Edison Electric INSTITUTE

CUSTOMER SOLUTIONS
ELECTRIC TRANSPORTATION

Electric Transportation Biannual State Regulatory Update

January 2025

HIGHLIGHTS

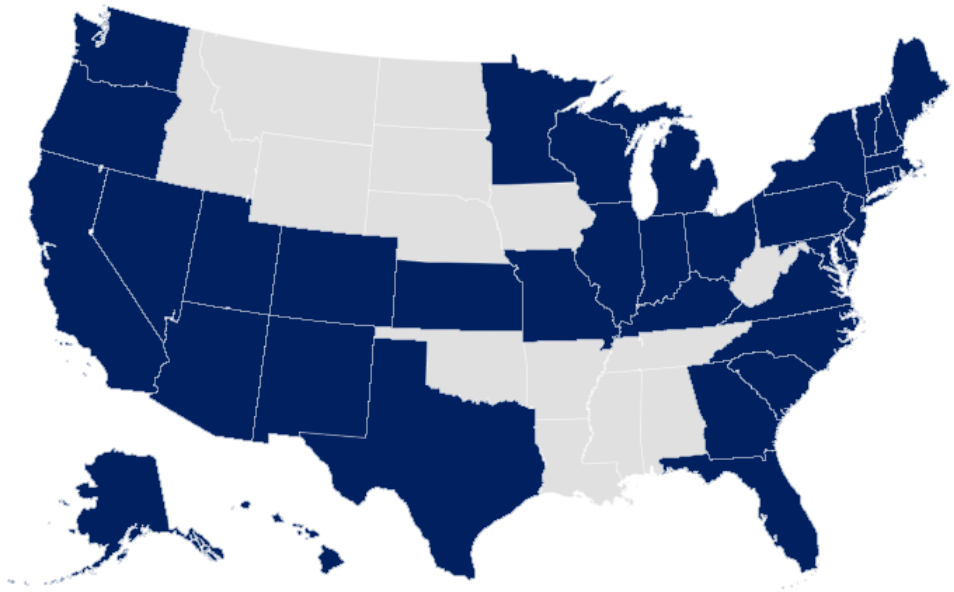
Electric companies increasingly are engaged in many different facets of electric transportation (ET). This document highlights recent regulatory activities related to ET. As of January 31, 2025:

- Sixty-four electric companies in 36 states and Washington, D.C., have received regulatory approval for ET filings. Electric companies receiving approval in this update include El Paso Electric, Xcel Energy, and DTE Energy (see Figure 1 and Appendix for more details).
- Electric company-approved ET filings totaled $5.6 billion. This is an increase of roughly $318 million from our previous update in July 2024.

Further details on approved filings are in the Appendix.

For any questions, please contact John Maiorana at Jmaiorana@eei.org

Figure 1. Approved EEI Member Company Regulatory Filings Related to Electric Transportation



APPENDIX: FILING DETAILS

Tables 1 provides electric company-specific details of approved electric transportation filings.

Table 1. Summary of Approved EEI Member Company ET Filings (in order by decided date)

