



Dianne M. Triplett
DEPUTY GENERAL COUNSEL

December 30, 2022

VIA ELECTRONIC FILING

Adam J. Teitzman, Commission Clerk
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, Florida 32399-0850

Re: *Duke Energy Florida, LLC's Application for limited proceeding to approve 2021 Settlement Agreement and 2017 second revised and restated settlement agreement; Docket No. 20170183-EI and 20210016-EI*

Dear Mr. Teitzman:

Enclosed for filing on behalf of Duke Energy Florida, LLC ("DEF") is DEF's Electric Vehicle Charging Station Pilot Program and Park & Plug— 5th Annual Report (December 2022), in accordance with Paragraph 17.f.ii of the 2017 Second Revised and Restated Settlement Agreement, which was approved in Order No. PSC-2017-0451-AS-EU, dated November 20, 2017 and Paragraph 17 of the 2021 Settlement Agreement and approved by Order No. 2021-0202-AS-EI, dated June 4, 2021.

Thank you for your assistance in this matter. Please feel free to call me at (727) 820-4692 should you have any questions concerning this filing.

Sincerely,

s/ Dianne M. Triplett

Dianne M. Triplett

DMT/mw
Enclosure

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a true and correct copy of the foregoing has been furnished via electronic mail to the following this 30th day of December, 2022.

s/ Dianne M. Triplett

Attorney

<p>Suzanne S. Brownless/Walter Trierweiler Office of the General Counsel Florida Public Service Commission 2540 Shumard Oak Boulevard Tallahassee, FL 32399-0850 sbrownle@psc.state.fl.us wtrierwe@psc.state.fl.us</p> <p>Jon C. Moyle, Jr. Florida Industrial Power Users Group Moyle Law Firm, P.A. 118 North Gadsden Street Tallahassee, FL 32301 jmoyle@moylelaw.com</p> <p>George Cavros Southern Alliance for Clean Energy 120 E. Oakland Park Boulevard, Ste. 105 Fort Lauderdale, FL 33334 george@cavros-law.com</p> <p>Walmart Inc (21) 2608 SE J Street Bentonville AR 72716 seaton@spilmanlaw.com</p> <p>Spilman Law Firm Barry A. Naum 1100 Bent Creek Boulevard, Suite 101 Mechanicsburg PA 17050 (717) 795-2742 (717) 795-2743 bnaum@spilmanlaw.com</p>	<p>Charles J. Rehwinkel/Richard Gentry Office of Public Counsel c/o The Florida Legislature 111 West Madison Street, Rm. 812 Tallahassee, FL 32399 rehwinkel.charles@leg.state.fl.us gentry.richard@leg.state.fl.us</p> <p>Robert Scheffel Wright / John T. LaVia III Florida Retail Federation Gardner Law Firm 1300 Thomaswood Drive Tallahassee, FL 32308 schef@gbwlegal.com jlavia@gbwlegal.com</p> <p>James W. Brew / Laura W. Baker/ Michael K. Lavanga PCS Phosphate - White Springs Stone Law Firm 1025 Thomas Jefferson Street, N.W., Ste. 800 Washington, DC 20007 jbrew@smxblaw.com lwb@smxblaw.com mkl@smxblaw.com</p> <p>Nucor Steel Florida, Inc. Corey Allain 22 Nucor Drive Frostproof FL 33843 (843) 546-5777 corey.allain@nucor.com</p>
--	--

Duke Energy Florida, LLC

Electric Vehicle Programs

5th Annual Report

December 2022



Contents

EXECUTIVE SUMMARY	2
Program History	2
EVSE PILOT PROGRAM (Expired).....	3
Program Design.....	3
Equipment Deployed and Approach for Installation.....	3
DEF Contractor Approach.....	3
Data Collection	3
Pilot Learnings for Utility EVSE Deployment.....	4
Utility Considerations for EV Infrastructure Programs	5
Deployment Strategy.....	5
Ongoing Maintenance	5
Installation Summary	7
Summary of Installation Statistics/Costs	8
2021 DEF SETTLEMENT AGREEMENT	9
OPERATIONAL STATISTICS OF INSTALLED CHARGER BASE.....	12
TRANSIT AGENCY COORDINATION & STATISTICS	15
EDUCATION/OUTREACH.....	16
APPENDIX A	17

EXECUTIVE SUMMARY

Program History

On November 20, 2017, the Florida Public Service Commission (“FPSC”) approved the 2017 Second Revised and Restated Settlement Agreement (“2017 RRSSA”) with Duke Energy Florida (“DEF”) that included a provision to allow DEF to initiate a Pilot Program, known as “Park & Plug” or “P&P,” to install, own and operate electric vehicle service equipment (“EVSE”) infrastructure within its service territory (“EVSE Pilot”). The FPSC later approved Duke Energy’s 2021 Settlement Agreement, which allowed DEF to continue certain aspects of the EVSE Pilot and pursue additional EV programs. This report provides a close-out summary of the EVSE Pilot and an update on the deployment of the EV programs authorized by the 2021 Settlement Agreement.

