **economic and workforce development** opportunities
- Provide reliability during emergency events

www.ncdot.gov/NEVI

National Electric Vehicle Infrastructure (NEVI) Program

NEVI Phase 1 Funding

- NEVI RFP Resources for Applicants
- Round 2 RFP GIS Map of Charging Stations
- Site Host & Networking Events
- NEVI Program Information
- Get Updates on NEVI Program
- NEVI Awards Information

- Resources
- RFP Materials
- Updates

NCDOT NEVI

Phase 1 Implementation

Revised NEVI Guidance – Issued October 2025

- Station Siting
  - Removal of 50-mile spacing between stations
  - Removal of 1-mile distance from corridor exit to station entrance
  - Existing stations that meet primary technical requirements can be part of the overall AFC buildout
- Still requires FHWA certification of AFC full-build-out prior to starting community/off corridor charging stations

Guidance:
https://www.transportation.gov/regulations/federal-register-documents/2025-15370

FHWA Full Build Out Certification – November 2025

Assumptions

1. Counted existing DCFC stations in North Carolina
   - within 2 miles of AFCs
   - with Combined Charging System (CCS) connectors
   - at least 4 DCFC ports at ≥150 kW

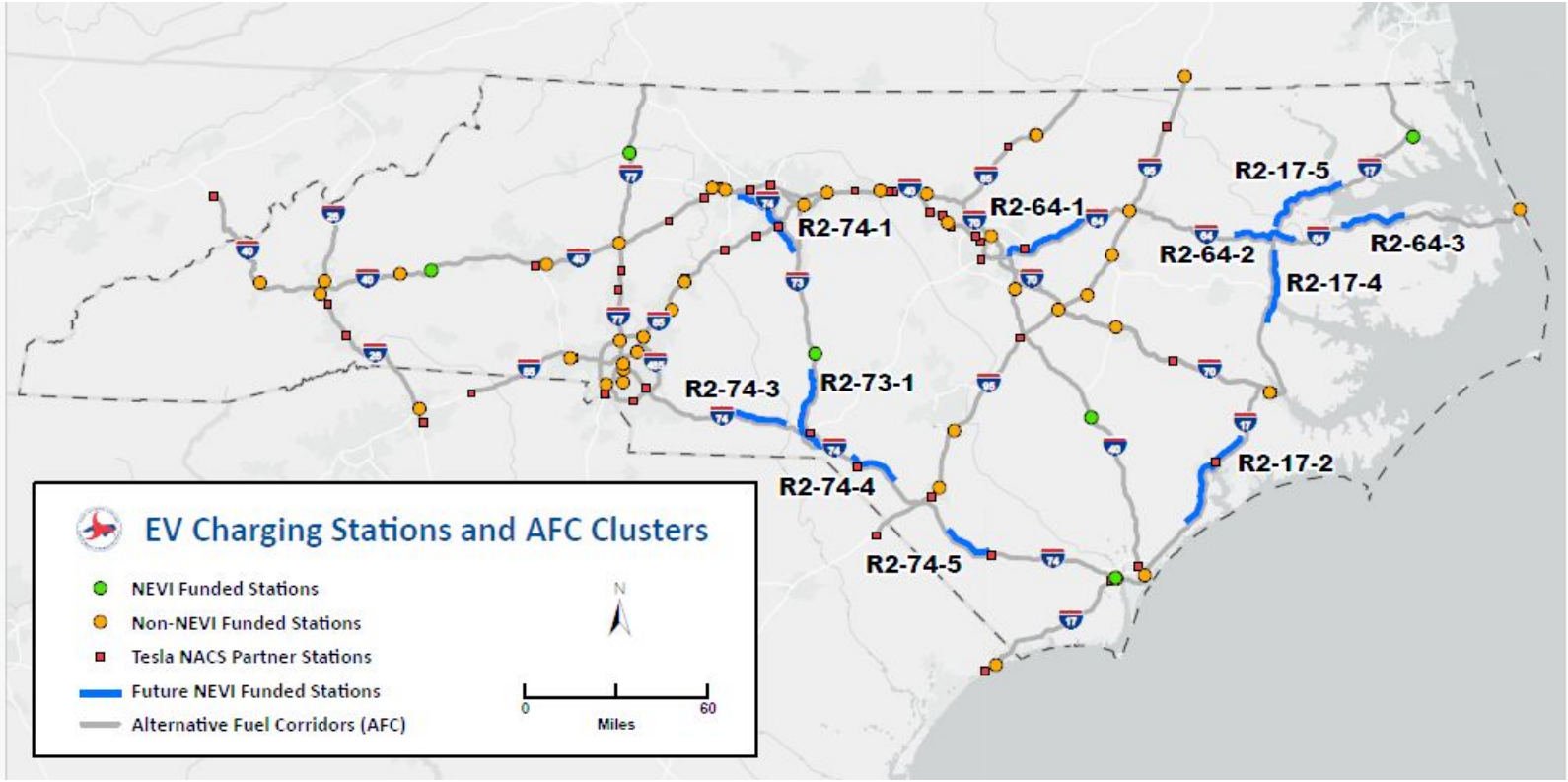
   ⇒ 47 stations meet this criteria

2. Included SIX Round 1 awarded sites

4. Allowed maximum of 60 miles spacing between stations

NCDOT Fully Built Out Certification Map

NCDOT analyzed existing 4x150 CCS stations placed 60 miles apart



NCDOT NEVI

Phase 1 Round 2 RFP

NEVI Program –Phase 1 Round 2 RFP

- NCDOT does not own/operate/maintain stations
- Administered as a reimbursement program
- Awardees are required to provide 20% match
- Utilizes best value Design Build
- Must meet
  - **Title 23:** https://www.ecfr.gov/current/title-23
  - **2 CFR Part 200:** https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200
  - BABA

NCDOT NEVI Round 2 Clusters

- Analyzed AFC to identify additional clusters to produce a robust charging network

  Results in **16 sites** to be included in Round 2 RFP

  Extended driving distance to 1.5 to 2 miles off the AFC

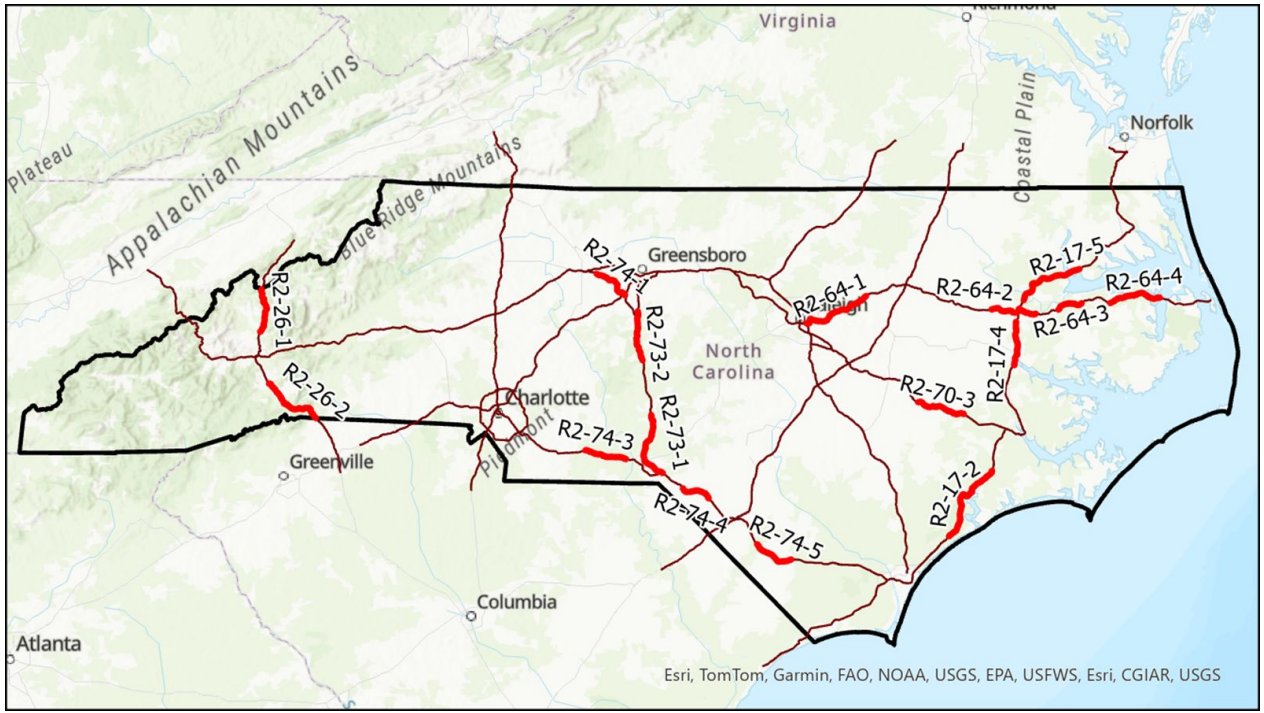
  - Provides opportunity for more, potentially better site hosts
  - Scoring considers awarding points for sites closer to the AFC
  - Completes NCDOT build-out of AFCs