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Hawaiian Electric Company	HI, 2013-0000	10/26/2012, 07/01/2013	Electric vehicle (EV) rate pilot for residential and commercial customers and installation of 25 DC Fast Charging (DCFC) stations and 80 Level 2 charging stations. In June 2017, extension of the project was approved under Docket No. 2016-0168.	$2 million
Puget Sound Energy	WA, UE-131585	08/28/2013, 04/30/2014	Incentive of $500 for residential customers who purchase an EV and install a charger at home with a program cap of 5,000 customers. The company is required to collect data and submit a plan to assess the impact of EVs on the energy grid.	$2.5 million
Madison Gas and Electric Company	WI, 3270-UR-120	06/02/2014, 12/23/2014	Provide company-owned chargers to a limited number of residential customers who charge at home. A public charging rate provides a discount to participants who charge at the company's 26 public chargers in exchange for charging data.	N/A
Indianapolis Power & Light Company	IN, 44478	04/09/2014, 02/11/2015	Modification to line extension policy to upgrade distribution system and extend service to charging stations.	$3.7 million
Minnesota Power; Otter Tail Power Company; Xcel Energy	MN, 15-111	01/30/2015, 06/22/2015	Approval of EV time-of-use tariffs.	N/A
San Diego Gas & Electric	CA, A1404014	04/11/2014, 01/28/2016	Three-year vehicle-to-grid integration pilot program to support the installation of up to 3,500 charging stations at 350 sites. At least 10 percent of the stations will be installed in disadvantaged communities.	$45 million
Louisville Gas & Electric Co. and Kentucky Utilities Co.	KY, 2015-00355	11/13/2015, 04/11/2016	Install up to 10 electric company-owned Level 2 charging stations in each service territory. The stations will charge an hourly rate prorated to the actual time spent plugged in. Non-residential customers may host chargers for a monthly fee to offset the expected amount of electricity to be used at the station.	$0.5 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Pacific Gas & Electric Company	CA, A1502009	02/09/2015, 12/15/2016	Make-ready EV infrastructure to support 7,500 charging ports in multi-unit dwellings, disadvantaged communities, and workplaces; ownership of 35 percent of EV infrastructure in multi-unit dwellings; and rebates for charging stations and infrastructure to cover 25 percent of costs for workplaces, 50 percent of costs for multi-unit dwellings, and 100 percent of costs in disadvantaged communities.	$130 million
Consolidated Edison Company	NY, 16-E-0060-263	01/29/2016, 01/25/2017	Establishes a new residential EV time-of-use tariff and provides incentives to customers who charge during off-peak periods. An expansion of already-existing light-duty time-of-use tariff to incentivize off-peak charging for medium- and heavy-duty vehicles was approved in September 2018.	$6 million
Tampa Electric Company	FL, 20170015	01/10/2017, 05/24/2017	Developed a curriculum to educate high school students about the operation, maintenance, and ownership of EVs. The curriculum includes proper driving skills to maximize the efficiency of driving an EV; different types of charging technologies; and information about how electric rates are set and when charging is the least expensive.	$0.4 million
Rocky Mountain Power	UT, 16-035-36 Phase Three	9/12/2016, 6/28/2019	Five-year pilot includes incentives of up to $7,000 for multi-port Level 2 charging stations and $63,000 for multi-port DCFC stations to be deployed at non-residential and multi-unit dwellings; custom grant-based projects for non-residential customers and multi-unit dwellings; a time-of-use pilot and a load research study; and a customer outreach and education campaign.	$10 million
Madison Gas and Electric Company	WI, 3270-TE-2017	08/01/2017, 08/24/2017	Expansion of already-existing EV pilot from 30 to 100 participants, which provides a company-owned charger to residential customers.	N/A
Alaska Electric Light and Power Company	AK, U-17-002	11/28/2016, 10/04/2017	Rate that incentivizes off-peaking charging with the option for residential and small commercial customers to rent electric vehicle infrastructure from the company for $121.56 per year.	N/A
Duke Energy	FL, 20170183-EI	08/29/2017, 11/20/2017	Five-year program to purchase, install, own, and support 530 charging ports with a minimum of 10 percent installed in disadvantaged communities.	$8 million
Eversource	MA, 17-05	01/17/2017, 11/30/2017	Install and own make-ready infrastructure for nearly 4,000 Level 2 charging stations at long-dwell locations and 72 DCFC stations at travel locations.	$45 million
San Diego Gas & Electric	CA, A1701020	01/20/2017, 01/11/2018	Authority for implementation of six priority review projects, including a Port Electrification Project; Airport Ground Support Equipment Project; Electrify Local Highway Project; Fleet Delivery	$18.6 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			Project; Green Shuttle Project; and a Dealership Incentive Project.	
Avista Utilities	WA, UE-160082	02/14/2017, 02/08/2018	Installation of EV chargers owned and operated by the electric company on a customer's side of the meter. Installation and management of 475 Level 2 ports at 240 homes, 175 workplace, fleet, multi-unit dwellings, and 60 public locations, plus seven DCFC station sites. Other components include non-time-of-use demand response experimentation; education and outreach; auto dealer incentives; and community/low-income focus. Premise wiring reimbursement of 50 percent up to $1,000 for residential customers and $2,000 for non-residential customers.	$3.1 million
Pacific Power	OR, UM-1810	12/27/2016, 02/27/2018	The pilot program includes communicating with customers through advertising and newsletters; development of self-service resources that will allow customers to locate tailored information about EVs easily; coordinating and promoting community events including ride-and-drives; and providing technical assistance to non-residential customers interested in installing EV charging infrastructure by performing on-site charging feasibility assessments. Throughout the duration of the pilot, Pacific Power will collect and analyze program data and metrics to help inform future programs.	$4.6 million
National Grid	NY, 17-E-0238	04/28/2017, 03/15/2018	Approved plan includes: 280 Level 2 ports and 16 DCFC ports at various locations; an education program; capital upgrades to accommodate future EV charging stations at commercial customer sites; and incentives to encourage installation of charging stations.	$5 million
Consolidated Edison Company	NY, 17-E-0814	12/28/2017, 04/24/2018	A business incentive rate for publicly accessible DCFC stations that reduces energy delivery costs between 34 percent and 39 percent.	N/A
AEP Ohio	OH, 16-1852-EL-SSO	11/23/2016, 04/25/2018	EV charging rebate program allows the company to offset equipment and installation costs for up to 300 Level 2 charging stations at public locations, workplaces, and multi-unit dwellings, and 75 DCFC stations at public locations. The program is funded through a new "Smart City Rider."	$10 million
Xcel Energy	MN, 17-817	11/17/2017, 05/09/2018	A two-year pilot program to test wireless-capable electric vehicle supply equipment (EVSE) and address upfront cost barriers. Xcel will purchase and install the equipment for up to 100 program participants, who will have the option to pay for the EVSE over time through a fixed monthly	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			charge. To encourage auto dealers to promote the pilot program, Xcel Energy is providing a $100 payment to auto dealers for each customer who participates in the pilot.	
Pacific Gas & Electric Company	CA, A1701022	01/20/2017, 05/31/2018	The EV Fast Charge program will install make-ready infrastructure for approximately 234 DCFC stations at 52 publicly accessible sites with at least 25 percent of the sites located in disadvantaged communities. In addition, disadvantaged community sites are eligible for a $25,000 rebate. The EV Fleets program will deploy make-ready infrastructure at a minimum of 700 sites, supporting the electrification of at least 6,500 medium- and heavy-duty fleet vehicles. A minimum of 15 percent of the budget must serve transit agencies, while a maximum of 10 percent of the budget may serve forklifts. Fleet electrification sites located in disadvantaged communities (minimum of 25 percent) or those that support public transit/school buses are eligible to have up to 50 percent of charging station costs covered.	$269 million
Southern California Edison	CA, A1701021	01/20/2017, 05/31/2018	Make-ready installations for a minimum of 870 sites to support electrification of at least 8,490 medium- and heavy-duty fleet vehicles. A minimum of 15 percent of the budget must serve transit agencies, 25 percent of the budget may go toward vehicles operating at ports and warehouses, and a maximum of 10 percent to serve forklifts. Sites located in disadvantaged communities or those that support public transit/school buses are eligible to have up to 50 percent of costs covered.	$356 million
National Grid	RI, 4780	11/28/2017, 06/06/2018	The three-year pilot includes an off-peak charging rebate; make-ready infrastructure with the goal of deploying 320 Level 2 ports at 38 sites and 46 DCFC ports at 12 sites; a demand charge discount to DCFC accounts; and fleet advisory services for 12 fleet operators in the state with 25 percent of funds allotted for government and public transit customers.	$9 million
Consolidated Edison Company	NY, 14-M-0101	06/08/2018, 06/20/2018	Electric school bus pilot with White Plains school district. Five buses will be used by the district during the school year. During the summer months, ConEdison will charge the batteries at times when demand is low and discharge the batteries during high demand times.	$1.1 million
NV Energy	NV, 18-02002	02/01/2018, 06/27/2018	The Electric Vehicle Infrastructure Demonstration (EVID) program includes incentives for a custom	$15 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			EV grant program; EV charging at multi-family dwellings, workplaces, and fleets; and incentives for Level 2 and DCFC stations in support of the Nevada Electric Highway initiative.	
National Grid	MA, 17-13	01/20/2017, 09/10/2018	The three-year program will provide customers with incentives to install up to 1,200 Level 2 charging ports and 80 DCFC ports at public locations, workplaces, and multi-family dwellings. In addition, incentives will be provided to EV charging site hosts.	$21 million
Liberty Utilities	CA, A1706033	06/30/2017, 09/27/2018	Supports the installation of up to nine DCFC stations around the Lake Tahoe region; provides rebates of $1,500 to the first 1,000 residential customers and $2,500 to 100 small business customers who install charging stations; customer education and outreach includes a focus group of small businesses to gather information on financial, business-related and implementation barriers; and supports the Tahoe Transportation District's procurement of EV buses within the next three to four years by fully covering the costs to install, operate, and maintain two charging stations.	$6.6 million
Pacific Power	CA, A1706031	06/30/2017, 10/05/2018	The pilot program includes communicating with customers through advertising and newsletters; development of self-service resources that will allow customers to locate tailored information about EVs easily; coordinating and promoting community events including ride-and-drives; and providing technical assistance to non-residential customers interested in installing EV charging infrastructure by performing on-site charging feasibility assessments. Throughout the duration of the pilot, Pacific Power will collect and analyze program data and metrics to help inform future programs.	$0.4 million
Pacific Power	WA, UE-180757	09/06/2018, 10/11/2018	The pilot program includes communicating with customers through advertising and newsletters; development of self-service resources that will allow customers to locate tailored information about EVs easily; coordinating and promoting community events including ride-and-drives; and providing technical assistance to non-residential customers interested in installing EV charging infrastructure by performing on-site charging feasibility assessments. Throughout the duration of the pilot, Pacific Power will collect and analyze program data and metrics to help inform future programs.	$1.6 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Evergy (formerly KCP&L)	MO, ER-2018-0145	01/30/2018, 10/31/2018	Allows for rate base treatment of previously installed charging stations; however, the company agrees not to expand the network without further approval. Establishes a new customer class for EV charging stations.	$3.5 million
Evergy (formerly KCP&L GMO)	MO, ER-2018-0146	01/30/2018, 10/31/2018	Allows for rate base treatment of previously installed charging stations; however, the company agrees not to expand the network without further approval. Establishes a new customer class for EV charging stations.	$2.6 million
Indiana Michigan Power Company	MI, U-20282	08/09/2018, 11/08/2018	Revised residential EV rate, "Tariff RS-PEV," allows EV electricity usage to be charged at a time-of-use rate. A customer's full residential usage is billed at the standard residential rate. The EV meter data will be used to increase or decrease the customer's bill based on the on-peak/off-peak price differentials specific to the EV usage.	N/A
Portland General Electric	OR, ADV 831	9/21/2018, 11/20/2018	Rates for the use of PGE's EV charging stations by all users. Pricing for DCFC: $5 flat fee per session and an additional $0.19/kWh if charging during on-peak hours. Pricing for Level 2: $3 flat fee per session and an additional $0.19/kWh if charging during on-peak hours. Additionally, customers can purchase a single monthly membership ($25 per month) or 50 or more monthly memberships ($20 per month). The on-peak charging rate will apply. These rates will be reviewed annually.	N/A
Puget Sound Energy	WA, UE-180877	10/26/2018, 12/13/2018	Approved pilot includes education and outreach; installation and ownership of 225 Level 2 charging stations in workplaces and multi-unit dwellings; four DCFC and two Level 2 charging stations in public locations; and development of electric mobility program for disadvantaged communities. The pilot also contains a five-year residential charging component where the company will install and own 500 Level 2 charging stations with the intention of identifying methods to encourage off-peak charging.	$13 million
Evergy (formerly KCP&L)	KS, 18-KCPE-480-RTS	05/01/2018, 12/13/2018	New tariff establishes a flat rate of $0.20/kWh for Level 2 and $0.25/kWh for Level 3 charging stations with a maximum of 350 charging stations eligible to participate. Inclusion or exclusion of infrastructure investment in rate base was not specified, except for the Tariff rate.	$5.6 million
Madison Gas and Electric Company	WI, 3270-UR-122	07/17/2018, 12/20/2018	Low load factor rate provision revision that will reduce on-peak demand charges by 50 percent for qualifying customers.	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
PECO Energy Company	PA, R-2018-3000164	03/29/2018, 12/20/2018	The five-year EV DCFC Pilot Rider (EV-FC) was effective July 1, 2019, and available to eligible commercial and industrial customers that own at least one publicly available DCFC station. The pilot will provide a demand credit to a customer's billed distribution demand, which will be equal to 50 percent of the combined maximum nameplate capacity rating for all DCFCs connected to the service. Eligible customers will receive the credit for up to 36 months or until the pilot ends, whichever comes first.	N/A
Duquesne Light Company	PA, R-2018-3000124	03/28/2018, 12/20/2018	Approval of make-ready infrastructure rebate for Level 2 public charging stations and ownership of make-ready infrastructure and DCFC stations solely used for company-owned vehicles and for the Port Authority of Allegheny County electric bus evaluation. Additional program components include a $60 credit (with a $70,000 annual max) to customers who register their EVs with Duquesne and funding for education and outreach.	$1.5 million
Southern California Edison	CA, A1410014	07/09/2015, 01/25/2016	Install make-ready infrastructure for up to 1,500 Level 2 charging stations; provides rebates for charging stations at various levels including 25 percent of costs for workplaces, 50 percent for multi-unit dwellings, and 100 percent for disadvantaged communities; and implement a market education program.	$22 million
	D1812006	3/05/2018, 12/13/2018	In addition to the $22 million approved in A1410014, SCE received $22 million to continue implementing its make-ready infrastructure installations until the Commission decides on SCE's pending make-ready expansion program ("Charge Ready 2").	$22 million
Consumers Energy	MI, U-20134	05/01/2018, 01/09/2019	The approved three-year "PowerMIDrive" pilot program includes: a $500 rebate for customers who purchase an eligible charger and enroll in the Nighttime Savers Rate; $5,000 rebates for the installation of approximately 200 Level 2 charging stations at multi-unit dwellings, workplaces, and other publicly accessible chargers; and up to $70,000 in rebates for the installation of 24 DCFC stations. A separate order was issued approving regulatory asset treatment of the pilot program costs.	$10 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Baltimore Gas & Electric Delmarva Power Potomac Edison Pepco	MD, 9478	01/19/2018, 01/14/2019	In response to PC 44, the five-year modified pilot program includes: a $300 rebate to residential customers who install Level 2 charging stations; installation of 5,000 charging stations at various locations, including public spaces, multi-unit dwellings, and workplaces; and the development of a residential EV-only time-of-use rate. In addition, up to five percent of program costs can be allocated to education and outreach.	$50.1 million
Tucson Electric Power	AZ, E-01933A-17-0250	12/22/2017, 02/06/2019	Smart City EV Buildout pilot includes investment in charging infrastructure at workplaces, multi-unit dwellings, neighborhoods, and educational campuses; support for the electrification of commercial fleets; $500 rebate to residential customers who install EV chargers up to 50 percent of total costs; $100 incentive to home builders who pre-wire new homes for EV infrastructure; and a new residential EV tariff. The company also requested approval to engage in the Regional Electric Vehicle Plan, which supports development of EV infrastructure along highways.	~$2.2 million
Central Hudson Gas & Electric Corporation, Consolidated Edison Company, New York State Electric & Gas, Orange & Rockland Utilities, Rochester Gas and Electric, National Grid	NY, 18-E-0138	11/21/2018, 02/07/2019	A per-plug incentive for publicly available DCFC stations. The purpose of the incentive payment is to support the deployment of DCFC stations while utilization is relatively low by offsetting electric delivery cost. The incentives are available for plugs rated at 75 kilowatts (kW) or greater and decline over a set period. Maximum incentive payments are set for each operating company.	$31.6 million
Metropolitan Edison Company, Pennsylvania Electric Company, Pennsylvania Power Company, West Penn	PA, R-2019-3007069	01/11/2019, 02/28/2019	Adds language to tariff supplements regarding the following: the sale of electricity from a third party-owned EV charging station is not considered a sale for resale; the definition of an EV and an EV charging station; types of EVs permitted; and EV charging station policies related to construction and installation.	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Power Company				
Hawaiian Electric Company	HI, Transmittal No 18-06	12/18/2018, 03/20/2019	A five-year pilot electric bus tariff based on commercial time-of-use rates to support the adoption of electric buses into commercial and public transit fleets.	N/A
Pepco	DC, FC1130/ FC1155	09/07/2018, 04/12/2019	Deployment of make-ready infrastructure for 55 Level 2 and DC Fast Charging (DCFC) public stations; 12 Level 2 and DCFC charging stations to support taxis and rideshare services; and six charging stations to support electric buses. Additionally, a residential whole-house time-of-use rate was approved.	$4.8 million
DTE Energy Company	MI, U-20162	07/06/2018, 05/02/2019	Three-year Charging Forward pilot will provide $500 rebates to approximately 2,800 residential customers; make-ready infrastructure to support the deployment of DCFC stations with a rebate of $20,000 per charger and Level 2 charging stations at workplaces and multi-family dwellings with a rebate of $2,500 per port. Additionally, make-ready infrastructure will support fleets including delivery, public transit, school buses, and shared mobility. Also includes a customer education and awareness component.	$13.1 million
Delmarva Power	DE, 17-1094	10/19/2017, 6/4/2019	Approved program offerings include: a mandatory EV-only time-of-use rate for residential customers who install second meters, install and own two Level 2 charging stations in selected neighborhoods and two DCFC stations along main transportation corridors. And establish a working group to evaluate data from the pilot, examine EV issues, market conditions, and new offerings for future programs.	$0.5 million
Rocky Mountain Power	UT, 16-035-36 Phase Five	3/8/2019, 6/28/2019	In partnership with Utah State University's Sustainable Electrified Transportation Center and the Utah Transit Authority (UTA), Rocky Mountain Power will develop a power balance and response system for UTA's multi-modal transportation hub with EV charging that has high peak power demand and includes chargers with outputs up to 400 kW. The project combines the diversity of electric charging needs (light rail, bus, passenger, truck, and ride hailing services) at an intermodal transit center to create a multi-megawatt, co-located, coordinated, and managed charging system. The combination of diverse loads allows the opportunity to share infrastructure costs and actively manage energy grid impacts.	$2 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Xcel Energy	MN, 18-643	10/12/2018, 07/17/2019	Multi-element electric transportation pilot program, which includes an EV fleet service pilot and public charging pilots. The fleet pilot will provide advisory services and make-ready infrastructure to support its customers, including Metro Transit, in its procurement of eight 60-foot electric buses and the Minnesota Department of Administration and the City of Minneapolis in its goals to electrify its fleets through the deployment of 290 ports. The public charging pilots will include a corridor pilot providing make-ready infrastructure for DCFC stations and a community infrastructure pilot, where Xcel will partner with Saint Paul and Minneapolis to build a network of community mobility hubs that will help expand a non-profit car sharing service that is intended to increase access to EVs and mobility services for low-income customers.	$23.6 million
San Diego Gas & Electric	CA, A1801012	1/22/2018, 8/15/2019	The approved proposal included one program and one pilot. The program focuses on deploying make-ready infrastructure to support at least 3,000 medium- and heavy-duty and off-road vehicles. The pilot focuses on electric school buses as a bi-directional asset similar to a stationary storage device. The bus pilot will provide 10 electric school buses that will serve dual purposes; provide transportation to students in a participating school district; and, when the buses are not being driven, use them as distributed energy resources that will be bid into the CAISO market through a vehicle-to-grid pilot.	$109.1 million
Southern California Edison	CA, Advice Letter 3982-E	4/2/2019, 9/16/2019	Southern California Edison is the interim administrator of the Clean Fuel Reward (CFR) point-of-purchase rebate program for EVs. The CFR rebate is funded by Low Carbon Fuel Standard (LCFS) credits generated by electric companies in the state on behalf of their residential customers who drive EVs. The rebate is available to anyone who resides in California and purchases or leases a new eligible EV from a participating retailer. The current reward amount is up to $1,500 per EV, depending on battery size.	N/A
Minnesota Power	MN, 19-337	5/16/2019, 9/5/2019	Three-year rate pilot for commercial and industrial customers with a 30-percent cap to ease high demand charges associated with EV charging, particularly in fleet and public charging applications. Customers who charge during off-peak and super-off-peak hours are not subject to demand charges.	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Pacific Gas & Electric Company	CA, A1807021	7/30/2018, 9/10/2019	Low- to moderate-income EV charger installation incentive and education program (Empower EV) will provide approximately 1,200 point-of-sale incentives for Level 2 charging stations and will cover costs of approximately 800 panel upgrades. Participants will be defaulted to a TOU rate and will receive assistance from PG&E to determine an optimal rate for the customer's energy usage.	$4.1 million
Appalachian Power Company	VA, PUR-2019-00067	4/23/2019, 9/12/2019	A time-varying rate for residential customers that offers reduced cost off-peak electricity for EV charging. This rate allows EV charging activity to be billed separately and specifically using a dedicated meter within the existing premise service. The rate is experimental and will close after four years, unless an extension is requested.	N/A
Xcel Energy	CO, 18A-0606EG	8/22/2019, 9/23/2019	The Charging Perks Pilot will test smart charging technology with residential customers. Xcel Energy plans to work with automakers to pass demand management instructions through the automaker to the vehicle. In contrast to traditional event-based demand response, the pilot will evaluate shifting the customer’s EV charging every day to reduce peak demand, shift charging into the cheapest hours of electricity production, and initiate charging during hours of renewable curtailment.	$0.8 million
National Grid	MA, 18-150	11/15/2018, 9/30/2019	Approval of a residential off-peak charging rebate, fleet advisory services, and a research and development plan that will look at the economic, environmental, grid, and customer benefits of co-locating DCFC charging stations with third-party deployed storage and solar to help mitigate grid impacts of DCFC. For the fleet advisory services, public transit (including school buses) and government fleets will be eligible to receive assistance to make informed decisions about electrifying their fleets, including studying environmental impacts, total cost of ownership, and the number of vehicles and charging ports needed.	$9 million
Xcel Energy	MN, 19-186	2/22/2019, 10/7/2019	Residential EV Subscription Pilot that provides a monthly subscription fee, ranging from $33.22 to $46.15 depending on the plan selected, for unlimited EV charging during off-peak hours. Customers may choose their preferred charging equipment and pay for it either upfront or through a bundled customer charge. A second meter is not required as the customer's EV charging	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			station and WiFi will be used to monitor electricity consumption. Customers also have the option to have 100 percent of EV charging electricity from renewable resources. There is also a small budget for customer education and marketing.	
Ameren Missouri	MO, ET-2018-0132	2/22/2018, 2/6/2019	Approval of only the Corridor Charging Sub-Program, part of the Charge Ahead-Electric Vehicles program, which, through an RFP process, will provide incentives up to $360,000 per site for development and long-term ownership and operation DCFC stations at approximately 11 pre-determined locations along major highway corridors in Ameren Missouri territory.	$4.4 million
		8/8/2019, 10/17/2019	Approval of the Charge Ahead – Local Incentives program that will provide financial incentives for multi-family, public around-town, and workplace/fleet charging stations. This program initially was denied by the Commission in early 2019. The program will provide incentives of $5,000 per Level 2 port and $20,000 per DCFC port (max 50 kW). Incentives cannot exceed 50 percent of total project cost and limits to number of charging ports incentivized apply.	$6.6 million
Pacific Gas & Electric Company	CA, A1811003	11/5/2018, 10/28/2019	Commercial Electric Vehicle Rate creates a new rate class for commercial EV charging customers like workplaces, public fast charging, and medium- and heavy-duty fleets. The new rate aims to provide a more affordable and simple structure for EV charging with a new "subscription" charge based on connected charging capacity, plus a time-of-use volumetric rate that encourages charging overnight and during mid-day hours. Pacific Gas and Electric Company must not collect any non-marginal distribution costs through the new rates. The company is required to file an application for a real-time electric vehicle commercial rate within the next 12 months.	N/A
Southern California Edison	CA, A1807022	7/30/2018, 11/7/2019	Two two-year pilots to install charging stations (with option for electric company to own and operate) at K-12 schools, state parks, and state beaches with a focus on disadvantaged communities. The company proposes to support 250 Level 1 or Level 2 ports at approximately 40 K-12 educational facilities; and support Level 2 and DCFC ports at approximately 27 state parks/beaches. Non-grid connected solar + energy storage + EV charging units will also be	$19.7 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			deployed at select park and beach locations. Rebates covering the charging station and some O&M costs will be provided if the site owner chooses to own charging stations. Each pilot will have promotional and educational campaigns targeted at site users, advocates, and employees. School locations also will support grade-level-specific material; faculty education; and an EV economics program.	
Liberty Utilities	CA, A1807025	7/30/2018, 11/7/2019	Approval for two separate pilots, one focused on deploying charging stations at schools and the other focused on parks. In both pilots, Liberty will own and install two DCFC with the remainder being Level 2 charging stations at 17 schools and three parks. The stations would be for public, fleet vehicles, and electric school buses, in addition to five dual pedestal charging stations at three parks. The pilots also include an education and outreach component, in which the company would provide information on the new EV charging equipment, EV facts, electric rates, and program information.	$4.7 million
Pacific Gas & Electric Company	CA, A1807020	7/30/2018, 11/7/2019	Proposed EV Parks pilot includes 36 Level 2 ports and two DCFC ports across 10 different locations for fleet vehicles and park visitors. In addition, the EV Park pilot includes five locations with off-grid charging. For the EV Schools pilot, the company would install 90-130 Level 2 ports at approximately 22 campuses over two years. If a campus decides to own the chargers, a rebate will be provided.	$11.3 million
San Diego Gas & Electric	CA, A1807023	7/30/2018, 11/7/2019	Proposes to install, own, and operate 120 Level 2 and 20 DCFC stations at 12 state parks/beaches and 10 city/county parks. Additionally, 184 Level 2 and 12 DCFC stations will be installed at 30 schools and educational institutions. The company's existing EV time-of-use rate will be utilized.	$18.7 million
Portland General Electric	OR, UM-1811	12/27/2016, 02/16/2018 2/15/2019, 11/7/2019	Approval for a pilot with the local transit agency, TriMet, and deployment of additional charging stations on the Electric Avenue Network. For the TriMet pilot, PGE will install own and operate all charging infrastructure including the stations. Additionally, PGE will deploy an additional six Electric Avenue Charging sites. The approval also includes investment in education and outreach through technical assistance, builder outreach, ride & drives, and regional market transformation. A subsequent settlement	$6.9 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			amended some of the terms of the pilot in Order 19-385.	
Georgia Power Company	GA, 42516	6/28/2019, 12/31/2019	Approval for recovery of capital investments in EV charging programs that have been made since 2014. Georgia Power's Electric Transportation Initiative includes five elements: an education and awareness campaign; $250 to residential customers who install Level 2 chargers; a $100 incentive to builders who install 240v circuits in EV-ready new homes; and $500 available to commercial customers that install Level 2 chargers at their facilities. Georgia Power will install, own, and operate charging islands of Level 2 and DC Fast Charging (DCFC) stations at 11 company-owned facilities and 25 charging islands at strategically selected public areas in order to collect data on charging behavior. Additionally, the company will be allowed to recover an additional $6 million annually to support upgrades to wires and transformers for customer-sited charging stations.	$11 million
Maui Electric Company	HI, 2018-0422	12/21/2018, 1/10/2020	Establishes a public charging TOU rate (Schedule EV-MAUI) for charging stations on the Evohana network and transitions ownership and operation of up to 4 DCFC station locations to Maui Electric for replacement.	$0.3 million
Consolidated Edison Company	NY, 19-E-0065	1/31/2019, 1/16/2020	Approval to continue the existing SmartCharge NY Program and earn off-the-bill incentives. However, the company will implement new incentives for residential customers on the time of use rate (SC 1 Rate III) and for medium- and heavy-duty vehicles including buses. The company will also implement two make-ready infrastructure programs: the first will be for publicly accessible DCFC and the second for fleet DCFC. Additionally, the Company is required to develop network and non-network maps for purposes of identifying interconnection costs; identify an EV point of contact in the Energy Services Dept.; develop an EV request form to streamline EV application process; enhance customer service representative training on EVs; enhance the Company's EV communication channels; and provide a presentation on V2G integration.	$39 million
Indiana Michigan Power Company	MI, U-20359	6/24/2019, 1/23/2020	The "IM Plugged in Pilot Program" includes a $500 per port incentive for residential and small commercial customers in conjunction with EV-only tariffs; up to $2,500 for workplace, multi-unit dwellings, and fleet incentives and waived	$0.7 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			contribution in aid of construction (CIAC) for new service; up to $20,000 per port for interstate corridor DCFC at approved locations along with waived CIAC, and a customer education and outreach component.	
Baltimore Gas and Electric, Delmarva Power, Pepco	MD, 9478	11/18/2019, 2/5/2020	A multi-vehicle (MV) Charging Rate, available to customers with five or more EVs, which is equal to 75 percent of the DCFC station standard rate. This rate is only available at electric company-owned EV charging stations.	N/A
Portland General Electric	OR, UM2033	9/30/2019, 2/13/2020	A transportation electrification plan that includes an overview of the current EV market, what EV programs the company currently offers, and potential future programs. Of possible future programs, the company may consider some of the following: new residential EV rates, on-bill payments/subscriptions, smart charging rebates for residential and commercial customers, make-ready infrastructure deployment for public charging and fleets, and charging as a service for fleets.	N/A
Central Maine Power	ME, 2019-00217	11/19/2019, 02/25/2020	The Public Utilities Commission conducted an RFP for pilot programs to support electric transportation and approved two proposals from Central Maine Power. Central Maine Power's Make Ready Pilot Program will perform make-ready work for 60 Level 2 charger plugs at a cost of no more than $4,000 per plug. Additionally, a Rate Design Pilot Program is intended to reduce operating costs for DC fast charging station operators by offering a two-part demand rate that bills distribution related costs on a monthly non-coincident peak basis and transmission related costs on a monthly coincident peak basis.	$0.2 million
Portland General Electric	OR, ADV1081	1/14/2020, 2/25/2020	A demonstration project that aims to evaluate the viability and effectiveness of installing Level 2 EV chargers on PGE-owned distribution poles at two locations. Specific learnings include: operational considerations for deploying charging on poles; city operational considerations such as permitting requirements, right-of-way constraints, and parking designations; customer awareness by surveying customers in the area on their awareness of the stations and the chargers' impact on their willingness to consider an EV; and evaluation of economics and potential program models.	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Indiana Michigan Power	IN, 45235	5/14/2019, 3/11/2020	The "IM Plugged in Pilot Program" includes a $500 per port incentive, capped at 1,000 ports annually, for residential and small commercial customers in conjunction with EV-only tariffs; $250 per port incentive, capped at 800 ports annually, for multi-unit dwellings, fleet, and workplace charging stations and the option to choose an extended 5-year revenue credit period for new service; and a customer education and outreach component.	$2.1 million
Ameren Missouri	MO, ER-2019-0335	7/3/2019, 3/18/2020	Optional residential EV Time of Use rate (EV Savers) to encourage overnight charging. Applies to the whole house.	N/A
Dominion Energy Virginia	VA, PUR-2019-00154	9/30/19, 3/26/20	Smart Charging Infrastructure Pilot will provide rebates for the infrastructure and upgrades (make-ready) to enable EV charging and rebates for smart charging equipment. The pilot will focus on deploying up to 25 Level 2 charging stations at multi-family sites, 400 Level 2 charging stations at workplaces, 30 DCFC at public locations, and 60 DCFC to transit agencies. One eligibility requirement is that participants must agree to provide charging data to the company. Dominion also will own up to four charging stations to support the electrification of the rideshare market segment in strategic locations. Rebates end 12/31/2022.	$22 million
Idaho Power	OR, UM-2035	11/1/2019, 5/5/2020	An electric transportation framework which provides an overview of the current EV market, what EV programs the company currently offers, and potential future programs. Possible future programs, include: providing incentives to residential customers for the installation of EV charging infrastructure, rest stop and truck stop infrastructure deployment, and charging station deployment in areas where EV educational events are held (i.e., local colleges).	N/A
NV Energy; Sierra Pacific Power	NV, 20-01040	1/31/2020, 6/10/2020	The 2020-2021 Annual Plan for the EV Infrastructure Demonstration (EVID) program continues to offer incentives for the installation of Level 2 workplace and public charging stations at up to $3,000 per port and increases the incentives for the installation of Level 2 chargers at multi-unit dwellings and fleet customers to $5,000 per port (previously $3,000 per port). Public, multi-family, workplace, and fleet customers may also apply for DCFC incentives of $400 per installed kW (with a cap of $40,000 or 50 percent of installed costs) per charger. New incentives are added for governmental and low-	$8 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			income multi-unit dwelling customers for the installation of Level 2 chargers at up to $10,000 per port in partnership with the Nevada Governor's Office of Energy to cover 100 percent of total project costs. A Custom Grant program provides financial support for EV infrastructure deployment projects not eligible for other incentive programs. Up to $500,000 per site is available under the Nevada Electric Highway program. An electric school bus component covers up to 75 percent of total project costs, including the electric school bus.	
Pacific Power	OR, UM-2056	2/3/2020, 6/18/2020	The Oregon Transportation Electrification (TE) Plan integrates Pacific Power's TE actions into one document, identifies a portfolio of programs the company is considering to address market barriers in the company's service territory, and provides an overview of the current EV market. The possible future programs include new rate designs, the development of a market study, expanding the company's own EV fleet, updating commercial line extension allowance for transportation electrification, developing incentive programs for residential and commercial infrastructure, developing a fleet make-ready incentive program, and increasing awareness and education.	N/A
Consolidated Edison Company, Central Hudson Gas & Electric, National Grid, New York State Electric & Gas, Orange and Rockland Utilities, Rochester Gas and Electric	NY, 18-E-0138	04/24/2018, 07/16/2020	A Make-Ready Program ("Program") allows all investor-owned electric companies in the state to implement programs to support EV charging infrastructure. Incentives are designed to offset costs associated with electric company-side infrastructure and customer-side make-ready infrastructure for DCFC and Level 2 sites. Incentives will cover up to 100, 90, or 50 percent of these costs depending on criteria such as proximity to low-income and environmental justice communities. The Program targets more than 35,000 Level 2 ports at workplaces, 18,500 Level 2 ports at public locations, and 1,500 DCFC ports, with specific budgets and port targets for each operating company. In addition, electric companies will establish managed charging programs, Fleet Assessment Services, Medium- and Heavy-Duty Fleet Make-Ready Pilot programs, and Transit Authority Make-Ready Support programs. The New York State Energy Research & Development Authority (NYSERDA) will lead environmental justice-focused programs. ***The November 16th***	$1.24 billion