As part of the EVSE Pilot, DEF strategically installed a foundational level of EV infrastructure to gather information about DEF customer charging behavior and grid impacts of serving the load for increasing EV adoption within the five (5) year EVSE Pilot through December 2022. The EVSE Pilot prescribed installation of equipment across segments and equipment types as shown in Table 1 below and as reflective of the April 2019 FPSC approval for reallocation of ports between use case segments.

The additional EV programs that were approved as part of the 2021 Settlement Agreement are the Residential Off-Peak Credit program, the EVSE Commercial and Industrial (C&I) Rebate program and the Park & Plug DCFC Expansion program. The Residential Off-Peak Credit program provides eligible EV drivers a monthly \$10 bill credit for avoiding charging during peak hours. The EVSE C&I Rebate program provides eligible C&I customers rebates for installing EV chargers. Rebate amounts for this program vary by segment. The P&P expansion effort will install 100 new DC fast chargers at 50 sites and upgrade up to 50 DC fast chargers at existing locations.

EVSE PILOT PROGRAM (Expired)

The objective of the EV Charging Station Pilot Program was to install a foundational level of EV infrastructure within the DEF service territory and to gather information about DEF customer charging behavior and grid impacts of increasing EV adoption. The pilot provided the opportunity to learn how to serve this emerging electric transportation market and the increased demand of utility customers who will install EVSE at their facilities.

Program Design

Equipment Deployed and Approach for Installation

P&P installed and operates “smart chargers” across the DEF service territory in minimum quantities shown in Table 1 (p. 6, below) and within the \$8 million capital budget specified by the 2017 RRSSA. These smart charging units are capable of remote operation compatible with Open Charge Point Protocol 1.6 (“OCPP 1.6”). This communication protocol ensures interoperability between various charging station hardware and network management systems to mitigate the risk of stranded assets. The chargers capture individual charge session data¹ that is aggregated by Shell Recharge Solutions (Formerly Greenlots)² and ChargeUp³ networks. DEF has 24/7 access to both networks web portal to view unit status and download session data as needed.

DEF Contractor Approach - DEF conducted a competitive and open bid process to secure a turn-key installation contractor for the duration of the EVSE Pilot period. DEF selected NovaCharge, a minority owned, Florida based company to provide equipment, installation services, communications networking, and customer service support.

NovaCharge provided a menu of multiple OEM equipment manufacturers available for placement into P&P sites. All the selected OEM's met OCPP protocols to connect to DEF network provider(s) and allow DEF to connect their equipment to any OCPP compliant network. Installation per site was also done through a competitive bid process – Novacharge acquired up to three electrician quotes for each project. Electrician bids were then reviewed by DEF for approval to proceed with installation.

Data Collection

All EVSE deployed are presently connected to the Shell Recharge Solutions and ChargeUp communications network via cellular nodes within each EVSE or via local Wi-Fi connection. The communications network allows data collection and remote management of units (i.e., price configuration, charging load management, and ability to “push” unit software upgrades). The networks' database captures data across the network at both individual unit level and segment level across the entire P&P system.

¹ No personally identifiable information (PII) is captured by DEF.

² For more information visit <https://greenlots.com/>.

³ For more information on ChargeUp & NovaCharge, visit www.novacharge.net

Park & Plug provides monthly usage reports to site hosts to monitor utilization and inform their decisions to offer charging to drivers as an amenity or at cost to the EV driver.