NEVI RFP 2 Design

- Support for rural areas with
  - Limited electrical capacity
  - High demand charges
- Points for “beyond” 23 CFR Part 680 requirements
- Floodplains will be an issue

NCDOT NEVI Round 2 Locations

Build 16 Additional Sites to Provide Robust Network on AFCs



New RFP designed to promote stations that will support the future of

Round 2 Proposed Schedule

Action	Date	Comment
Mapping Released for Planning	1/23/26	
Final RFP Completed	2/24/26	
Application Opens	3/27/26	
Application Closed	5/11/26	45 days later
Evaluations Complete	7/11/26	60 days later
Conditional Awards	8/11/26	30 days later
Site NEPA	9/11/26	30 days later
Contracting	10/11/26	30 days later

NCDOT NEVI

Phase 2 Implementation

Phase 2: Community/Off Corridor Charging

Requirements

- Located anywhere in state
- Available to the public during business hours
- 4 charging ports per location;
  - Allows for lower power DCFC/Level 2/mix
  - Buy America compliant

Selection will be competitive process

Engagement needed to develop a plan to prioritize use of the remaining funds

NEVI Program –Phase 2

NCODT Stakeholder Engagement Event Summer 2024 => much has changed!

Ideas – from other states

a. Non-AFC Corridors
- Expand EVSE network to other important travel corridors
- Expand EVSE at destinations – tourism, economic hubs, etc.
- Flexible power requirements
- Stakeholder process

b. Community Charging
- Work with communities and MPOs/RPOs in stakeholder process
- Identify and rank charging use cases – NCDOT has done some of this already
- Division of funds across regions and use cases
- Consider Level 2 economics
- Learn by doing – NCDOT has 2 public EVSE stations

Contact Us

Paula Hemmer
pmhemmer@ncdot.gov
919-707-0918

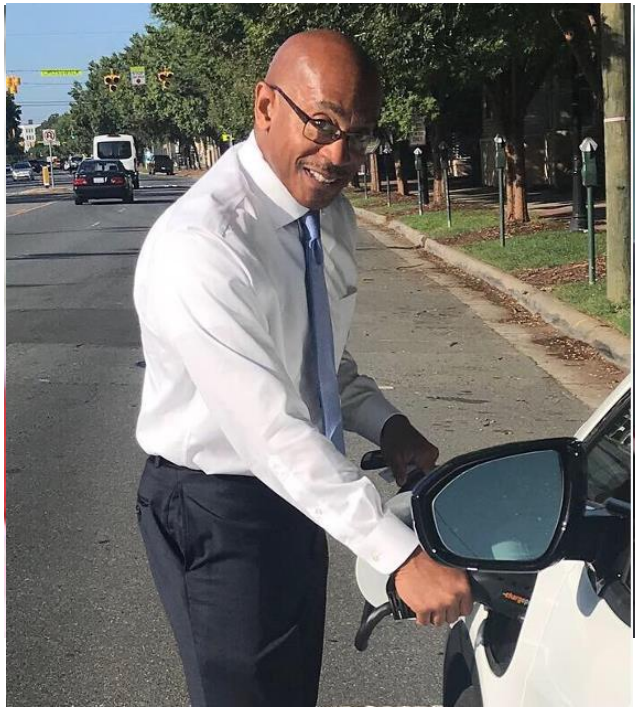
Heather Hildebrant
hjhildebrandt@ncdot.gov
919-707-0964