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			midpoint review of this program resulted in several changes. The commission approved a budget increase of $542M, the creation of a $25M micro-mobility make-ready program targeting disadvantaged communities, a budget increase to $67M for the Medium- and Heavy-Duty Pilot program and an eligibility expansion for EPA's Clean School Bus Program, publicly accessible stations and customer side costs, and an increase in charging plug targets for L2 (44,122) and DCFC (6,302).	
Xcel Energy	WI, 4220-TE-104	11/20/2019, 7/16/2020	The "Residential EV Home Service Program" allows the customer's house load to remain on a standard rate, while the customer's EV load is subject to a three-period rate structure. The residential "Voluntary EV Charger Service Program" is available to residential customers on Xcel's time-of-day rate for the whole house, including the EV load. Under both programs, Xcel owns and maintains the charging equipment, and customers may choose to pay for the equipment and installation up front or through a bundled customer charge. The "Commercial EV Service Program" allows Xcel to study a modification to Wisconsin's line extension policies by providing eligible medium and large EV customers with a revenue-based allowance. Xcel also provides make-ready infrastructure for commercial customers. Customers have the option for Xcel to install, own, and operate the charging equipment for a monthly fee.	N/A
Green Mountain Power	VT, 19-3586-TF	9/20/2019, 7/20/2020	Two new EV charging rates for residential customers offer a reduced rate for EV charging and use the metering capability of the charging equipment to disaggregate EV load from the house. The "Managed Charging" rate allows Green Mountain Power to limit customer charging during Peak Events; if the customer overrides and charges during the Peak Event, they will pay an increased rate for energy used during the peak event window. The "TOU" rate includes an eight-hour block of Peak Hours with an increased rate.	N/A
Dominion Energy Virginia	VA, PUR-2019-00201	12/3/2019, 7/30/2020	The 2019 demand-side management programs include two new residential EV programs. The Energy Efficiency/Demand Response program provides an incentive for EV customers to purchase a qualifying EV charger. Customers are	$4.8 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			automatically enrolled in a demand response program that, during times of peak system demand, would activate the chargers to temporarily reduce load. The Peak Shaving program provides an annual incentive to customers who already have a qualifying EV charger in exchange for allowing the company to reduce the operating cycle of their charger during periods of high demand.	
Southern California Edison	CA, A1806015	6/26/2018, 8/27/2020	The Charge Ready 2 program is a continuation of Southern California Edison's Charge Ready pilot. The program includes a $417.5 million for charging infrastructure, $14.5 million for marketing, education, and outreach, and $4.3 million for evaluation. The company expands its ability to provide make-ready infrastructure to support 22,200 Level 1/Level 2 charging ports. SCE will own and operate up to 2,500 charging ports at multi-unit dwellings within disadvantaged communities to make it easier for customers to participate by providing a turnkey solution. New Construction Rebates for approximately 15,400 ports provide up to $3,500 per port for new construction multi-unity dwellings to install charging stations. Make-ready infrastructure and rebates for 205 DC fast charging ports is also available. SCE will target 50 percent of the make-ready investment in disadvantaged communities and 30 percent in multi-unit buildings. Participating customers must take part in a demand response program and accept time of use pricing.	$436 million
Xcel Energy	MN, 19-559	8/30/2019, 10/6/2020	An expansion of Xcel Energy's Residential Electric Vehicle Service Pilot into a full-time, permanent offering for all qualifying customers called "Electric Vehicle Home Service." Customers may choose to pay for their charging equipment and installation in a bundled customer charge or pay the full cost of their charging equipment and installation. In both cases, EV charging is billed via the charging equipment's metering on a three-tier TOU rate. A new Voluntary Electric Vehicle Charger service provides similar payment options as the EV Home Service for customers taking service under the Residential Time of Day tariff.	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Duke Energy Carolinas, Duke Energy Progress	SC, 2018-321-E and 2018-322-E	10/10/2018, 10/7/2020	The three-year Electric Transportation Pilot allows Duke Energy to install, own, and operate 60 DC fast charging stations across its service territory (40 in Duke Energy Carolinas and 20 in Duke Energy Progress). The stations will be located on highway corridor locations to enable intra- and inter-state travel. A residential EV charging program provides up to $1,000 for up to 400 Duke Energy Carolinas customers who install a Level 2 charging station, provide access to charging data, and shift charging to observe off-peak periods. This pilot program is the first in the Carolinas.	$8.8 million
Portland General Electric	OR, ADV 1151	7/15/2020, 10/20/2020	A three-year Residential EV Charging Pilot offers rebates for the purchase of a Level 2 charging station and helps manage the load of EV charging. Portland General Electric will provide rebates for up to 5,000 customers ($500 standard rebate and $1,000 rebate for low-income customers). Customers will be automatically enrolled in a Smart Charging Program and receive up to $50 for successful participation.	$17 million
Otter Tail Power Company	MN, 20-181	1/31/2020, 10/27/2021	The three-year pilot program (2021-2023) allows Otter Tail to install, own, and operate 11 DCFC stations throughout its service territory. Otter Tail also will install 10 Level 2 charging stations that will be maintained by site hosts. Time-of-day rates will incentivize charging during off-peak periods.	$2.1 million
San Diego Gas & Electric	CA, A1907006	7/3/2019 12/21/2020	An optional EV High Power (EV-HP) rate for separately metered EV charging greater than 20 kilowatts (kW), including DCFC stations and medium- and heavy-duty EV charging. The rate replaces demand charges with a fixed monthly subscription charge based on the power level the customer chooses. Energy charges are based on a TOU rate.	N/A
Duke Energy Carolinas, Duke Energy Progress	NC, E-2 Sub 1197 and E-7 Sub 1195	3/29/2019, 11/24/2020	The three-year Electric Transportation Pilot includes four major components. An EV School Bus Charging program provides up to $215,000 per bus for 15 buses in each of the Duke Energy Carolinas (DEC) and Duke Energy Progress (DEP) territories. Participating customers will share charging data and test load management and bidirectional charging capabilities. Duke will install, own, and operate Level 2 charging stations to provide charging access for residential customers in multifamily dwellings (50 charging stations in DEC territory and 30 in DEP	$25 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			territory). Duke will install, own, and operate Level 2 charging stations at public destinations (100 charging stations in DEC territory and 60 in DEP territory). Duke also will install, own, and operate up to 24 DCFC in 12 locations in its DEC territory and up to 16 DCFC in 8 locations in its DEP territory.	
Portland General Electric	OR, ADV 1155	7/17/2020, 12/15/2020	A three-year Business EV Charging Rebate Pilot will provide rebates for approximately 1,000 charging ports at workplaces, multifamily dwellings, destination centers, and light-duty EV fleets. The standard rebate amount is $500 per port, while income eligible multifamily participants may receive $2,300 per port.	$1 million
Consumers Energy	MI, U-20697	2/27/2020, 12/17/2020	A three-year PowerMIFleet pilot allows Consumers Energy to pay for the full cost of the service connection and provides rebates for the installation of charging stations for participating commercial fleets and workplaces. Level 2 charging station rebates are up to $5,000 per dual port charger, and DCFC station rebates are up to $70,000 for public use and $35,000 for non-public chargers per 125 kW of charging capacity. Commercial customers receiving rebates may participate in a demand response program. Consumers Energy also will test bidirectional charging, including vehicle-to-building (“V2B”) and potentially vehicle-to-grid (“V2G”) functions, for demand response and emergency backup power. An education and outreach component includes providing support to fleet customers through a fleet electrification concierge service resulting in published case studies.	$12.2 million
Florida Power & Light	FL, 20200170-EI	6/19/2020, 12/21/2020	Three five-year pilot tariffs for the purpose of studying and supporting the development of public DCFC stations. The first tariff, Rate Schedule UEV, allows FPL to sell public charging services directly to EV drivers from certain FPL-owned DCFC stations at a rate of $0.30 per kilowatt-hour. The other two tariffs, Electric Vehicle Charging Infrastructure Riders (Rate Schedules GSD-1EV and GSLD-1EV) are available to third party DCFC station operators and limit the amount of demand billed to these customers during billing periods with low charging station utilization.	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Pacific Power, Portland General Electric	OR, UM 1826	9/25/2020, 12/29/2020	Pacific Power and Portland General Electric file annual program plans outlining how revenue from the Oregon Clean Fuels Program (CFP) will be spent. *Electric companies fund the program by generating CFP credits on behalf of their residential customers who drive EVs. Pacific Power's plan supports statewide education and outreach efforts and the Electric Mobility grant that funds innovative community projects. In 2021, Pacific Power's plan also will support an additional location for Pacific Power's fast charging network. Each location consists of four DCFC and one dual port Level 2 (L2) charger. Portland General Electric's plan supports a competitive grant program that prioritizes transportation electrification projects in underserved communities. The 2021 plan also includes funding for public charging infrastructure, an education and outreach campaign, and emerging technology pilots.	$1.6 million* $6.5 million*
Xcel Energy	CO, 20A-0204E	5/15/2020, 1/11/2021	A three-year Transportation Electrification Plan includes five portfolios. Residential customers receive a $500 rebate for installation costs when they provide their own charging equipment; or they may choose to have Xcel provide them one and pay a bundled service charge. The customer must enroll in a time-based rate and/or a charging optimization program. For multi-unit dwellings (MUDs), Xcel will install, own, and maintain make-ready infrastructure for multi-unit dwellings, with additional options depending on whether parking is shared or assigned. New Construction Rebates incentivize MUD building developers to install charging equipment. For commercial customers, Xcel will provide make-ready infrastructure and the customer will provide their own charging equipment or have Xcel own and maintain the charging equipment. Xcel will partner with cities to develop community charging hubs to support electric shared mobility services and own and operate a limited number of public DCFC stations. A Research, Innovation, and Partnerships program allows Xcel to create customer projects to evaluate new EV-related technologies. Advisory Services are targeted for residential customers, fleets, and community planning. An Equity Rebate program will provide	$108.7 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			an EV purchase incentive for income-qualified customers ($5,500 for a new EV, $3,000 for a used EV).	
Duquesne Light Company	PA, P-2020-3019522	4/20/2020, 1/14/2021	An optional Electric Vehicle Time of Use Rate (EV-TOU) is available to Residential, Small Commercial & Industrial (C&I) and Medium C&I customers with demand less than 200 kW who own or lease an EV or who operate EV charging infrastructure at the service location. The TOU supply rate applies to all the customers' usage.	N/A
Public Service Electric and Gas Company	NJ, EO18101111	9/26/2018, 1/27/2021	The Clean Energy Future – Electric Vehicle program will provide incentives to offset the cost of make-ready infrastructure for EV charging, with separate incentive amounts for customer-side and electric company-side infrastructure. Up to 40,000 residential customers may apply for an incentive up to $1,500 for customer-side costs. Residential customers also are offered a time of use distribution-only rate provision for EV charging. Mixed Use Commercial customers (multi-unit dwellings, public locations, and government) may apply for up to $7,500 per Level 2 charging port for customer-side costs. Incentives also are available for up to 300 new DCFC sites. New and existing DCFC sites may apply for a rebate toward a fraction of distribution electricity costs.	$205.2 million
Atlantic City Electric	NJ, EO18020190	12/19/2019, 02/17/2021	Atlantic City Electric (ACE) was approved for an EV program with 8 offerings. Residential customer offerings include: (1) a TOU rate that includes incentives for charging during off-peak hours available to EV owners that have an approved L2 charger and (2) a 50 percent rebate on smart L2 make-ready up to $1,000 of qualified smart charging equipment to enable sharing of charging data with ACE. Commercial customer offerings include: (3) incentives to cover 75 percent of make ready costs up to $5,000 per smart charging port for multi-unit dwellings, (4) incentives to cover 50 percent of make ready costs up to $4,500 per smart charging port at workplaces, (5) incentives to cover 50 percent of make ready costs up to $2,500 per smart charging port for fleets, (6) incentives to cover 90 percent of make ready costs up to $60,000 per smart charging port for public DCFC, and (7) incentives to cover 50 percent of make ready costs up to $4,500 per smart charging port for	$20.7 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			public L2 chargers. ACE also will offer (8) a Demand Charge Solution for DCFC offering an ACE-calculated rate of $0.109/kWh while also committing to a cost-of-service study to determine appropriate rate design for the future. The above programs will provide incentives for 3,250 charging stations, including 100 public DC fast chargers.	
DTE Energy Company	MI, U-20935	12/03/2020, 03/19/2021	The commission approved DTE's Charging Forward Electric Fleets (eFleets) Pilot program. Approval was granted for the creation of a regulatory asset not to exceed $10.3 million in value, which will be subject to a future rate review. DTE will be required to file a comprehensive pilot plan (including the capital portion of eFleets, totaling $3.1 million) as part of its next general rate review. In the interim, DTE has approval to proceed with eFleets which will include three primary components: Customer Education and Outreach; Fleet Advisory Services; and Charging Infrastructure Enablement. Charging Infrastructure includes plans to deploy approximately 634 charging ports, 100 DCFC, and 534 Level 2. Education and Outreach will focus on Commercial and Industrial customers and target the education of fleet operators on the benefits of fleet electrification.	$10.3 million
San Diego Gas & Electric	CA, A1910012	10/28/2019, 04/15/2021	San Diego Gas & Electric (SDG&E) was approved for a two-year extension and modification of the Power Your Drive pilot program that will seek to install an additional 2,000 L2 ports at 200 sites. The approval requires that 50 percent of sites be located in underserved communities. For workplaces in an underserved community, SDG&E can pay for, construct, own, and maintain make-ready charging infrastructure OR customers can own customer-side infrastructure (behind the meter) with 100 percent rebate for customer-side infrastructure. Customers will own and maintain the charging station but would be eligible for a charger rebate for 100 percent of EVSE cost up to $2,000. For workplaces outside an underserved community, customers would be eligible for charger rebates for 50 percent of EVSE cost up to $2,000. For MUDs in an underserved community, SDG&E can pay for,	$43.5 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			construct, own, and maintain all infrastructure, including the charging stations. For MUDs outside an underserved community, SDG&E can pay for, construct, own and maintain make-ready charging infrastructure OR customers can own customer-side infrastructure (behind the meter) with 100 percent rebate for customer-side infrastructure. Customers will own and maintain the charging station but would be eligible for charger rebates up to $3,000 for single port chargers and up to $7,000 for dual port chargers. Also available, are a one-time payment for Network Service up to $3,000 and Maintenance Fee up to $5,000. Customers must enroll in the VGI, EV-HP, or TOU-M rate.	
Tampa Electric Company	FL, 20200220-EI	09/25/2020, 04/21/2021	Tampa Electric Company (TECO) will purchase, install, own, and maintain approximately 200 EV charging ports within its service territory at commercial/industrial customer locations. Four of the ports will be DCFC and the rest of the ports will be Level 2.	$2.3 million
Minnesota Power	MN, 20-638	07/31/2020, 04/21/2021	Three -year pilot program containing three elements: the Charging Rewards Pilot, the EV Charging Rebate Pilot, and Outreach and Program Development. In the Charging Rewards Pilot, customers receive a device to plug into their vehicles that tracks when they are charging and provide monetary rewards for avoiding off-peak charging. In the Rebate Program Pilot, customers receive a rebate for the installation of a second service or Level 2 EV charging device up to a combined total of $1,000.	$1.3 million
Duke Energy	FL, 20210016-EI	01/14/2021, 06/04/2021	Duke Energy received approval for three new EV programs. (1) A residential EV credit program where customers that charge EVs during off-peak hours receive a $10 bill credit each month. (2) A commercial and industrial customer charging station rebate program where recipients receive a rebate (amount varies depending on segment) and must enroll in Duke's non-demand TOU rate. (3) An electric company-owned DCFC program that offers a new tariff ("FCF-1" or Fast Charge Fee) for EV drivers who charge at the electric company-owned stations. The program allows for Duke to own and operate 50 DCFC.	$62.9 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Hawaiian Electric Company	HI, 2020-0098	07/10/2020, 05/07/2021	Hawaiian Electric received approval for their proposed eBus pilot project, for which the company will install, own, and maintain make-ready infrastructure for up to 20 eBus charging stations at five to 10 customer sites. Eligible eBus customers include public, private, and school bus fleets on Oahu, Maui, and Hawaii islands. HECO expects to spend about $4.25 million in project costs to which will be deferred, O&M expensed, and recovered through the RBA Rate Adjustment.	$4.3 million
Wisconsin Public Service	WI, 6690-TE-111	10/07/2020, 06/10/2021	Wisconsin Public Service's (WPS) application includes two pilot residential EV programs and one pilot commercial EV program. The residential EV programs combine EV charging equipment with a TOU rate design and help address the upfront charging infrastructure cost barrier to EV adoption. The first residential program, the Charger Only EV Program – Residential (COEV-R), allows customers to contract with the WPS to install an EV charger. The second residential program, the Whole House EV Program –Residential (WHEV-R), is for residential customers who want to contract with WPS for an EV charger, and who also wish to keep their household energy use metered on the applicant's existing TOU rate. The EV Program - Commercial (EV-C), would allow WPS to own and maintain make-ready infrastructure for commercial EV charging equipment and be an alternative option to exist line extension services along with rebates for any make-ready that is necessary for a customer to have installed on their side of the meter.	N/A
We Energies	WI, 6630-TE-106	10/07/2020, 06/10/2021	We Energy's application includes two pilot residential EV programs and one pilot commercial EV program. The residential EV programs combine EV charging equipment with a TOU rate design and help address the upfront charging infrastructure cost barrier to EV adoption. The first residential program, the Charger Only EV Program –Residential (COEV-R), allows customers to contract with the applicant to install an EV charger. The second residential program, the Whole House EV Program –Residential (WHEV-R), is for residential customers who want to contract with WE for an EV charger, and who also wish to	N/A

