GOVERNMENT OF PUERTO RICO
PUERTO RICO PUBLIC SERVICE REGULATORY BOARD
PUERTO RICO ENERGY BUREAU

IN RE: ELECTRIC VEHICLE CHARGING INFRASTRUCTURE DEPLOYMENT	**CASE NO. NEPR-MI-2021-0013** **SUBJECT: Motion to Submit Second Semi-Annual Report for Fiscal Year 2025**

MOTION TO SUBMIT SECOND SEMI-ANNUAL REPORT FOR FISCAL YEAR 2025

TO THE HONORABLE PUERTO RICO ENERGY BUREAU:

COME now **LUMA Energy, LLC and LUMA Energy ServCo, LLC** (collectively, "LUMA"), through the undersigned legal counsel, and respectfully states, submits and requests the following:

I. Introduction

As per the directives of the Puerto Rico Energy Bureau of the Public Service Regulatory Board ("Energy Bureau") in this proceeding, LUMA has developed the Puerto Rico's Electric Vehicle Adoption Plan ("PR-EVAP"), to accelerate the growth and infrastructure deployment for Electric Vehicles, and has developed and launched an Electric Vehicle ("EV") Time of Use Rate pilot program with the objective of advancing vehicle electrification by providing rate options that add value and fuel cost savings to drivers while offering appropriate cost recovery for providing clean fuel (electricity) to power those vehicles.

With this motion, LUMA is filing its second Semi-Annual Report on the PR-EVAP for fiscal year ("FY") 2025 in compliance with the Resolutions and Orders of the Energy Bureau of January 13, 2023, and April 23, 2024. LUMA describes in this report, among others, its continued

efforts to educate and engage with different stakeholders and customers to share useful information about EVs and EV charging, and the EV Time of Use Rate pilot program; continued development and improvement of general and program specific educational resources to provide information on EVs; and continued workforce development activities. LUMA is committed to continued advancement in the implementation of the PR-EVAP in support of Puerto Rico's clean energy goals.

II. Relevant Procedural Background

1. On November 18, 2021, the Energy Bureau issued a Resolution and Order (the "November 18th Order") setting forth directives for initiating EV infrastructure deployment and ordering LUMA to file with the Energy Bureau a First Phase of an EV Charging Infrastructure Deployment Plan ("Phase I EV Plan") and a proposal for one or more rate designs to incentivize customer EV charging behaviors beneficial to the electric system ("EV Rate Design Proposal"). *See* November 18th Order, pp. 4-9.

2. On May 31, 2022, LUMA submitted to the Energy Bureau the draft of the EV Rate Design Proposal. *See* LUMA's *Motion Submitting Draft of EV Rate Design Proposal*.

3. On July 21, 2022, LUMA submitted to the Energy Bureau a revised draft of the EV Rate Design Proposal (the "Revised Draft EV Rate Design Proposal") including a proposed Interim EV Time of Use ("TOU") Rate. *See Motion Submitting Revised EV Rate Design Proposal*.

4. On September 1, 2022, LUMA filed before the Energy Bureau the Draft Phase I EV Plan ("Draft Phase I EV Plan"). *See Motion Submitting Draft Phase I EV Plan and Request to Postpone Compliance Technical Hearing No. 3 and Concomitant Deadline to Submit Revised Phase I EV Plan* ("September 1st Motion") and its Exhibit 1.[1] The Draft Phase I EV Plan discussed

[1] On September 2, 2022, LUMA resubmitted the Draft Phase I EV Plan document with certain technical repairs and requested this Energy Bureau to accept this corrected version in substitution of the version submitted on September

the proposed EV initiatives (i.e., conducting education and outreach, EV infrastructure and system improvements and an EV rate) and set forth the portfolio of actions to support these initiatives including providing educational materials and customer assistance; engaging customers and stakeholders in the EV ecosystem; planning for grid infrastructure and system improvements; providing EV rate options; preparing the workforce for the growing adoption of EVs; and supporting EV charging infrastructure deployment. *See id*. Exhibit 1, pp. 44 and 54.

5. On January 13, 2023, the Energy Bureau issued a Resolution and Order (the "January 13th Order"), in which, among others it approved the Interim EV TOU Rate, subject to certain modifications, and established a deadline to develop and launch it, as well as deadlines for other EV Plan related activities; and directed LUMA to file a Final Phase I EV Plan and Semi-Annual Reports to follow through and account for its proposed actions and report on the specific outcomes of each action.

