

ENERGYUNITED ELECTRIC MEMBERSHIP CORPORATION

BOARD OF DIRECTORS DETERMINATION

**CONSIDERATION OF ELECTRIC VEHICLE (EV) CHARGING PROGRAMS IN
ACCORDANCE WITH THE PUBLIC UTILITY REGULATORY POLICIES ACT (PURPA)**

BACKGROUND

As part of the Infrastructure Investment and Jobs Act of 2021 (IIJA), Congress amended the Public Utility Regulatory Policies Act of 1978 (PURPA) to require qualifying utilities to consider “Electric Vehicle (EV) Charging Programs” and determine whether to adopt formal standards on promoting greater transportation electrification (§ 40431).

Specifically, under PURPA § 111(d)(21), the Cooperative is required to consider adopting standards to promote greater electrification of the transportation sector, including the establishment of rates that:

- (1) promote affordable and equitable electric vehicle charging options for residential, commercial, and public electric vehicle charging infrastructure;
- (2) improve the customer experience associated with electric vehicle charging, including by reducing charging times for light, medium, and heavy-duty vehicles;
- (3) accelerate third-party investment in electric vehicle charging for light, medium, and heavy-duty vehicles; and
- (4) appropriately recover the marginal costs of delivering electricity to electric vehicles and electric vehicle charging infrastructure.

FINDINGS

The Board of Directors of EnergyUnited EMC, having reviewed and considered all the evidence presented, makes the following findings:

- (1) EnergyUnited Electric Membership Corporation (EnergyUnited EMC or EUEMC) is a rural electric distribution cooperative organized and existing under the North Carolina Electric Membership Corporation Act, N.C. Gen. Stat. § 117-1, et. seq.
- (2) EUEMC is headquartered in Statesville, North Carolina, and serves more than 139,000 meters in Mecklenburg, Gaston, Lincoln, Catawba, Alexander, Wilkes, Yadkin, Iredell, Rowan, Cabarrus, Davidson, Davie, Forsythe, Stokes, Rockingham, Guilford, Randolph, Montgomery, and Stanly counties.
- (3) EUEMC has approximately 250 employees and operates and maintains more than 11,925 miles of energized lines.

- (4) EnergyUnited EMC operates on an entirely non-profit basis, providing electric power to its members at cost, in furtherance of its statutory mandate to promote and encourage “the fullest possible use of electric energy in the rural section of the State by making electric energy available to inhabitants of the State at the lowest cost consistent with sound economy and prudent management of the business of such corporations.” N.C. Gen. Stat. § 117-10.
- (5) Importantly, on all questions relating to rates or services, EUEMC is strictly prohibited from making or granting any unreasonable preference or advantage to any member or class of member. N.C. Gen. Stat. § 117-16.1.
- (6) Otherwise, however, the elected Board of Directors maintains authority and discretion to oversee the business of the corporation, including the regulation of the rates, fees, or charges for services rendered by the corporation.
- (7) In accordance with its statutory and regulatory requirements and obligations, EUEMC’s ratemaking objectives are based on the following principles:
 - a. Recovery of revenue requirements;
 - b. Fair distribution of costs;
 - c. Provision of accurate price signals;
 - d. Revenue stability, and
 - e. Rate stability.
- (8) EUEMC is already actively engaged in offering and developing programs that promote and support the adoption of Electric Vehicles. The following, including the [attached Electric Rate Schedules](#), highlight the Cooperative’s current practices relative to EVs:
 - a. EUEMC has seen rapid uptake of EVs in its service territory; while reporting is imperfect, the Cooperative estimates that there are more than 440 EVs regularly charging on EUEMC’s system.
 - b. Over 86% of EUEMC meters are residential.
 - c. EUEMC offers a residential Time of Use (TOU) rate where EV owners can maximize affordable EV charging at home; furthermore, this rate allow members to take advantage of cost savings by shifting usage to off-peak periods.
 - d. EUEMC operates on cost-based rates and appropriately recovers costs of delivering electricity to EVs.

- e. EUEMC has piloted an EV only rate leveraging advanced metering technology built into ChargePoint Chargers and will continue to explore EV only rate options where cost.
- f. A variety of public Level 2 and DC fast charging (DCFC) options are available to EUEMC members and the general public, from a variety of owner/operators including ChargePoint, Electrify America, Tesla, and others.
- g. EUEMC has installed four publicly available Level 2 charging stations and two DCFC station in its service territory.
- h. EUEMC owns and operates a fleet of four EV's and currently has two additional EV's, fleet trucks on order. With four behind-the-fence charging options available to our fleet, as well as EUEMC public chargers available at six locations, we continue to learn and grow our fleet operational experience with EVs as well as reducing our carbon footprint. EUEMC frequently displays our fleet of EVs at local events, promoting the benefits of EVs to our membership.
- i. EUEMC hosts annually each September our Drive Electric Week EV Event. With over 100 members attending, we offer a car show for EV owners and dealers where they can display their EV's, a ride and drive show case utilizing our company Tesla's, and opportunities to speak with staff and owners regarding all things EV. This is one of our most successful member-facing events every year.
- j. EUEMC publishes its entire rate schedule on its website and will provide its rate schedule to any member upon request by that member. The Cooperative's rates are filed with the North Carolina Utilities Commission (NCUC) and the North Carolina Rural Electrification Administration, (NCREA).

DETERMINATION

The Board of Directors of EnergyUnited EMC, based upon the preceding findings, makes the following determination:

EUEMC already provides cost-based rates that promote equitable and affordable options for EV charging while appropriately recovering marginal costs of delivering electricity to EV charging infrastructure. Furthermore, EUEMC's service territory already supports substantial third-party investment in EV charging infrastructure. EUEMC will continue to evaluate other EV charging rates and programs to improve affordability and convenience of EV charging. Otherwise, however, EUEMC is prohibited from making or granting any unreasonable preferences or advantages to any EV rate class, as any such subsidy would adversely impact other members and have an inequitable impact on economically disadvantaged members. Accordingly, the Board does not recommend the EnergyUnited adopt further EV rate adjustments or other standards at this time.