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			keep their household energy use metered on the applicant's existing TOU rate. The EV Program - Commercial (EV-C), would allow WE to own and maintain make-ready infrastructure for commercial EV charging equipment and be an alternative option to exist line extension services along with rebates for any make-ready that is necessary for a customer to have installed on their side of the meter.	
Ameren Illinois	IL, 20-0710	08/19/2020, 07/08/2021	Ameren Illinois is offering an optional EV charging tariff, the Rider Electric Vehicle Charging Program (Rider EVCP). This tariff includes time-of-use rate options for residential and non-residential customers, with bill credits for charging during preferred times, rate limiter provisions for fast DC travel corridor charging, and supplemental line extension allowances for charging stations that meet the program qualifications.	$5.9 million
Eversource	CT, 17-12-03RE04	10/04/2019, 07/14/2021	The Public Utilities Regulatory Authority of Connecticut established a nine-year statewide electric vehicle program to be administered by Eversource and United Illuminating (UI) Company in their respective service territories with both companies including the same program offerings. The combined programs target the deployment of at least 50,000 residential L2 chargers, 1,213 multi-unit dwelling L2 chargers, 4,868 public L2 chargers, 7,356 workplace L2 chargers, and 550 public DC fast chargers. Eversource and UI will offer the following EVSE and make-ready incentives: For single-family dwellings, up to $500 EVSE rebate and a portion of necessary electrical upgrades to be determined by the electric distribution company (EDC); for multi-unit dwellings and public chargers, Up to 50 percent of EVSE cost and up to 100 percent of make-ready installation cost (≥ 2 ports); for workplace and light-duty fleets chargers, up to 50 percent of EVSE cost and up to 100 percent make-ready installation (≥ 4 ports); for public DCFC, up to 50 percent of EVSE cost and up to 100 percent make-ready installation (≥ 2 ports). The maximum incentive for multi-unit dwelling, public, workplace and fleet L2 sites is $20,000 for baseline sites and $40,000 for sites in underserved communities. The maximum incentive for public DCFC sites	$73.7 million