Visit our website to learn more at www.NCDOT.gov/NEVI

@NCDOT
ncdotcom
NCDOTcommunications
ncdotcom
@NCDOT
NCDOT
NCDOTcommunications
View All Channels

Topic 1: Resource for Success | 1:45-2:35

Charlotte Resources for Success



Our Path

2018 - Foundation

- Resolution
- SEAP

2019-2023 - Implementation

- Policy
- Projects
- Programs

2024-2025 – SEAP+

- GHG Inventory Update
- Climate Risk Assessment
- **Aligned goals with the latest science & technology**
- Integrated new citywide plans
- Reflected community priorities

Charlotte's updated goals in the SEAP+

2018 SEAP Goal:
STRIVE TOWARD
100% ZERO CARBON
CITY FLEET BY 2030

2025 SEAP+ Goal:
The city will reach net zero emissions in its light-duty fleet by 2035 and in its entire fleet by 2050.

Tier 1 – Zero Emission Vehicles (~7%)

- 293 EVs in service - representing 14 different models
  - 1 Compact Electric Street Sweeper
  - 1 Tractor Trailer EV
  - 6 Class 3
  - 54 Transit Buses
  - 231 Class 1

Tier II - Alternative Fuel (~1.64%)

- 39 CNG Vehicles – representing 4 models
  - 38 Class 8 Sanitation Trucks
  - 1 Class 3 Service Vehicle

- 23 Propane Autogas Bi-Fuel Vehicles
  - 21 Class 1, 2, & 3 Pickup Trucks
  - 2 Class 5 Trucks

Tire III – Hybrid (~1.50%)
- 57 Class 1 Hybrid Vehicles

CITY of CHARLOTTE

Electric Fire and Police Vehicles

FLEET APPROACH

- **Sustainable and Resilient Fleet Policy**
  - Vehicle purchases will be assigned to a tiered system based on the degree of emissions reduction
  - Fleet Management will identify the highest tier in which a suitable replacement vehicle is available
- **Automatic Vehicle Locator Policy**
  - Identifies vehicles that can be converted to electric
  - Prioritizes locations for EV charging
- **Piloting New Technology in our Contexts**
  - Battery Electric Buses
  - Electric Fire Truck
  - Electric Class 8 CDOT e-Cascadia
  - Electric Refuse Truck
- **Rightsizing and Anti-idling**
  - F-250 to F-150

INTERNAL STRUCTURE

- ***SEAP Operations Team***
  - High level departmental decision makers–focused decision makers
  - Policy guidance, input, planning, and information sharing throughout the organization
- ***Fleet Management Advisory Team***
  - Fleet Management and Department Fleet Managers
  - Carrying out the Automatic Vehicle Locator, Fleet & Motorized Equipment
    Asset Management, and the Sustainable and Resilient Fleet Policies
- ***Fleet Decarb Core Team***
  - Fleet/Engineering/Sustainability professionals across relevant departments
  - Carrying out Sustainable and Resilient Fleet Policy and related actions