6. On May 1, 2023, LUMA submitted to the Energy Bureau the Final Phase I EV Plan in the form of a document titled Puerto Rico's Electric Vehicle Adoption Plan ("PR-EVAP"). *See Motion to Submit Final Phase I EV Plan in Compliance with Resolution and Order of January 13, 2023*. In the PR-EVAP, LUMA included the requirement to file Semi-Annual Reports set forth in the January 13th Order and provided a reporting schedule establishing reporting deadlines of sixty (60) days "following the half end of the fiscal year". *See id*. Exhibit 1, Section 6.0.

7. On June 6, 2023, the Energy Bureau issued a Resolution and Order ("June 6th Order") taking notice of the filing of the PR-EVAP and, among others, ordering LUMA to report in the Semi-Annual Reports the specific actions that LUMA is taking to assist entities in procuring and implementing federal funds, including specific timelines. June 6th Order, pp. 3-4.

1, 2022. *See* LUMA's *Motion Re-Submitting Exhibit 1 Filed on September 1, 2022, with Technical Repairs and Requesting Substitution of Original Exhibit* of that date.

8. On February 12, 2024, the Energy Bureau issued a Resolution and Order ("February 12th Order") in which it, among others, ordered LUMA to provide within its forthcoming Semi-Annual Report a description of how LUMA plans to further engage with the public transportation and fleet sectors, especially those located in or serving disadvantaged communities. *See* February 12th Order, p. 1.

9. On February 29, 2024, LUMA filed the first PR-EVAP Semi-Annual Report for FY24. *See Motion to Submit Semi-Annual Report in Compliance with Order of January 13, 2023.*

10. On April 23, 2024, the Energy Bureau issued a Resolution and Order ("April 23rd Order") ordering LUMA to refile the first FY2024 Semi-Annual Report using the reporting template provided with the April 23rd Order for all PR-EVAP Semi-Annual Reports. *See* April 23rd Order, p. 5. The Energy Bureau further directed LUMA to use the structure detailed in the template and provide all the information laid out in the template, as well as to indicate in the Semi-Annual Report if it does spend any budget or not complete any activities for a specific PR-EVAP action to ensure transparency on progress to-date. *See id*.

11. On April 30, 2024, LUMA informed the Energy Bureau that it had completed the development and launch of the Interim EV TOU Rate. *See Informative Motion Regarding Launch of Interim EV TOU Rate and Request of Release from Requirements to File Billing Integration Reports*, filed on April 30, 2025.

12. On May 24, 2024, LUMA submitted a revised version of its first PR-EVAP FY24 Semi-Annual Report ("FY24 First Semi-Annual Report") using the template included in, and in

compliance with, the April 23rd Order. *See Motion to Submit a Revised Semi-Annual Report in Compliance with Order of April 23, 2024*.[2]

13. On August 30, 2024, LUMA filed its FY24 Second Semi-Annual Report. *See Motion to Submit Second Semi-Annual Report for Fiscal Year 2024, in Compliance with Orders of January 13, 2023, and April 23, 2024*.

14. On February 28, 2025, LUMA filed its FY25 First Semi-Annual Report. *See Motion to Submit First Semi-Annual Report for Fiscal Year 2025*.

15. On March 21, 2025, the Energy Bureau issued a Resolution and Order ("March 21st Resolution") in which, among others, it accepted LUMA's FY2025 First Semi-Annual Report and determined that it "complies with the January 13 Resolution and April 23 Resolution." *See* March 21st Resolution, pp. 2 and 4.

III. Submittal of Semi-Annual Report

16. LUMA hereby submits LUMA's FY25 Second Semi-Annual Report in compliance with the requirements relating to semi-annual reporting in the January 13th Order and the April 23rd Order. *See Exhibit 1*. This report covers the period from January 2025 to June 2025.

WHEREFORE, LUMA respectfully requests that the Energy Bureau **take notice** of the aforementioned and **accept Exhibit 1** as the Second Semi-Annual Report for FY2025 in compliance with the requirements relating to the Semi-Annual Reports under the Resolutions and Orders of January 13, 2023, and April 23, 2024.