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			will be $150,000 for baseline sites and $250,000 for sites in underserved communities. Single-family residences and light-duty fleets receiving an incentive for a non-public L2 of DC fast charger will be required to enroll in a managed charging program. Multi-unit dwelling site hosts will have the option to lease EDC-owned L2 chargers. EDCs will offer EV Rate Riders to address demand charges in the near term before implementing a longer-term demand charge mitigation solution that scales volumetric charges down and demand charges up as charging station utilization increases. The programs will begin on January 1, 2022.	
Black Hills Energy	CO, 20A-0195E	05/08/2020, 08/10/2021	Transportation Electrification (Ready EV) Plan includes: EV charging rates, rebates to support the deployment of infrastructure, fleet electrification, low-income programs, income-qualified EV purchase rebates, customer communication and education, dealership engagement, and employee engagement. The EV charging rates will be a time-of-day rate available to residential (RS-EV), small general service (SGS-EV), and large general service customers (LGS-EV). Black Hills Energy (BHE) will provide rebates to support deployment of Level 2 chargers for residential (up to $500 per port); low-income (up to $1,300 per port); business/multi-unit dwellings (up to $2,000 per port); and government/non-profit (up to $3,000 per port) customers. Additionally, rebates up to $35,000 per port will support the deployment of DCFC. Income qualified rebates for purchasing EVs of $5,500 rebate for new and $3,000 for used vehicles will also be offered under the Equity EV Purchase Rebate program. BHE will explore the development of EV fleet pilots to be proposed during a later TEP. BHE will reserve 15 percent of the TEP's annual budget for low-income customer programs. BHE will also focus on education and awareness for customers, dealerships, and employees.	$1.3 million
Xcel Energy (Southwestern Public Service)	NM, 20-00150-UT	07/21/2020, 09/22/2021	Southwestern Public Service (SPS) proposed a transportation electrification portfolio (TEP) with a portfolio consisting of three elements: residential charging, public fast charging, and advisory services. The residential charging portfolio includes a home wiring rebate of up to $500 per	$3.2 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			household for residents that enroll in a residential time of use rate or EV Optimization program, a low-income charging rebate of up to $1,300 for any home electrical upgrades, a home charging service where SPS would provide customers with Level 2 charging equipment at a monthly rate, and an EV Optimization program that encourages customers to charge during off-peak hours. The Public Fast Charge program includes a make-ready service where SPS will provide electric infrastructure up to the charging station for selected site hosts, and a SPS-owned public fast charger component where SPS will install, own, and operate fast chargers in areas the competitive market may not serve. In the Advisory Services program, SPS will provide information to customers about the benefits of EVs and support planning efforts and increase awareness of the EV-related offerings in the TEP.	
Minnesota Power	MN, 21-257	04/08/2021, 10/22/2021	Minnesota Power will own and operate 16 DCFC stations across its territory. Target locations were chosen based on proximity to existing DCFC, population density and travel corridors. Additionally, DCFC stations will be located in areas of concern for environmental justice where possible. Chargers will range in size from 50 kW to 350 kW.	$4.9 million
Florida Power and Light	FL, 20210015-EI	08/10/2021, 10/26/2021	As part of a petition for a base rate increase and rate unification, Florida Power and Light (FPL) was approved to recover costs on several EV programs over the four-year period 2022-2025. These include 6 separate elements: (1) the EVolution program, a $30 million pilot program through 2022 that focuses on infrastructure build-out to support the growth of electric transportation in Florida. (2) The Public Fast Charging Program, a $100 million dollar pilot program to expand access to public fast charging, including in underserved areas and evacuation routes, via the installation of electric company-owned charging stations. (3) A Residential EV Charging Services Pilot, a voluntary tariff for residential customers who desire EV charging service, for a fixed rate, through the installation of a level 2 EV charger, owned, operated, and maintained by FPL. The subscription utilizes FPL's Time-of-Use ("TOU")	$205 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			rate and includes unlimited off-peak charging and flexibility to charge during on-peak periods if needed, at an on-peak TOU rate. FPL expects to invest $25 million in the pilot. (4) The Commercial EV Charging Services Pilot, a voluntary tariff for Commercial customers who desire EV charging services for fleet vehicles through the installation of FPL owned, operated, and maintained electric vehicle supply equipment on a customer's premise. Under the tariff, customers will pay a fixed monthly charge, established via a formula-based rate to allow for individual customer pricing designed to recover all costs and expenses over the life of the assets. FPL expects to invest $25 million in the pilot. (5) New Technologies and Software, a set of limited pilot initiatives designed to evaluate emerging EV technologies and enhance service and resiliency for customers. In addition, FPL will implement software upgrades, including the FPL Evolution App and systems enhancements, to provide a streamlined customer experience in support of the EV programs. FPL expects to invest $20 million. (6) Education and Awareness, in which FPL will complement its EV programs by adding components that increase awareness and educate customers about the choice to go electric. FPL plans to invest $5 million in education and awareness efforts.	
PECO Energy Company	PA, R-2021-3024601	03/30/2021, 11/18/2021	As part of a general rate case application, PECO was approved for a pilot EV charging incentive program. The program includes three components: a Transit Charging Program, a Commercial and Industrial (C&I) Level 2 Charging Program, and an EV Education and Outreach Program. Under the Transit Charging Program, transit authorities receive an incentive to offset the installation cost of high-capacity chargers in exchange for providing PECO with EV charging information. Under the L2 Charging Program, C&I customers receive an incentive of $2,000 or 50 percent of make-ready costs for L2 charger installation in exchange for providing charging information. Sites in environmental justice areas qualify for higher incentives at $3,000 or 75 percent of make-ready costs. Incentives will be provided for 200-250 non-residential charging stations such as multi-unit dwellings, workplaces, and other public locations. PECO's EV Education and Outreach Program	$1.6 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			educates customers about the company's EV offerings, including the incentives above.	
NV Energy	NV, 21-09004	09/01/2021, 11/30/2021	A three-year plan (2022-2024) consisting of five individual programs: (1) Interstate Corridor Charging Depot Program; (2) Urban Charging Depot Program; (3) Public Agency Electric Vehicle Charging Program; (4) Transit, School Bus, and Transportation Electrification Custom Program; (5) Outdoor Recreation and Tourism Program. The plan will implement 1,822 chargers across 120 sites with a total budget of $99.8 million, 51 percent of which is dedicated to investment in underserved communities. Applicants can choose to have NV Energy own and operate charging infrastructure, in which case NV Energy will cover the full cost of installation, or they can elect to use a third party, in which case NV Energy will provide an upfront incentive which covers 100 percent of the cost with an uptime performance requirement.	$99.8 million
Public Service Electric and Gas Company Long Island	NY, 14-01299	07/01/2021, 12/01/2021	As an update to its Utility 2.0 Long Range Plan, PSEG Long Island received approval for several EV programs including an EV Make Ready Program which pays for eligible make-ready costs and, for large DCFC projects, lease any portion of make-ready infrastructure not covered by incentives back to customers over a ten-year period. For smaller L2 projects, the EV Make Ready Program provides simple cash rebates for make-ready work. Also included in the EV Make Ready Program is funding for one year of fleet advisory services and marketing and outreach. The approval also included funding for a pilot program to electrify buses in Suffolk county.	$87.5 million
Liberty Utilities	MO, ET-2020-0390	06/02/2020, 12/03/2021	Transportation electrification five-year pilot programs designed to accelerate technology adoption and provide customer, energy grid, and societal benefits. 1) The Residential Smart Charge Pilot Program is a subscription electric vehicle charging service for qualifying residential customers. The pilot program equips a customer's residence with a dedicated smart electric vehicle charging station. 2) The Ready Charge Pilot Program deploys Liberty owned and operated EV fast charging infrastructure at publicly accessible commercial customer sites (hosted by businesses, public, or not-for-profit organizations) for shared public use to charge EVs. 3) The Commercial Electrification Pilot	$8.1 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			Program is similar to the Ready Charge Pilot Program, but deploys Liberty owned and operated EV charging infrastructure for the use of employees of the participant, rather than the general public. 4) The Electric School Bus Pilot Program provides Liberty owned charging infrastructure and Time-of-Use electricity consumption price schedules to support the operation of electric school buses at public school districts. 5) The Non-Road Electrification Pilot Program provides rebates to encourage adoption of qualifying electric technologies that would otherwise be powered by gasoline or diesel. Qualifying electric technologies include electric forklifts of qualifying tonnage, electric-standby truck refrigeration units, and truck stop electrification equipment to power driver cabin appliances.	
Evergy	KS, 21-EKME-320-TAR	02/24/2021, 12/06/2021	Evergy Kansas Metro and Evergy Kansas Central received approval of a transportation electrification portfolio that includes rebates for charging infrastructure for residential customers, a rebate program to encourage installation of commercially operated chargers, and new EV charging rates for electric transit service and commercial EV charging. The Residential Customer EV Outlet rebate provides a rebate of $250, or $500 if enrolled in Evergy's TOU rate for the installation of a L2 home charger or 240-volt outlet. The Commercial EV Charging rebate will provide rebates ranging from $25,000 to $65,000 per site for the installation of L2 and DCFC chargers (rebate level is based on the use case). The Electric Transit Service rate is a two-period time-of-use rate with most demand charge elements removed. The Business EV Charging Service rate is a three-period TOU rate that likewise removes most demand charge components.	$13.9 million
PNM	NM, 20-00237-UT	12/08/2020, 12/08/2021	PNM's Transportation Electrification Program (TEP) includes four main components: rebates for residential charging infrastructure, low-income charging infrastructure, and non-residential charging infrastructure; and marketing, education, and outreach. For residential charging rebates PNM will provide up $500 rebates to up to 3,900 customers for installations of eligible L2 chargers with an additional $2,000 in rebates for 150 low-to-moderate income (LMI) customers. To be eligible to receive the rebates, customers	$8.7 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			must enroll in PNM's pilot Whole House EV TOU rate (WHEV). For non-residential charging rebates, PNM will offer rebates for make-ready infrastructure of up to $25,000 for 70 public DC fast chargers, up to $5,000 per station for 90 public Level 2 chargers, 90 workplace or fleet Level 2 chargers, and 40 Level 2 chargers at multi-family residences. PNM also will provide rebates of up to $10,000 per station for 20 Level 2 stations at multifamily housing units in LMI communities. PNM also will offer rebates to help cover the cost for depot and/or en-route charging infrastructure for mass transit agencies that serve LMI communities. To receive the DC fast charger rebate, customers must enroll in the pilot non-residential TOU EV rate.	
Rocky Mountain Power	UT, 20-035-34	08/23/2021, 12/20/2021	Rocky Mountain Power's (RMP) Electric Vehicle Infrastructure Program includes four primary elements: 1) the deployment of electric company-owned and operated charging stations throughout RMP's service territory 2) funding for rebates for customers to cover a portion of the cost of charging equipment 3) funding for customers for make-ready infrastructure related to EV charging infrastructure and 4) funding for participation in innovative projects and partnerships related to EV research and technology. The approval also extends RMP's pilot EV Time of Use tariff.	$50 million
Consumers Energy	MI, U-20963	03/01/2021, 12/22/2021	Consumers Energy received approval for revisions to its PowerMIDrive and PowerMIFleet pilot programs as well as a demand response program. The PowerMIDrive pilot was extended for up to an additional two years and with additional budget of $17.03 million for the continued deployment of public charging infrastructure at strategic locations. The PowerMIFleet program received approval for increased rebates for Level 2 charger installation for nonprofits and public agencies at an additional budget of $1.8 million.	$18.8 million
Baltimore Gas & Electric Delmarva Power Potomac Edison Pepco	MD, 9478	01/19/2018, 01/11/2022	In an interim review of the 2018 multi-year program that was approved for Baltimore Gas & Electric (BGE), Delmarva Power, Potomac Edison, and Potomac Electric Power (Pepco), several revisions and additions to existing programs were approved. For the Joint Exelon Utilities, the Maryland PUC approved the implementation of a Time of Use Rate, a $50 credit for customers who participate in EV	$3.8 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			programs, 60 electric company-owned stations at multifamily properties, 25 charging station rebates at eligible workplaces and fleets, and the creation of a fleet total cost of ownership calculator tool.	
Evergy	MO, ET-2021-0151	02/24/2021, 01/12/2022	Evergy Missouri Metro and Evergy Missouri West received approval for their Residential Customer EV Outlet rebate which provides a rebate of up to $500 for the installation of a home L2 charger or 240-volt outlet, and a Residential Developer EV Outlet rebate which provides a rebate of $250 to developers for every new home that is wired for L2 charging. In order to receive the Residential Customer EV Outlet rebate, residential customers must enroll in Evergy's TOU rate. Also approved was Evergy's new Electric Transit Service rate, a two-period time-of-use rate with most demand charge elements removed.	$1.1 million
Hawaiian Electric Company	HI, 2020-0202	12/04/2020, 01/24/2022	HECO's Charge Ready Hawai'i Pilot Project provides 100 percent of make-ready costs for the installation of 180 L2 charging stations at multi-unit dwellings, workplaces, businesses, and fleets. The pilot will last three years and will provide make-ready infrastructure for 30 sites across the islands of Oahu (14 sites), Hawaii (8 sites), and Maui (8 sites). Participants will provide charging data to HECO for the duration of the program.	$5.0 million
Xcel Energy	MN, 20-745	09/25/2020, 04/27/2022	Xcel will install, own, and operate 21 DC fast chargers throughout Minnesota. As part of this pilot program to spur adoption of EVs and efficiently integrate them into the grid, Xcel will offer a new time-of-day rate schedule for DC fast chargers.	$5.0 million
Duke Energy Indiana	IN, 45616	09/23/2021, 06/01/2022	Duke's two-year electric transportation program includes four components: a residential EV charging incentive program, a commercial and industrial charging incentive program, an electric school bus program, and a fleet advisory program with an education and outreach component to support engaging customers. For 500 customers, the residential program will assign customers to a baseline charging, an off-peak charging, or a peak avoidance group in order to gather data on how different incentives impact charging behavior. The $400 credit will be paid quarterly over the term of the program. The commercial incentive will provide 1,200 rebates of $500 for the installation of Level 2 EV charging equipment. The electric school bus program will	$4.3 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			provide incentives of up to $197,000 per bus for six school buses and will include an investigation of vehicle-to-grid capabilities. The fleet advisory program will provide comprehensive analysis on fleet electrification for 45 fleets. These programs are available on a first come, first serve basis. Duke Energy Indiana also received approval for an EV Charger lease program called EVSE Tariff that is similar to outdoor lighting in that the program offers regulated customers an opportunity to select from a variety of charging stations and networks that Duke Energy will install, own, and maintain over the contract term. The Customer will be responsible for any premise wiring, or “make-ready” upgrades to the point where the charging station is installed by Duke Energy. Duke will offer this program for both Residential and Commercial customers, including DC Fast Charging. The customer pays for this lease each month on their regular electric bill.	
Jersey Central Power & Light	NJ, EO21030630	03/01/2021, 06/08/2022	JCP&L's EV Driven program includes three elements: 1) Residential Customer which provides incentives of up to $5,500 for electric company-side make-ready infrastructure and up to $1,500 for customer side make-ready infrastructure to residential customers who install Level 2 chargers at their residences, as well as an off-peak charging credit for customers with qualifying chargers; 2) Mixed-Use Residential Customer which provides make-ready incentives of up to $6,700 per L2 port for public charging infrastructure at commercial locations and multi-family dwellings and incentives of up to $5,000 per port for workplace L2 chargers. Multi-family dwellings located in overburdened communities are eligible for increased incentives up to $8,375 as well as the off-peak charging credit. 50 percent of the budget for multi-family dwelling incentives is dedicated to overburdened communities. 3) DCFC Public Charging which provides up to $50,500 in incentives per site for electric company make-ready work and up to $25,000 in incentives per port for customer make-ready work. JCP&L will also offer a demand charge credit for participants in its DCFC Public Charging subprogram. The demand charge discounts will be offered over four years and will decrease over time as follows: 50 percent discount for Program years one and	$39.9 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			two, 25 percent discount for Program year three, and no discount for program year four.	
Duke Energy Carolinas & Duke Energy Progress	NC, E-7, Sub 1266 and E-2, Sub 1291	02/07/2022, 06/24/2022	Duke Energy Carolinas and Duke Energy Progress recently received approval from the North Carolina Utilities Commission to pilot a new way to manage residential EV charging load and bill customers for electricity consumption directly related to EV charging. Customers will be billed a flat, monthly fee ($19.99 in DEC and $24.99 in DEP) for nearly unlimited charging, and in exchange the electric company can pause the EV from charging up to 12 hours a month to reduce system load conditions. Additionally, customers will indicate a preferred time they need their vehicle charged by so normal charging needs can be met during non-peak hours. Duke Energy has partnered with Ford Motor Company, General Motors, and BMW to test their Open Vehicle Grid Integration Platform (OVGIP) telematics solution, which gives the ability to ensure the vehicle is charging during non-peak hours, pause the vehicle from charging when needed, and track the total energy consumed in charging sessions, replacing the need for a second meter. The pilot is limited to 200 customers with eligible vehicles. It is expected to begin in early 2023 and results should be available in the second half of 2024.	$0.6 million
Eversource Energy	NH, 21-078	04/15/2021, 08/15/2022	Eversource Energy received approval ($2.1 million) for a Make-Ready EV Charging Infrastructure Program to support DCFC travel corridor sites. The program will support the deployment of DCFC locations awarded funding though the state's VW Settlement disbursement. The approval also included a new Demand Charge Alternative (DCA) rate for public EV charging.	$2.1 million
DTE Energy	MI, U-20836	1/21/2022, 11/18/2022	DTE Energy's approval for a continuation and expansion of the Charging Forward Expansion Element includes, (1) increased funding for a Residential Charging as a Service (CaaS) program ($2.4 million), (2) a Commercial Charging as a Service (CaaS) program ($1.2 million), (3) a Charging Hubs program ($2.8 million), (4) a Transit Batteries program, inclusive of both transit and school buses ($2 million), (5) income-eligible rebates for EV purchases or leases ($1.9 million), (6) Residential Level 2 Charger Rebates ($0.4 million), (7) Business	$18.6 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			Charger Make-Ready rebates ($3.9 million) and (8) an Emerging Technology Fund ($0.9 million).	
Tucson Electric Power	AZ, E-00000A-21-0104	04/30/2021, 11/21/2022	Tucson Electric Power's Transportation Electrification Implementation Plan includes five programs for residential customers (1) continuation of the Smart Home EV Program, (2) a Smart Home EV Program for LMI use cases, (3) a Pre-Wire program for new home builders, (4) a Pre-Wire upgrade Program, (5) a Managed Charging Program. Additionally, there are three commercial programs (totaling $17.9 million) including, (1) the continuation of the Smart City EV Program, (2) a Public Transit Program, (3) and a Corridor Charging Program. The plan also involves a Partnership, Research, and Innovation program (totaling $14 million) which includes (1) a School Bus program pilot with a V2G pilot, (2) a Multi-Use Charging Hub pilot, and (3) a Non-Profit Ride Share pilot. The plan calls 30% of program funds to be dedicated to Low-to Moderate Income Customers.	$34.8 million
UNS Electric (UNSE)	AZ, E-00000A-21-0104	04/30/2021, 11/21/2022	UNS Electric's Transportation Electrification Implementation Plan includes three programs (1) Residential EV Program (with set aside for LMI) (2) Commercial EV Program (with set aside for LMI) (3) Public Transit Program	$1.3 million
Georgia Power	GA, 44280	02/04/2022, 12/20/2022	Georgia Power Company's Electric Transportation Program is a three-year project and includes (1) an EV Make Ready Program ($58.5 million), (2) a Community Charging Program, (3) and a Charge It rate program allowing customers to utilize Billing Demand Adjustment Factors (BDAF) to support public commercial EV charging.	$58.5 million
Eversource Energy	MA, 21-90	07/14/2021, 12/30/2022	Eversource's Phase II EV program has a combined four-year budget of $188 million consisting of: (1) public and workplace segment ($109.1 million); (2) residential segment ($52.7 million); (3) fleet assessment services ($1.25 million); (4) medium- and heavy-duty EJ community fleet pilot ($3 million); (5) company staffing ($9.6 million); (6) marketing ($10.1 million); (7) IT and back-office system upgrades ($280,000); and (8) program evaluation ($2 million). The approval also covers a tiered demand charge rate offering for commercial customers in which demand charges increase as utilization increases.	$188 million