Data collection is a key component to give visibility into usage and to characterize loads and load shapes to inform utility on methods to better serve EV load. Through the network software DEF has returned key data to help DEF understand:

- Load curves for each segment
- Utilization rates of various installations – this builds a profile for placement of EVSE
- Potential applications of demand response by segment
- System reliability
- Unique drivers – no personal information, rather driver IDs that indicate EV adoption
- Specifications for DEF infrastructure to support EVSE sites

EV drivers utilize the network via phone apps, which allows users to:

- Find available units to charge
- Enable charging sessions at the charging station
- Pay for sessions¹ (if applicable)
- Have visibility into charging activity for their vehicle
 - View charging sessions in real time
 - View billed amount, if applicable, for each session
 - View history of charging activity on Park & Plug network

Other resources that show the P&P stations include Plugshare.com and the Alternative Fuels Data Center station finder on the website for the Department of Energy. DEF has limited ability to update and program 3rd party EVSE locating information or mobile apps.

Pilot Learnings for Utility EVSE Deployment

Key pilot learnings have also been gained through the utility servicing of P&P as a new connected load.

- DEF Field Engineers - Insights for DEF field engineers have resulted in familiarity with EVSE requirements and inform of corresponding site design of DEF support EVSE infrastructure.
- DEF Customer Service – EVSE is identified by customer service early in process for load calculations and appropriate application of rates.
- System Reliability – Processes have been developed and are continually improved whenever appropriate to address unit outages across widely dispersed service territory

¹ DEF established the FPSC approved prevailing GS-1 Flat rate as driver charge for those site hosts that elect to charge drivers for charging sessions. Rate GS-1 is applicable to Level 2 charging sites. For DC fast charging locations, rate FCF-1 is charged as a driver fee.

Utility Considerations for EV Infrastructure Programs

Deployment Strategy

DEF achieved an equitable deployment of infrastructure from the perspective of placement of charging stations across most communities in the DEF service territory. Equitable deployment was also achieved from the perspective of charging ports deployed into income qualified census tracts as required in 2017 Settlement Agreement.

Utility deployment of DC fast chargers is challenging on major corridors. The utility competes for major corridor DC fast charger site hosts with private market participants who have focused on the major corridors and have the leeway to revenue share with site hosts and contract with host entities that have national footprints. This revenue share can take the form of parking space leases or proceeds from money collected at point of sale to the EV driver. Despite these challenges, DEF believes there are opportunities to install DC fast chargers along all highway corridors, which includes US Interstates, US Highways, and State Highways within DEF's territory. DEF DC fast chargers were deployed in key secondary corridors and in areas underserved by the private market. These deployments may lead to private investment by seeding more rural and underserved areas for infrastructure to support electric transportation.

Ongoing Maintenance

Maintenance of EVSE also presents challenges as units can become inoperable due to broken equipment, loss of network connectivity, vandalism, and issues with the vehicles themselves. DEF has initiated processes for alerts on EVSE that may be down and inoperable to serve drivers and also has both vendor and in-house staff responsible for responding to maintenance concerns with charging sites. Ongoing maintenance by the utility will ensure equipment is operable and periodically inspected for damage or unsafe conditions.

Table 1 – FPSC Segments

Segment	Multi-unit dwellings (MUD)	Workplaces (WPC)	Public Level 2	DC Fast Charge
EVSE Technology	Level 2	Level 2	Level 2	DC Fast Charging
Initial Minimum Allocated Ports	325 ports	100 ports	75 ports	30 Units ¹
Revised Minimum Ports	210 ports	140 ports	130 ports	50 units
Explanation/Locations	Apartments Condominiums	Small, medium, and large sized businesses	Grocery, Restaurant Public Parking	Primary and secondary corridors
<ul style="list-style-type: none"> 10% of total ports to be installed into Income Qualified (IQ) areas defined by FL Statute Section 288.9913(3) DEF shall coordinate with transit agencies to expand awareness of zero emission buses 				

Installation Summary

P&P, the EVSE Pilot, has expired. DEF exceeded installation of the minimum port goals for each required segment within the \$8 million budget. In particular, additional ports were installed in the Workplace and Public L2 segments as both segments returned data that supported higher driver utilization². The program results are shown in Table 2 below:

Table 2 – Installation Progress Through 2021 (as of 12/31/2021)

Segment	Min Port Install Requirement	Total Port Installs	Remaining Ports for Segment Minimums
MUD	210	220	0
Workplace	140	170	0
Public L2	130	182	0
DC Fast Chargers	50	51	0
Totals	530	623	0

For low-income installations, DEF exceeded the required 53 ports, installing 83 ports as of year-end 2021.

DEF funded installation of six DC fast chargers for Pinellas Suncoast Transit Authority which are not included in table above.

¹ The DC Fast Charge units have two connectors, CHAdeMO & CCS Combo, to accommodate all fast charge capable vehicles.

² Utilization based on percentage of active charging in 24-hour period.