RESPECTFULLY SUBMITTED

In San Juan, Puerto Rico, this 2nd day of September 2025.

[2] LUMA subsequently filed another version of the report to incorporate typographical and format corrections, the need for which was noticed after the report was filed. *See Motion to Submit Corrected Exhibit 1 to Motion to Submit a Revised Semi-Annual Report in Compliance with Order of April 23, 2024*, filed on May 24, 2024.

We hereby certify that we filed this motion using the electronic filing system of this Energy Bureau and that we will send an electronic courtesy copy of this motion to the attorneys for PREPA, Mirelis Valle Cancel, mvalle@gmlex.net and Alexis Rivera, arivera@gmlex.net, and to the Independent Office of Consumer Protection by submittal to Hannia Rivera, hrivera@jrsp.pr.gov. LUMA understands that other participants or stakeholders in this proceeding will be notified as a result of the publicity of the filings in this process. Notwithstanding, LUMA will send a courtesy copy of the filing to the following stakeholders: agalloza@aggpr.com; alberto.cortes@warrendelcaribe.com; aldo@skootel.com; angel.d.rodriguez@outlook.com; antonio@velocicharge.com; apietrantoni@pmalaw.com; azayas@azeng.net; bigwheelcorp@gmail.com; blazquezmalu@gmail.com; brightsunpr@gmail.com; carlosxcedeno@gmail.com; clrivera@caguasexpressway.com; flota@caguasexpressway.com; cnegrette@solrenew.com; CR.Tejera@ddec.pr.gov; dacosta@aggpr.com; daniel.perez@totalenergies.pr; dcordero@group-em.com; direxec@ciapr.org; divine.energy@hotmail.com; ecruz@pmalaw.com; eduardo.pinera@toyota.com; Edwin.Acevedo@ddec.pr.gov; emelyies.torres@toyota.com; epenergypr@gmail.com; erica.cosme@gsonnell.com; Fberrios@peritoselectricistas.org; francisco.berrios@hotmail.com; franciscojrullan@yahoo.com; gerard.berlinski@toyota.com; gerardo_cosme@solartekpr.net; gperez@solrenew.com; hamely@motorambar.net; ialsina@plazalasamericas.com; idiaz@glenninternational.com; info@carlosmatta.com; jack@pantekpartners.com; jameauxl@aim.com; jan.rodriguez@toyota.com; javrua@sesapr.org; jbouza@caguasexpressway.com; jcardona@aggpr.com; jmartinez@pmalaw.com; jorrodriguez@motorambar.net; jortiz@caguasexpressway.com; jose.maeso@crowley.com; jpibernus@motorambar.com; JSantana@motorambar.com; jtosado@motorambar.net; juan.diaz.galarza@guidehouse.com; jvazquez905@gmail.com; kenan.d.davila@sargentlundy.com; kkoch@tesla.com; l.marcano@aconer.org; lsundeen@tesla.com; luisgmoreno@gmail.com; Marangelly.Cruz@toyota.com; marilyn.maldonado@toyota.com; mlandron@plazaad.com; mpietrantoni@pmalaw.com; nannette.berrios@solpetroleum.com; nmontes@ccmpr.com; nrodriguez@senado.pr.gov; Ochavez@Padigm.com; odette@grupofernandezpr.com; omundo@plazalasamericas.com; patlopez00@gmai1.com; dany.oliva@toyota.com; pjcleanenergy@gmail.com; rdiaz@glenninternational.com; repagan@burnsmcd.com; rry@tcm.law; Ruben.Gonzalez@pumaenergy.com; rvega@guidehouse.com; salvadorlopez5@hotmail.com; shehaly.rosado@ddec.pr.gov; Veronica@pantekpartners.com; Victor.Aponte@toyota.com; victor.martinez@totalenergies.pr; wilfredsonllc@gmail.com; zlopez@efonalledas.com; mara.cruz@toyota.com; lizette.cotto@toyota.com.

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Exhibit 1

FY25 Second Semi-Annual Report

Puerto Rico's Electric Vehicle Adoption Plan FY2025

Semi-Annual Report

Reporting Period:
January 1, 2025, to June 30, 2025

NEPR-MI-2021-0013

September 2, 2025

LUMA

Transmittal Letter

LUMA is committed to building a cleaner energy future for all Puerto Ricans and embraces its role as a trusted advisor on Puerto Rico's Electric Vehicle Adoption Plan (PR-EVAP) as filed on May 1, 2023, to help ensure all customers and industry stakeholders have effective and equitable access to Electric Vehicles (EVs).