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National Grid	MA, 21-91	07/14/2021, 12/30/2022	National Grid's Phase III EV program includes a combined four-year budget of $206 million consisting of: (1) public and workplace segment ($94.7 million); (2) residential segment ($64.1 million); (3) fleet segment ($30 million); (4) off-peak charging rebate program ($3.8 million); (5) company staffing ($9.2 million); (6) IT and back-office system upgrades ($1.8 million); and (7) program evaluation ($2.4 million). The approval also includes a Demand Charge Alternative Program for commercial customers in which demand charges increase as load factor increases.	$206 million
Unitil	MA, 21-92	07/14/2021, 12/30/2022	Unitil's approval includes a combined five-year budget of $998,000 consisting of: (1) public segment which provides make-ready rebates ($538,000); (2) residential segment which provides financial incentives for behind-the-meter EVSE installation ($300,000); and (3) marketing and outreach ($160,000). The approval also covers a tiered demand charge rate offering for commercial customers in which demand charges increase as utilization increases. Additionally, Unitil received approval for a residential, separately metered, three-part EV TOU rate.	$0.9 million
Ameren Illinois	IL, 22-0443	05/30/2022, 03/23/2023	Ameren Illinois' Beneficial Electrification Plan received approval for $64.5 million over three years that includes numerous programs; Multi-Family Facility Program ($3.7M), Residential Rebate Program ($6.4M), a Corridor Charging Facility Program ($3.9M), Public Charging Facility Program ($10.5M), Affordable Mobility Platform ($50,000), Community Engagement and Consultation Program ($4M), Education Facility Program ($9.1M), Transit Facility ($1M), Fleet Facility Program ($2.5M), Fleet Assessment Program ($528,000), Trade Ally Program ($4.5M), Driver Education Program ($1M), Pilot Programs ($5.6M), and Portfolio Costs ($11.7M). Through 2025, the plan is estimated to support the adoption of 2,824 publicly accessible EV chargers, 16,508 passenger vehicles, 534 school and transit busses, 357 other fleet vehicles, Fleet Electrification Assessments for 88 non-residential customers, the development of Electric Transportation Plans for 33 equity investment eligible and/or low-income communities with funding provided to support implementation, and the development of Electric Transportation Plans	$64.5 million