Data-driven Decisions

Asset ID	Year	Make	Model	Fuel Type	Recommendation	Annual Mileage	Overall Score	Economics Score	TCO (Lifetime)	Reason for Failure
BMA059R	2005	Ford	Taurus	Gasoline	2023 Chevrolet Bolt EV	1,980	95	87	Cost parity	N/A
BMA856	2004	Ford	Taurus	Gasoline	Optimization Candidate	820	82	81	$3,000-6,000	Economics
BMB036	2005	Chevrolet	Express	Gasoline	2023 Ford eTransit Cargo Van	9,310	97	102	-$15,000-18,000	N/A
BMU120	2019	Ford	F150	Gasoline	No Change	7,760	84	100	-$6,000-9,000	Parking
BMU121	2021	Ford	F150	Gasoline	2024 Chevrolet Silverado EV WT	23,190	95	105	-$24,000-27,000	N/A
CTA002	2016	Chevrolet	Traverse	Gasoline	2024 Chevrolet Equinox EV	16,730	100	113	-$39,000-42,000	N/A
CTA180	2021	Ford	Explorer	Gasoline	No Change	13,650	84	105	-$18,000-21,000	Parking
CTA181	2021	Ford	Explorer	Gasoline	2024 Chevrolet Equinox EV	11,900	97	105	-$18,000-21,000	N/A
CTB165	2014	Dodge	Grand Caravan	Gasoline	2024 Volkswagen iD Buzz	9,460	98	101	-$6,000-9,000	N/A
FDA183	2019	Chevrolet	Impala	Gasoline	2024 Chevrolet Blazer EV Pursuit	11,480	98	102	-$12,000-15,000	N/A
FDU115	2020	Chevrolet	Silverado	Gasoline	2024 Chevrolet Silverado EV WT	18,800	96	105	-$27,000-30,000	N/A
FDU121	2013	Chevrolet	Silverado	Gasoline	No Change	21,950	84	100	-$12,000-15,000	Parking
LMA100	2017	Ford	Escape	Gasoline	2023 Chevrolet Bolt EV	8,380	99	102	-$9,000-12,000	N/A
LMA101	2019	Ford	Explorer	Gasoline	2024 Chevrolet Equinox EV	8,020	99	104	-$15,000-18,000	N/A
LMU137	2013	Ford	F150	Gasoline	2024 Chevrolet Silverado EV WT	8,200	98	103	-$12,000-15,000	N/A
LMU467	2004	Ford	F-150 Heritage	Gasoline	Optimization Candidate	360	84	75	$6,000-9,000	Economics
NDA008 K.S	2018	Ford	Escape	Gasoline	2024 Chevrolet Equinox EV	7,900	99	101	-$6,000-9,000	N/A
NDU152 J.Si	2020	Ford	F150	Gasoline	2024 Chevrolet Silverado EV WT	21,520	95	106	-$30,000-33,000	N/A
SMA003	2016	Chevrolet	Traverse	Gasoline	2024 Chevrolet Equinox EV	9,420	99	104	-$15,000-18,000	N/A
SMA103	2017	Ford	Explorer	Gasoline	2024 Chevrolet Equinox EV	2,280	94	91	Cost parity	N/A
TEA111	2018	Ford	Explorer	Gasoline	2024 Chevrolet Equinox EV	7,060	95	102	-$9,000-12,000	N/A
TEA112	2018	Ford	Explorer	Gasoline	No Change	32,500	84	105	-$30,000-33,000	Parking
WAA110	2019	Ford	Explorer	Gasoline	2023 Kia Niro EV	15,570	99	102	-$12,000-15,000	N/A
WAA111	2019	Ford	Explorer	Gasoline	2024 Chevrolet Equinox EV	8,660	96	102	-$9,000-12,000	N/A
WAA112	2019	Ford	Explorer	Gasoline	Optimization Candidate	150	82	80	$3,000-6,000	Economics

Data-driven Decisions

Asset ID	Year	Make	Model	Fuel Type	Recommendation	Annual Mileage	TCO (Lifetime)	Parking Score	EV Recommendation
BMA059R	2005	Ford	Taurus	Gasoline	2023 Chevrolet Bolt EV	1,980	Cost parity	96	YES
BMA856	2004	Ford	Taurus	Gasoline	Optimization Candidate	820	$3,000-6,000	52	No - Economics
BMB036	2005	Chevrolet	Express	Gasoline	2023 Ford eTransit Cargo Van	9,310	-$15,000-18,000	87	YES
BMU120	2019	Ford	F150	Gasoline	No Change	7,760	-$6,000-9,000	56	No - Parking
BMU121	2021	Ford	F150	Gasoline	2024 Chevrolet Silverado EV WT	23,190	-$24,000-27,000	89	YES