Through the PR-EVAP, LUMA seeks to provide Puerto Ricans, along with industry stakeholders, relevant and actionable data that supports equitable access to EVs, marking a significant step towards sustainability and resilience in the energy sector. Central to this commitment is LUMA's dedication to transparency and accountability, as evidenced by its Semi-Annual Report, which encompasses various facets of the EV program's implementation, including customer education, infrastructure development, and workforce initiatives.

Reporting Indicators

The reporting indicators serve as tools for evaluating various aspects of LUMA's EV programs under the PR-EVAP. By tracking these indicators and data points, LUMA can assess the programs' performance, identify areas for improvement, and comply with the Energy Bureau's directives. The implementation of PR-EVAP may be adjusted as a result of the review of the resulting indicators and based on the assessment of the information collected and gathered over time and the pace at which the EV programs evolve. As the program's advisor, LUMA will apply its expertise and industry knowledge to leverage available information and optimize the implementation of the PR-EVAP.

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Reporting Indicators

1.0 Action 1: Customer Education

1.1 Summary and overview of progress during the reporting period

LUMA invested, and continues to invest, in developing and improving educational resources in its multiple communication channels, highlighting the expansion of customer content on the LUMA Electric Vehicles website, including: (1) comprehensive information regarding EV myths and realities, (2) Level 2 Charger recommendations, (3) benefits of acquiring an EV, (4) benefits of installing charging stations in commercial locations and benefits of fleet electrification. The materials are available in both English and Spanish. The redesign of LUMA's EV webpage was developed with an intuitive and user-friendly approach, that provides an efficient navigation experience for customers. The layout and structure were carefully designed to provide clear, accessible, and well-organized information, allowing users to easily find resources, program details, and essential guidance on electric vehicle adoption. Additionally, members of the EV programs team at LUMA participated in industry events, such as Chartwell Inc., Green Drinks, and Proranked Corporation.

As part of LUMA's outreach initiatives, targeted social media content was developed aimed at increasing awareness and engagement. The content focused on informing viewers about the new resources and updates available on the LUMA website, including valuable information about EVs. LUMA has leveraged social media platforms to drive traffic to its website and actively involve customers in shaping the future of EV adoption.

Table 1 below illustrates the outcomes of the social media outreach:

Table 1: Social media outreach.

Platform	Views
Facebook	96,307
Instagram	8,474
LinkedIn	73
Total for the period	**104,854**

1.2 Number of monthly unique visits to LUMA's EV landing webpage

The number of unique views in both Spanish and English during the reporting period are as follow:

Table 2: Number of unique visits to LUMA's EV Landing Page in both Spanish and English versions.

Spanish Version	English Version	Total[1]
3,523	1,123	4,646

1.3 Number of direct mailings containing EV customer education resources sent to customers

The direct mailings include the Customer Newsletter and have been sent to 1.5 million emails registered on Mi Luma database. Bill Inserts & Customer Newsletter are included in Appendix A.

1.4 Number of bill inserts containing EV customer education resources sent to customers

The bill inserts mention the EV TOU Pilot Program and have been sent to 1.5 million customers.

1.5 Number of emails containing EV customer education resources sent to customers

During the reporting period, emails with educational and important information were sent to customers from LUMA's emails. Communications included emails sent to customers for information, surveys, and responses to customer inquiries through programs and EV team emails. Table 3 below provides details about the nature of the emails sent to customers both in English and Spanish.

Table 3: Count of Unique emails sent from LUMA EV email to customers.

Email Subject	Unique emails
Opt-in email for potential behavior study participants (Net Metering Customers)	71
Confirmación de inscripción en el Programa Piloto de Tarifa de TOU de LUMA EV	48
Actualización sobre el estado de la solicitud del Programa Piloto de Tarifa de TOU de LUMA EV	33
Grand Total	**152**

1.6 Number of face-to-face meetings

During this period, the EV Program team conducted several face-to-face meetings with key stakeholders. These meetings served as a strategic initiative to:

- Introduce the EV Program team to stakeholders and establish direct communication channels.
- Understand challenges, concerns, and barriers related to EV adoption within companies.