In 2022, (2) Public Level 2 ports were decommissioned, bringing the count down from the (184) reported last year.

Summary of Installation Statistics/Costs

Table 3 – Pilot Program (2018-2021) Port Installations/Invoiced Costs by Installation Type

Level 2	# Ports	Capital (\$M)	Capital/Port	O&M (\$M)	O&M/Port	Total Cap+OM (\$M)	Total/Port	*IQ Ports
MUD	220	\$1.19	\$5,391	\$0.74	\$3,345	\$1.92	\$8,737	10
WPC	170	\$1.03	\$6,055	\$0.57	\$3,345	\$1.60	\$9,400	26
Public Level 2	182	\$1.11	\$6,103	\$0.61	\$3,345	\$1.72	\$9,448	43
Total Level 2	572	\$3.33	\$5,815	\$1.91	\$3,345	\$5.24	\$9,160	79
DC Fast Charge	# Ports	Capital (\$M)	Capital/Port	O&M (\$M)	O&M/Port	Total Cap+OM	Total/Port	IQ Ports
DC Fast Charge Units	51	\$3.36	\$65,824	\$0.14	\$2,656	\$3.49	\$68,480	4
Transit Bus	6	\$0.18	\$30,322	\$0	\$0	\$0.18	\$30,322	0
Total	629	\$6.87	N/A	\$2.05	N/A	\$8.91	N/A	83

*Income Qualified (IQ) Goal is 10% (53) of total 530 ports. Actual IQ is 13.3% (83) of 623 ports

Table 3 includes capital costs through December 31, 2021 for all charger classes, as well as ongoing O&M costs for Level 2 chargers incurred after December 31, 2021. For DC fast chargers, O&M costs are included through December 31, 2021. Any O&M costs incurred after December 31, 2021 are reflected in Table 4 on page 9 as part of the Park & Plug Expansion data set. This separation of O&M costs for different program ventages for DC fast chargers leaves the appearance that DC fast charger O&M is less than that of level 2 chargers. However, if all DC fast charger O&M were reflected in a single table, the data would reflect over \$6,500 per port O&M cost for DCFC over the life of the program.

Major and Key Secondary Corridor P&P DC Fast Charge Installations:

P&P successfully connected many key evacuation routes and tourism corridors where there was previously no availability of EV fast charging.

US 19/98 Corridor – P&P installed DC Fast Charge units in Apalachicola, Crawfordsville, Perry, Crystal River, and Dunedin and to connect this official scenic Florida corridor with DC fast chargers. In addition, P&P DC Fast Charger installs provide coverage of a key Florida secondary corridor evacuation route and begins to address EV charging needs for evacuation routes beyond major interstates.

US 27 Corridor – DC Fast Charge units placed in Sebring, Avon Park, Davenport at I4, and Cagan's Crossing just south of Clermont. US 27 is another key Florida secondary corridor and evacuation route.

I-4 Corridor – Deltona, Celebration, Champions Gate, and intersection of US 27 Davenport.

Florida Turnpike & US 301 – Wildwood, City of Zephyrhills, Florida Turnpike Enterprises - Turkey Lake and Canoe Creek service plazas.

Urban DCFC Installs – P&P installed DC Fast Charge units within urban areas of some of our municipalities with great success, including the City of Largo Performing Arts Center and USF St. Petersburg, both of which have seen very high utilization. These urban DCFC serve multiple types of EV drivers including those without access to home charging as well as travelers and tourists visiting urban areas.

2021 DEF SETTLEMENT AGREEMENT

The FPSC approved DEF's 2021 Settlement Agreement in Order No. PSC-2021-0202-AS-EI. Part of the 2021 Settlement Agreement provides for three types of EV programs, which are detailed below:

Park & Plug Expansion:

The DCFC expansion program will target highway corridors which include US Interstates, US Highways, and State Highways within DEF's territory, needed to facilitate statewide EV travel along key highway corridors and evacuation routes. This program has two components – upgrading up to 50 existing charger locations from 50kW to 150kW and installing charging infrastructure at 50 new sites with 150kW max capacity. The total program capital spend is capped at \$25 million and will therefore likely limit the number of upgraded sites possible

DEF is sourcing new site hosts across our territory and, in lieu of securing a turnkey provider, serving as an integrator for EVSE procurement, engineering, electrical installers, and associated

sub-contractors. In doing so, the Company can leverage experience in areas such as site suitability review – for considerations including cellular signal availability - and for strategic purchasing ahead of inflation.