- Annual Mileage
- Parking Score (domicile location)
- Total Cost of Ownership

Sustainable and Resilient Fleet Policy

Appeals

- Departments can appeal the assigned tier and request assignment to a different tier.
- As part of the appeal process, departments must provide a
  - total cost of ownership evaluation between the assigned replacement vehicle and the department's requested replacement type
  - detailed business case that explains why purchase of a vehicle within the assigned tier is not feasible
- Neither limited availability of capital funding, nor limited pre-existing charging infrastructure alone will be considered valid justifications for appeals.
- Appeals will require approvals from Fleet Management Division, Fleet Management Advisory Team (FMAT) review panel, Strategy & Budget, and City Manager's Office

Appeals

- **Analysis based on Fire Letters.xlsx**

Take Home Policy Addendum

Compensation of $100 per month

- Fully compensates employee for cost of charging at home or at public level 2 charger
- Incentivizes charging at home which is the preferential mode of charging
- Provides flexibility for the employee to charge how and when works best for them
- Incentivizes reduction in mileage and idling

Fuel Cost Study

Average Monthly Fuel Costs

	Average Monthly Fuel Cost (Non-Police)				Average Monthly Fuel Cost (Police)			
Vehicle Type	**ICE**	**EV (home)**	**EV (Lvl 2)**	**EV (DCFC)**	**ICE**	**EV (home)**	**EV (Lvl 2)**	**EV (DCFC)**
Sedan	$70.79	$15.19	$36.34	$52.23	$106.61	$22.88	$54.73	$78.66
Small SUV	$64.40	$20.19	$48.29	$69.64	$97.13	$30.45	$72.84	$105.04
Std SUV	$69.31	$19.57	$46.82	$67.29	$142.83	$40.33	$96.47	$138.67
Large SUV	$201.85	$35.33	$84.51	$121.47	$238.01	$41.65	$99.65	$143.23
Pickup Truck	$108.41	$41.13	$98.41	$139.61	$115.01	$43.64	$104.40	$148.12

The data in the table shows that in every use case except for pickup trucks that charge at commercial public DC fast chargers ONLY, the city will realize a fuel cost savings with the switch from ICE to EVs for take home vehicles.


In the end you should always do the right thing even if it's hard.
Nicholas Sparks
EVERYDAYPOWER

charlottenc.gov

QUESTIONS
?

Topic 1: Resource for Success | 1:45-2:35

ETS Resource Guide | All the resources discussed in the Collaborative to date

ETS Toolkit | Curated best practices with real-world examples from local governments in the SE

**Coming Soon- GPT Fleet Tool

Argonne National Laboratory AFLEET tool | Compares new alternative fuel vehicles to gasoline (light-duty) and diesel (heavy-duty) vehicles

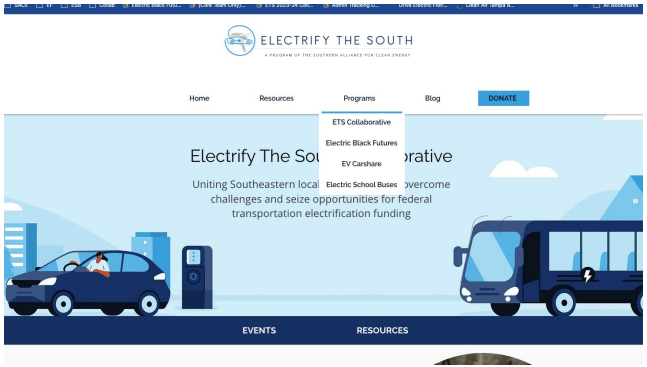
Argonne National Laboratory AFLEET Online | Total Cost of Ownership tool

Atlas and Electrification Coalition DRVE tool | Spreadsheet to compare EV and gasoline/diesel vehicles

National Laboratory of the Rockies EVI-LOCATE Tool | Comprehensive EV charging station design tool

Raleigh's EV-Ready Playbook | Includes a checklist for permitting (pg 21 and 36-39)

ETS Resource Review: Website, Directory, Guides



https://www.electrifythesouth.org/ets-collaborative

Resource Guide

Utility Programs

Topic 1: Resource for Success | 1:45-2:35

Guiding Questions:

1. What resource have you used that has helped you make a decision regarding Electric vehicles or charging infrastructure?
2. If money were not an issue, what resources would you need to set you up for success?

Fleet Evaluation Baseline

1. Who has done a baseline fleet evaluation? Does everyone know the importance of this first step?If so, what tools did you use? If not, what do you need? Are you capturing telematics data?