[1] The data correspond to the aggregate of all months in the reported period.

- Identify infrastructure-related obstacles that may impact the expansion of EV usage.
- Discuss available programs, including the EV Time-of-Use (TOU) program, the Puerto Rico EV Charging Habits Study, and to educate stakeholders on incentives and participation opportunities.

Table 4: Virtual or Face-to-Face meetings.

Business or Entity	Description	Month
Porsche Dealership	Infrastructure initiative	February
	Hosting Capacity Map Inquiry	
Hawaiian Electric Company (HECO)	Hosting Capacity Map development information	March
Celsia, Colombian Utility	Exploratory work to design a structured platform for EV service offerings within the CC&B billing environment.	March
Chargescape	Manage Charging Initiative	March
	EV Demand Response Case Study	
Power Harvest Industries LLC	Multi-Unit Infrastructure Information	April
Velocicharge	Need for EV Charging Infrastructure and Supporting Commercial Tariff	May
ProRanked	Charging Stations Management Software	June

1.7 Total spending on customer education in dollars ($) and percent (%) of total budget

Table 5: Total expenditure in customer education.

Initiative	FY2025 Initiative Budget	Reporting Period Spend ($)	Reporting Period Spend (% of Budget)
Customer Education and Outreach	$210,000	$24,060.07	11.5%

Over the past six months, the program has successfully managed to produce and distribute high-quality educational materials. LUMA has utilized in-house expertise, repurposed existing materials, and maximizing the efficiency of its internal creative and communication teams. This approach not only minimized costs but also ensured that the content was closely aligned with the program goals and messaging.

By adopting these cost-effective methods, LUMA demonstrated the program's commitment to fiscal responsibility while still achieving impactful outreach and education outcomes.

2.0 Action 2: Customer Engagement

LUMA has implemented customer outreach activities and materials to facilitate understanding of EV technology and the existing EV TOU rate. Also, LUMA's EV team has shared information regarding the available incentives for EV adoption in Puerto Rico and provided insights into industry leaders and customers. Activities details are presented below:

2.1 Summary and overview of progress during the reporting period

LUMA has continued its strategic customer engagement efforts to support the PR-EVAP and drive awareness of EV adoption in Puerto Rico. LUMA has actively participated in multiple outreach initiatives, events, and collaborations designed to engage stakeholders, address challenges, and facilitate EV adoption.

- **EV TOU Customer Outreach and Enrollment Plan:** LUMA has developed and implemented a customer outreach strategy to ensure proper dissemination of information about the Interim EV TOU Pilot Program and enrollment rules.
- **EV Customers Information:** Optimized customer support and outreach strategies**,** ensuring accurate and accessible information about LUMA's EV programs, including the Interim EV-TOU Pilot Program**.** LUMA also includes in its webpage valuable information regarding the benefits of purchasing an EV, myths vs reality, charger installation and benefits of installing charging stations in commercial locations.

2.1.1 EV Customer Support Strategy

- **Email:** LUMA has implemented a dedicated email for direct customer support, through which customers can submit general inquiries. The EV Team monitors and responds daily to customer emails both in English and Spanish.
- **Call Center:** LUMA has trained 136 call center personnel, who are prepared to receive and refer any customer inquiry related to EVs in both Spanish and English.
- **External customer support:** LUMA has a coordinated effort with the EV TOU Platform provider to offer technical support to customers enrolling in the interim EV TOU rates pilot program in English and Spanish.

2.2 List of stakeholders' meetings, workshops, and events in which LUMA participated (Should also include a description of

the subjects covered at each customer event, the date of the event, the number of customers in attendance)

Table 6: LUMA's participation in Stakeholder events.