To combat supply chain challenges in the current economy the Company has ordered chargers for the majority sites planned through 2025. The majority of inventory is scheduled to arrive in 2023. Six new locations and one upgrade site have been contractually secured. Of those seven, six are in engineering design and one is under construction as of the time of this report. The selected locations are along highway corridors with limited EVSE investment.

Table 4 - Park & Plug Expansion Costs Incurred in 2022

DC Fast Charge	Capital (\$M)	O&M (\$M)	Total Cap+OM (\$M)
DC Fast Charge Units	\$1.50	\$0.20	\$1.89
Total	\$1.50	\$0.20	\$1.89

EVSE C&I Rebates:

The EVSE Commercial & Industrial (C&I) Rebate program launched in January 2022. This program is a rebate program for commercial & industrial customers to install EVSE. Any C&I customers within the DEF service territory is eligible to participate in the program. Rebate amounts vary by segment and are capped at 80% of the applicants’ out of pocket expense or the actual cost of the EVSE. There are 10 segments: Public L2, Multi Unit Dwelling (MUD) L2, Workplace L2, Fleet L2, Public DCFC, School Bus DCFC, Transit Buses DCFC, Fleet DCFC, Forklift, and Truck Refrigeration.

To participate in the program, customers must submit a complete application, provide proof of a completed installation, agree to be on separate meter and take service on schedule GST-1 Time of Use rate. Rebates are paid once the EVSE installation has been completed.

The program is using a 3rd party implementation vendor to process final application and issues rebates.

To date the program has had 21 submitted applications, with 3 applications under review, 10 sites pre-approved, 7 site in a low to moderate areas and 8 sites disqualified. The total number of rebates associated with the pre-approved applications is approximately \$531,000 equating to 51 chargers across a variety of segments.

Of the applications pre-approved the projects are estimated to be completed between the end of 2022 through Q32023. Rebates will be paid at the time the installation is completed. For sites that have been disqualified, in certain case customers can update their applications for review. There are various reasons that application have been disqualified, those being: residential customers and not submitting required documentation.

The program started marketing efforts in late Q42022 and continues to take proactive steps in engaging customers to disperse the \$28.5M in rebates. In addition to the marketing activities, the program is reviewing alternative GST rates that maybe more advantageous to customer to drive more participation.

Residential Off-Peak Credit

The Residential Off-Peak Credit program launched in January of 2022 and runs for 4 consecutive years. This program provides a \$10 per month bill credit to customer for charging their EV during off peak periods. Off peak periods are defined as Monday through Friday 10 a.m. to 6 p.m. and 9 p.m. to 5 a.m. as well as holidays and weekends. Customers are allowed to “opt out” and charge during on-peak hours no more than twice in one month. Customers who charge on-peak more than twice in one month will not receive that month's credit.

The program is using a 3rd party implementation vendor to validate the customer is a Duke Energy Florida customer, process applications, review documentation, track customer charging via vehicle telematics or load disaggregation, and provide customer care services.