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			for 47 non-equity investment eligible and/or low-income communities.	
ComEd	IL, 22-0432	07/01/2022, 03/23/2023	Commonwealth Edison has received approval of $231 million over three years (2023-2025), towards its Beneficial Electrification ("BE") Plan that includes two primary rebate programs: a Residential Program ($8M/yr) and a C&I and Public Sector Program ($58M/yr). The Residential Program includes a Residential EV Charging Infrastructure sub-program ($5M/yr) and two other sub-programs focused on heat pump technology and infrastructure ($3M/yr). Transportation-related rebating sub-programs for the C&I and Public sector include EV purchase sub-programs for LDV ($10M/yr), MDV ($10M/yr), HDV ($6M/yr), School Buses ($6M/yr), and Transit buses ($6M/yr), as well as EV Charging Infrastructure sub-programs for L2 and DCFC chargers ($20M/yr). The plan is geared to achieve BE adoption and deliver benefits for low-income (LI), Environmental Justice (EJ) and Restore, Reinvest, Renew (R3) communities: rebates are sized 50 percent larger for these communities than the base level and ComEd will designate half or more of the rebate programs' funding to these communities. Additionally, the BE Plan includes a Customer Education and Awareness Program ($6M/yr) and a BE pilot Program ($5M/yr). Note: Funding indicated for all sub-programs is yearly average and varies year over year, with the full slate of BE Plan offerings projected to be available in early 2024.	$231 million
NV Energy	NV, 22-09002	09/01/2022, 03/23/2023	NV Energy's Transportation Electrification ("TE") Plan was approved with modifications and included an Interstate Corridor Charging Depot Program ($15.3M), and an Electric School Bus Vehicle to Grid Trial ($28.3M) and an IRA innovation Demonstration Program ($1M). This TE Plan is effective until December 2024 and a new plan will be submitted as part of NV Energy's next Distributed Resource Plan. The approved programs will support 60 L2 ports, 20 DCFC, and 110 MDHD ports.	$56 million
Pacific Power	OR, UM-2056	05/19/2023, 07/13/2023	Pacific Power received approval for its Transportation Electrification ("TE") Plan of $29.4M over a three-year period. TE Programs include a Commercial EVSE Rebate Pilot ($3M),	$31.3 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			a Residential EVSE Rebate Pilot ($2.6M), a Fleet Make-Ready Pilot ($3.8M), Grant Programs ($11.6M), a Managed Charging program ($1.9M), Outreach and Education ($3.6M), a Public Infrastructure Pilot ($2.5M), and overarching portfolio costs (1.9M).	
Dominion Energy Virginia	VA, PUR-2021-00151	07/23/2021, 07/19/2023	Dominion Energy Virginia's ("DEV") three charging tariffs (Fleet, Level 2, Residential) allow DEV to install, own, and maintain EV make-ready and EV charging stations; provide fleet advisory services, and upfront incentives for customers on make-ready for Fleet and Level 2. Additional incentives are available for low-income customers. Two of the tariffs specify the price/kWh that DEV can charge drivers at DEV-owned public charging stations.	$20 million
Portland General Electric	OR,UM-2033	05/13/2023, 10/20/2023	Portland General Electric received approval for a $96 million Transportation Electrification ("TE") Plan for 2023 through 2025. However, approximately $17.8M is from previously approved filings with $78.2M as newly approved from this docket. TE programs include Business and Multi-Family Make-ready Solutions ($2.5M), Business EV charging rebates ($2.8M), a Clean Fuels Program ($43.3M), EV Ready Affordable Housing Grants ($1M), a Fleet Partner Pilot ($18.1M), a Heavy-Duty Charging Pilot ($3.6M), a Public Charging program ($15.6M), a Residential Smart EV Charging Pilot ($6.5M), and Portfolio Support (2.5M). The final approval includes funding for over 2,500 L2 ports and 106 DCFC ports.	$78.2 million
DTE Electric Company	MI, U-21297	02/10/2023, 10/5/2023	DTE Energy Company's recent general rate case included approval for a new School Bus Pilot Program ($2M), as part of a Charging Forward pilot expansion, that will support between 16-20 Vehicle-to-Grid capable chargers. Third-party operators will install, own, operate, and maintain these chargers.	$2.0 million
Xcel Energy	MN, 23-452	11/01/2023, 03/28/2024	In 2024, Xcel Energy received approval for $37.5M in EV programs including 1) a Residential EV Subscription service, which allows customers to charge their EVs during off-peak hours for a fixed monthly fee, ($7.2M), 2) EV School Bus V2G demonstration ($1.3M), 3) expansion of Residential Advisory Services including EV education and awareness, an online EV advisor tool, and engagement with businesses in the industry ($6.8M), 4) additional funding for its existing Commercial EV Fleet and	$37.5 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			Public Charging Pilots ($22.1M), and 5) funding to support IT costs associated with its EV programs ($3.3M).	
El Paso Electric	NM, 23-00231-UT	06/30/2023, 04/28/2024	El Paso Electric received approval for $11.8M in its New Mexico 2024-2026 Transportation Electrification Plan. Approved programs include 1) Residential Programs: EV Smart Rewards ($556k), Smart Charging ($181k), Home Wiring ($671k), and E-bike ($145k), and an on-the-hood EV rebate ($200k); 2) Commercial Programs: PowerConnect, a make-ready rebate program for commercial customers installing EV charging infrastructure ($1.9M), EV Charging Equipment ($1.6M), EV Charging Installation ($1.5M), and Take-Charge NM program, a charging-as-a-service offering to cover both utility and customer sides of the meter costs of EV infrastructure equipment, installation and management services. ($1.3M); 3) New construction programs: EV-ready homes, a rebate program up to $450 for the installation of a 240V NEMA 14-30 or NEMA 14-50 outlet ($142k) and EV Ready MUDs, a rebate program for builders and developers to construct EV-ready MUDs that will cover up to 70% of wiring costs ($158k); and 4) an customer outreach program ($1.7M) and a new rate option for public DCFC stations (Demand Adjustment Rider).	$11.8 million
AES Indiana	IN, 45843	01/27/2023, 04/30/2024	AES Indiana received approval for its EV Portfolio which includes a 1) Public Use EV Pilot Program comprising a Bi-directional Charging Pilot ($1.8M), a Fleet Solution Planning and Advisory Program ($4.2M), an EVSE Rebates ($5.5M), an EVSE Rebates for Disadvantaged Communities ($1.8M); 2) Alternative Rates, Tariffs, and Pricing Structures ($1.5M); 3) and Admin, Outreach, and Evaluation costs ($1.2M).	$16.2 million
PNM	NM, 23-00195-EL-SSO	06/1/2023, 02/23/2024	Public Service Company of New Mexico received approval for its 2024-2026 Transportation Electrification Plan. The TEP has a total budget of $32.9M, including 1) Residential Incentives (including infrastructure, electric vehicles, and electric bicycle rebates) ($7.8M); 2) Non-residential infrastructure rebates ($11.2M); 3) transit electrification programs ($3.1M); 4) Market Transformation activities (including a managed charging program and fleet advisory services pilot program) ($650k); 5) Marketing, education, and outreach ($3M); 6) and program administration costs ($7.1M).	$32.9 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
Black Hills Energy	CO, 23A-0244E	05/15/2023, 02/26/2024	Black Hills Energy received approval for its 2024-2026 Transportation Electrification Plan. The TEP includes 1) EVSE wiring and charge rebates ($1.13M), 2) Income qualified (IQ) e-Bike pilot rebates ($30k), 3) continuation of the IQ EV purchase rebates ($70k), 4) IQ multi-family pilot grants ($70k), 5) Fleet electrification advisory services ($60k), 6) a $25 behavioral sign-up incentive ($12.5k), 7) Charging behavior pilot incentive ($120k), 8) Customer education and communication (588k), 9) and administrative/general costs ($745k).	$2.8 million
Xcel Energy	CO, 23A-0242E	5/15/2023, 4/10/2024	Xcel Energy received approval for their 2024-2026 Transportation Electrification Plan. The approved portfolio of programs includes 1) Advisory Services ($15M); 2) Clean Vehicle Rebates ($6.2M); 3) Public Charging Acceleration Network ($20.2M), 4) Residential programs including Charger & Wiring rebates for overcoming purchase, installation, and wiring costs ($31.6M); 5) Commercial programs including rebates for charging and make-ready infrastructure costs ($116M); 6) Innovation programs including Electric School Bus rebates ($48.1M); and 7) Plan Administration and IT costs ($27M).	$264 million
El Paso Electric	TX, 54614	01/31/2023 10/24/2024	El Paso Electric received approval for its Texas Electric Vehicle-Ready Pilot Programs and Tariffs including 1) Take Charge TX pilot ($7.4M), a charging-as-a-service program to support customer-side-of-the-meter infrastructure for public EV charging; 2) PowerConnect pilot ($3.1M), a credit rebate program for nonresidential customers that support electric company-side of the meter infrastructure related to EV charging; 3) EV Smart Rewards pilot ($804k), a managed EV Charging program for residential customers; and 4) Whole House EV Pilot incentive credit rider encouraging overnight EV charging, without the need for a second meter.	$11.3 million
Xcel Energy	NM, 24-00120-UT	04/01/2024 12/12/2024	Southwestern Public Service Company received approval for its 2025-2027 Transportation Electrification Plan. The TEP includes 1) a Residential Portfolio ($0.62M) including a Home Charger and Wiring Rebate, a Low-Income Charger and Wiring Rebate, and a Managed Charging program; 2) a Commercial Portfolio ($12.8M) including an EVSI Rebate program with a Utility-Ownership option and a Public Fast	$14.1 million