Customer Engagements	Underserved Communities Represented	Event (s) Date(s)	Estimated Attendance/ Survey Respondents	Subjects covered at each event
Hawaiian Electric (HECO) – LUMA quarterly meetings	X	Quarterly	8	Discuss common challenges, new programs and initiatives, exchange information including underserved communities' strategies.
Chartwell EV Leadership Council	X	Monthly	50	A prominent group of dynamic utility industry experts from across North America convenes to share best practices, address key challenges, and collectively shape the future of transportation electrification for customers.
Energy Week		March 3 to 7, 2025	≈500	Event where we shared information about the benefits of transportation electrification with the public.
Chargescape		March 27, 2025	4	Discuss new technologies, programs and opportunities for EV program.
Glenn International		April & May, 2025	≈30	Participated in an educational forum focused on photovoltaic systems, grid infrastructure challenges, and funding constraints, representing the EV team's commitment to cross-sector learning and grid integration strategies.
Velocicharge		May 28, 2025	3	Discuss new technologies, programs and opportunities for EV program and gather information of most common challenges for new infrastructure implementation.
Green Drinks San Juan		June 11, 2025	≈100	Networking event where we shared valuable information about the benefits and

Customer Engagements	Underserved Communities Represented	Event (s) Date(s)	Estimated Attendance/ Survey Respondents	Subjects covered at each event
				challenges of transportation electrification with the public.
Green Drinks Ponce		June 18, 2025	≈50	At this event we shared our vision of the future of electric transportation with a group of DOE interns and the general public.

2.3 Number of customer engagement events held representing underserved communities (Should also include a description of the subjects covered at each customer event, the date of the event, the number of customers in attendance)

As part of LUMA's continued commitment to engage every customer in every community, LUMA continues acquiring knowledge of best practices from other utilities and jurisdictions to better understand and accommodate the needs of underserved communities. This effort aims to gather additional information and develop appropriate resources that LUMA can promote and conduct better customer engagement activities tailored to these groups of customers. The main activities include:

1. Hawaiian Electric (HECO) – LUMA quarterly meetings to discuss common challenges, new programs and initiatives, exchange information including underserved communities' strategies.

2. Chartwell EV Leadership Council – a monthly virtual meeting with prominent groups of dynamic utility industry experts from across North America convenes to share best practices, address key challenges, and collectively shape the future of transportation electrification for customers.

2.4 Number of customer events for non-underserved communities. (Should also include a description of the subjects covered at each customer event, the date of the event, and the number of customers in attendance)

During this reporting period, no customer events specifically targeting non-underserved communities were conducted. Instead, the EV team focused on maintaining continuous access to updated educational materials through LUMA's EV Program webpage and other digital channels, ensuring that customers across all communities continued to benefit from reliable information on EV adoption and charging practices. This approach allowed us to maximize outreach in a cost-effective manner while assessing new opportunities for future in-person engagements.

2.5 Total spending on customer engagement in dollars ($) and percent (%) of total PR-EVAP Plan budget

LUMA's customer engagement initiatives during this reporting period expenditure are detailed below:

Table 7: Customer Engagement Spending.

Initiative	FY2025 Initiative Budget*	Reporting Period Spend ($)	Reporting Period Spend (% of Budget)
Education and Outreach	$210,000	$24,060.07	11.5%

3.0 Action 3: Planning for Grid Infrastructure and System Improvement

3.1 Summary and overview of progress during the reporting period

LUMA continues to develop internal and external engagement activities targeted at planning for grid infrastructure and system improvement. The main activities include:

- **Participation in Conferences, Meetings & Forums:** During this reporting period, LUMA's EV team actively participated in Chartwell monthly conferences focused on electric vehicles. These sessions provided valuable insights into best practices implemented by other jurisdictions to balance system demand and mitigate grid stress resulting from increased EV charging. By engaging in this knowledge-sharing forum, LUMA continues to strengthen its understanding of emerging trends and strategies that support infrastructure resilience and grid reliability amid growing EV adoption.
- **Infrastructure Analysis:** The LUMA EV Team conducted a preliminary analysis of residential transformer capacity using island-wide consumption data and GIS resources, identifying that approximately 70% of residential transformers lack sufficient capacity to support projected EV charging demand underscoring the need for infrastructure upgrades. More detailed EV locational data such as street, community name and zip code are needed to understand where grid constraints may be occurring or transformer capacity may be approaching its limit into the future. LUMA has initiated specific information requests to CESCO to obtain this data if it is possible to have a complete picture of these potential high EV load concentration zones.

Table 8: Transformers Analysis Results.