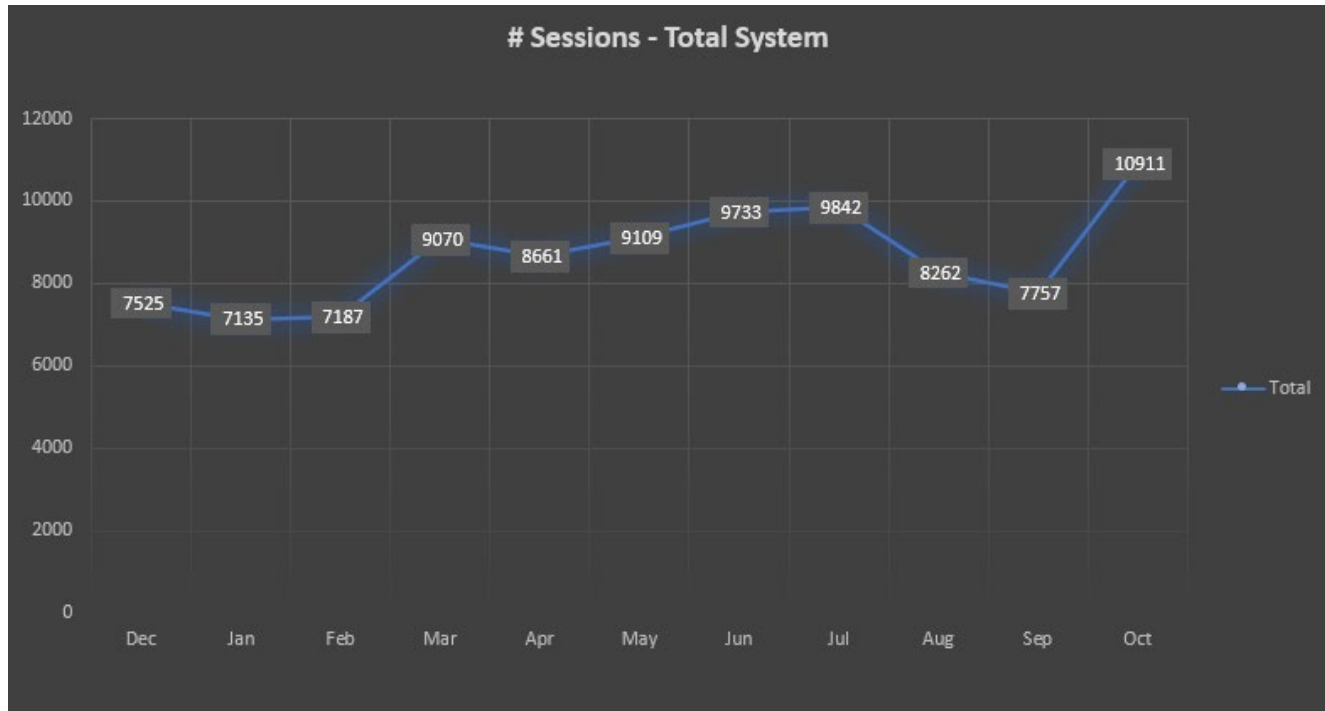
The program allows 1,000 customers to participate annually. To participate in the program, customer must:

- Be a Duke Energy residential customer in Florida.
- Complete an online application
- Have a level 2 charger
- Provide a copy of vehicle registration, lease or otherwise operate on a regular basis a plug-in EV intended for use on public streets and highways.
- Submit a picture of EV display showing charging timer set to off-peak period.

Currently, the program has 892 enrolled participants, with 49 additional customers in “pending” status, and 42 customers in “in-progress” status. With 108 spots remaining in the year, a waitlist has been created with 435 customers currently on the waitlist. The program is on target to fill the total 1,000 openings by year end.