Fleet Transition Assessment

1. Who has completed a fleet transition assessment?
2. If so, what tools did you use?
2. Has anyone used the Argonne National Laboratory AFLEET tool?

Topic 1: Resource for Success | 1:45-2:35

Cost Analysis

1. Has anyone done a cost analysis of transitioning their fleet?
2. Has anyone used the Argonne AFLEET Online TCO tool or the DRVE tool?
3. What are the benefits? Limitations?

EVSE Analysis

1. Has anyone done an analysis of EVSE needs?
2. Community EVSE or Fleet EVSE?
3. Do you know what inputs you need to analyze charging infrastructure? Ex: Whether or not smart/networked charging is desired, what times of day each EV will be available to charge, for fleet: How much energy and power each EV will need to charge

1. What tools do you need to analyze charging infrastructure?
2. Has anyone done site analysis to see where EVSE can go and what it would cost?
3. Has anyone used the EVI-LOCATE Tool?

Break | 2:35-2:45

Topic 2: Utility Actions and Programs | 2:45-3:15

Utility Programs Spreadsheet

NC Utility Programs

- Charger Rebate
  - Cape Hatteras Electric Cooperative - $100, ChargePoint
- Vehicle Rebate
  - Pee Dee Electric Member Corporation - $150, loan
  - Piedmont Electric Member Corporation - $50
- Time-of-Day Rate
  - Piedmont Electric Member Corporation
  - Wake Electric Membership Corporation

Duke Energy

- Charger Solution - Non-residential
  - Term Rental - L2 (4 years) or DCFC (7 years)
- Charger Prep Credit
  - Prepare site, wiring and electrical, Level 2 or higher.
  - Must verify charger installation before receiving the credit.
  - Line extension costs may need to be paid by the entity.
- EV Time of Use Rate - Residential Pilot
  - 20,000 customers or 2 years from 1/1/2026
- Items of note:
  - Managed Charging
  - ESB Pilot
  - Carbon Plan IRP
  - Merger

Charger Prep Credit Overview
Program Overview – Non- Residential

	Residential	Non-Residential	Homebuilder
Revenue Credit Level	Based on 5 years* of estimated revenue	Based on 3 years* of est. revenue 5 years* for MFD and Housing Authority	Fixed credit per home
Credit Determination	Based on publicly-available data as to typical residential EV charging	Company and Customer develop a Customer Usage Profile based on estimated use of each station	Fixed; based on estimated labor and materials - $150
Installer	Licensed Contractor, Pre-Approved Contractor (Respective to segment)	Licensed Contractor	Construction Company Pre-Approved by Duke
Key Documentation Required	Install Invoices, EV Registration, permit	Install Invoices, Customer Usage Profile, permits	Evidence of installation

* If Customer is simultaneously participating in the Line Extension Plan, credits are based on one year (or two years for MFD) of estimated revenue

Charger Prep Credit Overview
Application Process – Non-Residential

PREPARE SITE

Does the site need a new Duke Energy service or require a current service to be upgraded?

Yes – New Service/Upgraded Service Required. Will receive lesser credit.

No – Duke Energy service work not required. Current meter/service adequate. Will receive higher credit.

COMPLETE CHARGER PREP WORK

Install infrastructure required to support new chargers.

Have contractor invoice broken down by material and labor

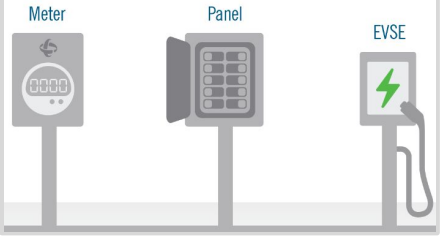
Cost outside of make ready infrastructure is not supported by program

Schematic diagram document of installation

INSTALL CHARGER

Install chargers
Receive the final, approved permit from the local authority (Certificate of Compliance).

EV chargers are ready for use.



APPLY FOR CREDIT

Gather necessary documents and apply within 120 days

Go to Charger Prep Credit landing page and apply with Duke Energy account number.

Approved application will receive credit via check within 30 days.