Transformer Size	% of Customers Connected to Transformer	Average Households Connected to Transformer	Estimated Household Load (kW)	Max EV Chargers	Overload Risk Starts At
100 kVA	3.78%	9	22.5	10	11 chargers
75 kVA	19.84%	8	20	7	8 chargers
50 kVA	28.8%	7	17.5	4	5 chargers
37.5 kVA	18.7%	7	17.5	2	3 chargers

25 kVA	23.3%	6	15	1	2 chargers

3.2 Number of monthly, unique visits to the EV Hosting Capacity Map (once completed)

The EV Hosting Capacity Map is not part of EV Infrastructure & System Improvement Initiatives of the PR-EVAP at the moment.

3.3 Total spending on EV Hosting Capacity Map in dollars ($) and percent (%) of total EV Phase I Plan budget

The EV Hosting Capacity Map is not part of EV Infrastructure & System Improvement Initiatives of the PR-EVAP at the moment. Therefore, no spending has been incurred for this initiative.

3.4 List of stakeholders LUMA partnered with and the outcome of that partnership

As previously reported, LUMA has partnered with key stakeholders to discuss Grid Infrastructure and System Improvements initiatives. Some key partnerships that took place during the reporting period include:

- The partnership with Hawaiian Electric (HECO) through quarterly meetings to discuss common challenges both utilities face in developing programs and adapting the grid to accommodate the increasing EV loads.
- Participation in the Chartwell EV Leadership Council, a group of leading utility company leaders in North America who convene quarterly to share best practices, address critical challenges, and collectively shape the future of transportation electrification for customers and communities served by the electric utility sector.
- The collaboration with a Third-Party EV Telematics Vendor, the EV TOU platform provider, delivers robust information about the EV TOU pilot program through its Reports and Analytics Dashboard to LUMA. Through its partnership, LUMA collects customer EV charging data and compiles the results into detailed reports. Currently, the Vendor provides built-in Reports & Analytics Dashboard aggregated in near real-time data into maps where peak demand, energy delivered, average daily peak, and vehicle charges are arranged by Zip code. That information will be shared with LUMA Distribution and Substation Area Planning to support investment decisions. The data collected is detailed and granular, so LUMA is prepared to provide backbone data analytics resources to increase understanding of the demand on the infrastructure.

3.5 All updates to LUMA's detailed EV load projections

Knowing the actual number of EVs is essential for developing a comprehensive strategy to manage increased energy demands effectively. It helps identify the geographic distribution of EVs, anticipate infrastructure upgrades, and align resources where they are most needed. This information also strengthens LUMA's ability to engage with organizations regarding federal funding, design customer

programs, and collaborating with stakeholders on targeted initiatives that support Puerto Rico's energy transition.

LUMA plans to address this challenge by integrating accurate data into its infrastructure planning and program development.

3.6 Progress towards the development and publishing of the EV Hosting Capacity Map and estimated date of completion

The EV Hosting Capacity Map is not part of the EV Infrastructure & System Improvement Initiatives of the PR-EVAP at this stage.

3.7 List of local transportation partners and third-party data providers with whom LUMA coordinated

During the previous reporting period, LUMA successfully reached to registered companies across Puerto Rico, creating a foundation of potential partners within the transportation sector.

In this reporting period, LUMA has maintained that outreach framework, while allowing stakeholders the opportunity to contribute their perspectives. The EV team remains committed to identifying opportunities for meaningful collaboration with local transportation partners and third-party providers in subsequent phases, ensuring that the groundwork already established continues to yield long-term benefits.

4.0 Action 4: Support for EV Charging Infrastructure

4.1 Summary and overview of progress during the reporting period

LUMA engages in monthly and quarterly discussion with different utilities across the U.S. including Hawaiian Electric (HECO) and Chartwell EV Leadership Council which provide insights into utility roles in EV infrastructure planning, best practices, and customer initiatives.

4.2 Insights on State Infrastructure in Puerto Rico[2]

The engagement with stakeholders and the fleet electrification survey have highlighted several key points:

- **Current Gaps:** There is limited readiness across fleet categories for the widespread adoption of EVs. Many organizations face challenges in infrastructure requirements, and the financial viability of scaling EV infrastructure.

[2] *Sections 4.2 is not part of the Energy Bureau's required template. This sections have been included to provide additional context on the relevant topics without altering or impacting the required sections of the filing.*

- **Barriers to Scaling:** Our outreach indicates that the primary barriers to installing EV charging infrastructure include high upfront costs and insufficient knowledge of Electric Vehicle Supply Equipment (EVSE) installation.