Electric Company	State, Docket No.	Filed Date, Decided Date	Description	Budget
			Charging Rebate 3) and an Advisory and Evaluation Portfolio ($0.65M) including Residential and Commercial Education and Outreach and a Fleet Electrification Advisory Program.	
DTE Electric Company	MI, U-21538 TEP MI, U-21534 General Rate Case	12/21/2023, 1/14/2024 03/28/2024 1/23/2025	DTE Electric Company received approval for their first year ($28.5M) of proposed investment for 2025-2028 Transportation Electrification Plan (TEP). The approved TEP includes several rebate programs under four customer segments. 1) Single Family Homes: Low-Income L2 ($3.1M) – Covers full installation costs for Level 2 chargers; 2) Multi-Unit Dwellings: Low-income L2 ($0.9M) – Provides full-cost rebates for L2 chargers, Non-Low-income L2 ($2.8M) – Offers partial rebates for L2 chargers; 3) Public: DAC/Rural On-Route DCFC ($3.6M) – Targets charging gaps in disadvantaged and rural areas near major routes, All Other On-Route DCFC ($2.6M) – Expands fast charging access in high-demand areas; 4) Fleet: Transit Bus DCFC rebates ($0.6M), School Bus DCFC rebates ($1.6M), Other DCFC rebates ($2.9M), Level 2 rebates ($1M). Additionally, DTE requested funding for supporting functions including Program Administration ($1.8M), Education and Outreach ($1.5M), Emerging Technology Fund ($1M), and Data Capabilities ($1.6M).	$28.5 million
			Total	**$5.6 billion**