Charger Prep Credit Overview

Example Credits – Non-Residential

Non-residential | Multi-family

Public Level 2 Charger
2 chargers - Low to medium volume site
Edit

Fleet Level 2 Charger
1 charger - Low to medium volume site
Edit

Type of charger

Number of chargers: 1

Nameplate kW

Charger usage

+ Add another type of charger

Your Charger Prep Credit

The credit is dependent on if your site requires the activation of Duke Energy's Line Extension Plan.

$3,077 Without Service Upgrades Required/New Service

$1,025 Service Upgrades Required/New Service

This tool provides an estimate of a customer's potential Charger Prep Credit and such estimate is solely for informational purposes and shall not be considered financial advice. A customer's particular Charger Prep Credit shall vary depending on the usage of such charger(s), number of chargers utilized by customer, nameplate kW of such charger(s), participation segment, and whether the applicable site is dependent on upgrades required by or new services from Duke Energy. Duke Energy does not guarantee any Charger Prep Credit to any customer or customer's participation in the Charger Prep Credit Program. Duke Energy does not make any express or implied representation or warranty as to the accuracy or completeness of the estimate provided by this tool, and such estimate may not be relied upon by a customer to form the basis for any decision, contract, commitment or other action.

Non-residential | Multi-family

Workplace Level 2 Charger
1 charger - Private site, not accessible to public
Edit

Fleet DC Fast Charger
1 charger - 141 - 170 kW - Low to medium volume site
Edit

Type of charger

Number of chargers: 1

Nameplate kW

Charger usage

+ Add another type of charger

Your Charger Prep Credit

The credit is dependent on if your site requires the activation of Duke Energy's Line Extension Plan.

$28,040 Without Service Upgrades Required/New Service

$9,346 Service Upgrades Required/New Service

This tool provides an estimate of a customer's potential Charger Prep Credit and such estimate is solely for informational purposes and shall not be considered financial advice. A customer's particular Charger Prep Credit shall vary depending on the usage of such charger(s), number of chargers utilized by customer, nameplate kW of such charger(s), participation segment, and whether the applicable site is dependent on upgrades required by or new services from Duke Energy. Duke Energy does not guarantee any Charger Prep Credit to any customer or customer's participation in the Charger Prep Credit Program. Duke Energy does not make any express or implied representation or warranty as to the accuracy or completeness of the estimate provided by this tool, and such estimate may not be relied upon by a customer to form the basis for any decision, contract, commitment or other action.

Topic 2: Utility Actions and Programs | 2:45-3:15

1. What if any utility programs are you using?
2. Make-ready:
    a. If you are using make-ready what are your thoughts about the program? Are there any lessons learned that you would like to share?
    b. How can you help spread the make-ready program out into the community more (residential/commercial)? Do you feel that this is your role?
    c. How did you convince your entity to use it?
3. Are there any other state policies that would be beneficial / support ET?
    a. Legislation?
    b. PSC regulatory policies?
    c. Others?

Topic 3: Local Programs | 3:15-3:55

Presentation from Miami, FL on carrots for Make Ready Policy
Zoom link

Discussion

Report out/Share

Topic 3: Local Programs | 3:15-3:55

1. What local policies are you thinking about related to fleet electrification in your community?
2. What about policies for public charging?
3. What strategies have been helpful to navigate EV-readiness? How have you thought about building internal buy-in for transportation electrification?
4. What barriers are you encountering internally to adopting local policies that would help advance transportation electrification in your communities?
5. If you have adopted supportive policies, what aspects of them are working particularly well? Any lessons learned / things you would change?

Topic 3: Local Programs | 3:15-3:55

Zoning Standards

- Have any of your planning departments done a full evaluation of zoning code to identify and remove barriers to facilitate expedient EVSE installation?
- If so, what resources did you use? If not, what do you need?

Permitting Standards

- Do you have clear and code-compliant standard permitting and inspection processes for EVSE? Is it based on charging level: residential, commercial, DCFC?
- Do you have a checklist (pg 21 and 36-39), permitting forms and approval requirements online?

Wrap Up!

Survey:

https://forms.gle/LrqGRoNy9JbyDbVS9