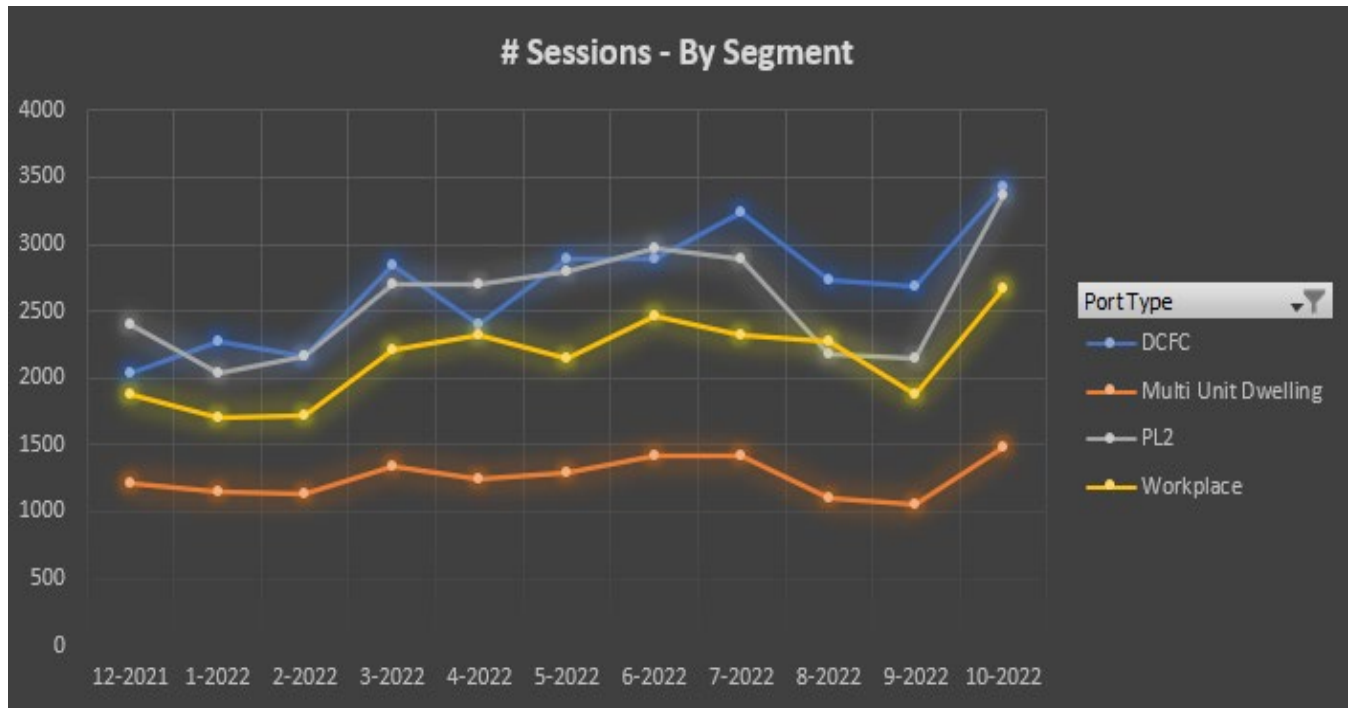
OPERATIONAL STATISTICS OF INSTALLED CHARGER BASE

Figure 1 – System wide utilization in number of charging sessions since last report



The number of charging sessions continues to trend upward from previous years, indicating an increase in EV adoption. In 2021, the highest number of charging sessions in any month was 6,684. This value is less than the minimum number of sessions observed in 2022 and is dwarfed by the maximum number of nearly 11,000 seen in October of 2022.

Figure 2 – System wide utilization in number of charging sessions by segment since last report



The format of this chart has been modified since the 2021 report to more visibly show the relative number of charging sessions for each use case segment in the last eleven months.

Table 5 – Charging Session Data January 2020 Through October 2022

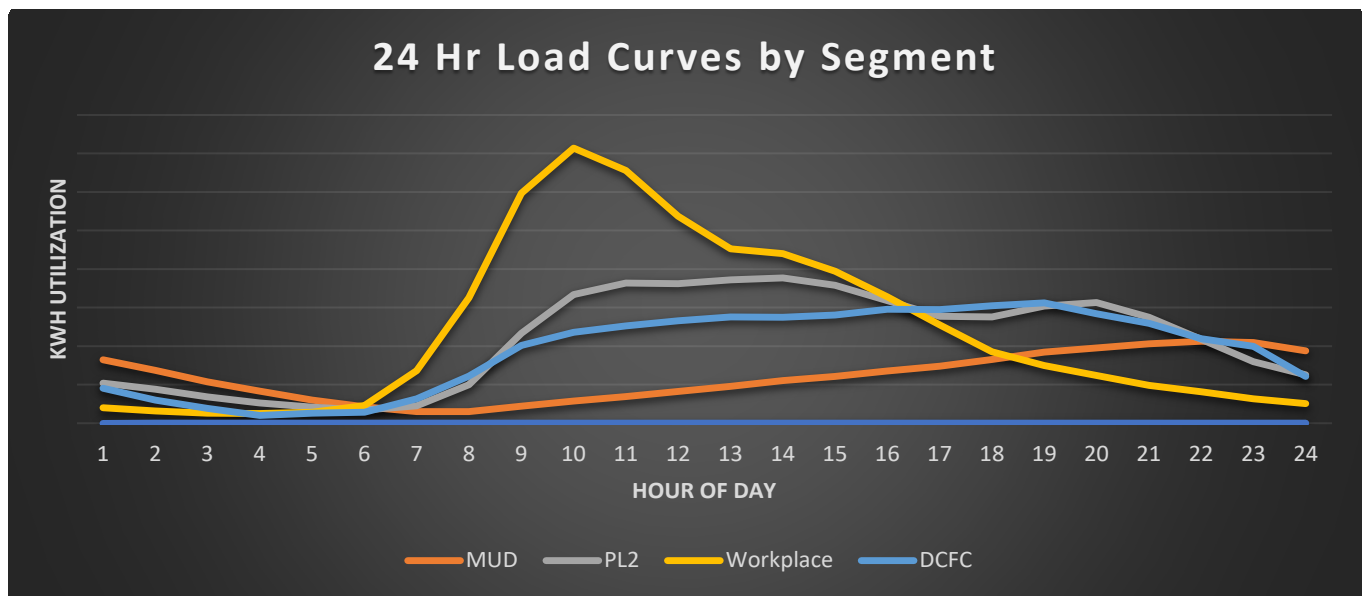
Segment	# Ports	# Charging Sessions				kWh Dispensed			
		All	Pct of All	Income Qualified (IQ)	Pct of IQ	All	Pct of All	Income Qualified	Pct of IQ
MUD	220	26,010	14%	291	2%	543,231	16%	7,190	2%
WPC	170	50,632	27%	2,654	17%	847,278	25%	50,632	16%
Public Level 2	182	58,337	31%	6,895	46%	897,665	26%	122,055	40%
DC Fast	51	52,332	28%	5,224	35%	1,115,051	33%	128,254	42%
Totals	623	187,311		15,064		3,403,225		308,131	

With charging sessions up as show in Figure 1, it is no surprise that the total of kWh dispensed has grown almost 80% as compared to 2021. DC fast charging utilization increased particularly sharply to 225% of 2021 levels. Figure 3 below also supports this trend, showing monthly increases in utilization for nearly all months with the exception of the start of the COVID-19 pandemic and recent hurricane activity.

Figure 3 - Monthly kWh Growth of System-wide Energy Dispersed Since Program Start



Figure 4 - Hourly Utilization Load Curves by Segment.



As can be expected by the times when EV drivers are parked in a respective location or are traveling, the segments of Park & Plug demonstrate the following daily load curve trends

- MUD charging peaks in the evening as residents return home
- Public Level 2 charging is relatively flat throughout normal business and evening dining hours, with a dip during the evening commute

- Workplace charging peaks in the morning as drivers arrive to work, plug in, and receive the desired state of charge before the end of the day
- DC fast charging is relatively steady during hours when long distance travel is typical.

TRANSIT AGENCY COORDINATION & STATISTICS

DEF has engaged the Pinellas Suncoast Transit Authority (“PSTA”) to align with PSTA’s path forward to grow electric transit buses within their fleet. DEF and PSTA will work together to advance E-buses through direct investment and through strategic planning discussions that align PSTA’s load requirements for additional E-buses with DEF system planning.

Through a grant in 2018, PSTA received two fully electric transit buses manufactured by BYD¹ and an additional four buses in 2021. To support charging these four E buses PSTA purchased two 80KW DC Fast Charging units that are installed at the main PSTA bus depot at 3201 Scherer Dr. in St Petersburg, FL. P&P also funded the expansion of an additional four depot chargers to support the new buses received in 2021. The chargers for these buses use a proprietary connector standard.² In exchange for funding the purchase and installation of these E-bus chargers, DEF and PSTA negotiated an agreement that requires PSTA to provide DEF with charging data from the four BYD depot units.

Below is charging data for the six PSTA electric transit buses operational in 2022. The data indicates substantial cost and emissions savings associated with the buses.

Table 6 – E Bus Statistics Dec 2018 through Nov 2022

Total Miles Driven	kWh from charging	Equivalent Gallons of Diesel (5 mpg average)
255,197	456,262	51,039

Cost of Electric **\$ 71,015 (\$0.13/kWh)**

Equivalent Diesel Cost **\$ 177,105 (\$3.47/gal*)**

Savings **\$ 106,090**

(* National average of diesel 2019-2022, www.eia.gov)

¹ BYD is the electric bus manufacturer.

² For all other installations of DC Fast, Park & Plug will use DC Fast chargers that have the industry standard connectors, CHAdeMO and CCS Combo.

EDUCATION/OUTREACH

Education Events in 2022

The EV Garage visited the St. Pete Grand Prix in February 2022. The EV Garage is an interactive experiential trailer that travels around the Duke Energy footprint to events and provides the general public with the opportunity to understand EV charging in their homes and on the road. The Garage has Level 1, Level 2, and Fast Charger examples, plus an EV savings calculator, EV selector tool, and interactive public charging maps, and is staffed by knowledgeable personnel. The experience fosters conversation and answers commonly asked questions about charging while highlighting relevant EV programs that the Company offers. Costs associated with this asset are not borne by DEF rate payers.

Participants at the Grand Prix were able to tour the garage and get information about all active EV programs in FL, including Park & Plug. Of the 150,000 in attendance, it is estimated that 50,000 race-goers saw the EV Garage. 1,000 individuals engaged with personnel at the EV Garage and 450 completed a guided tour.

A virtual tour of the EV Garage is available on YouTube. A link to that virtual tour as well as photos of the EV Garage in action are provided below.

[Tour the Duke Energy EV Garage.](#)



Appendix A – Park & Plug DC Fast Locations

Some locations contain multiple DCFC ports.