4.3 The number and percentage of customers by customer class for whom EVSE installation guidebooks were distributed

During this reporting period, LUMA continued its efforts to ensure accessibility to EV charging guidance by digitally distributing the EVSE Installation Guidebook through the EV Program webpage Vehículos Eléctricos - Luma Energy This initiative supports ongoing outreach to customers across all rate classes seeking safe and informed EV charger installations.

The guidebook remains a key resource for helping customers understand essential safety measures and the importance of working with licensed electricians for proper EVSE installation. By maintaining the availability of this guide, LUMA reinforces its commitment to customer education and adherence to industry best practices for reliable, safe, and efficient EV infrastructure deployment.

4.4 The number and percentage of customers, by customer class for whom EV Readiness Checklists were distributed

During this reporting period, LUMA's EV team developed and published a web-based EV Readiness Guide to assist new EV owners in preparing their homes for safe and effective charging. The guide outlines key considerations such as electrical capacity, charger types, and the benefits of working with licensed professionals.

This resource is now available on the EV Program webpage (https://lumapr.com/vehiculos-electricos/) and is intended to support residential customers in evaluating and improving their home charging readiness. By providing this guidance, LUMA aims to empower customers with the knowledge necessary to make informed decisions and enable a smoother transition to electric vehicle ownership.

4.5 The number and percentage of customers, by customer class that received Interconnection Guidelines and/or Project Connection Manual

As part of LUMA's ongoing commitment to optimizing resources and supporting customer education, the EV team continued distributing the instructional guide **"Charger Installation – Steps to Install a Level 2 Charger at Your Residence"** through LUMA Energy's website. This resource, developed in collaboration with Hawaiian Electric Company (HECO) and tailored to Puerto Rico's specific needs, remains available in both English and Spanish to ensure broad accessibility.

By continuing this digital outreach effort, LUMA Energy reaffirms its focus on empowering customers, streamlining the EV charging installation process, and promoting the broader adoption of electric vehicles across the island.

4.6 Total spending on guidebooks, checklists, guidelines and/or manuals in dollars ($) and percent (%) of total PR-EVAP Plan Budget

LUMA spent $12,030 on EV Infrastructure & System Improvements during this reporting period which represents 5.7% of the total FY2025 budget. See table 8 below. Expenditure on Guidebooks, Checklists and/or Manuals.

Table 9: Expenditures on Guidebooks, Checklists and/or Manuals.

Initiative	FY2025 Initiative Budget*	Reporting Period Spend ($)	Reporting Period Spend (% of Budget)
EV Infrastructure & System Improvement	$210,000	$12,030	5.7%

5.0 Action 5: Workforce Development

5.1 Summary and overview of progress during the reporting period

LUMA continued to advance its workforce development initiatives during this reporting period, building upon prior efforts to strengthen foundational knowledge in key areas such as electric vehicles, charging infrastructure, technologies, fleet electrification, and others.

These ongoing activities reaffirm LUMA's commitment to nurturing the technical knowledge of its team while expanding access to learning opportunities across the organization. For example, the educational video created by the LUMA Voice of the Customers team, launched in September 2024, remains an active resource available to all organization members. Descriptions of each training session continue to be shared with employees along with the corresponding instructional materials.

In addition, the EV team completed a course on renewable energy systems offered by Glenn International. This training was aimed at deepening the team's understanding of net metering customer needs and exploring the potential integration of renewable energy systems into future EV program initiatives.

5.2 A description of each training session offered to employees, including related instructional materials

Table 10: Workforce Development Training.

Course	Host Entities	Description/Content
Development of the EV TOU pilot program training video	LUMA Internal Training	5-minute video in Spanish with information about the EV TOU pilot added to the LUMA employees' training portal My Workday. This training primarily targets the customer support and call center team but is extended to the entire company.

5.3 Number and percent of employees trained

The number of LUMA Energy employees who completed the “Development of the EV TOU Pilot Program” training video are 531, this includes 100% of all the new onboarding personnel. This training provided essential information about the program’s design, objectives, and customer service considerations, thereby strengthening organizational readiness to support EV initiatives across the utility.

LUMA’s EV workforce development framework priorities include knowledge transfer and dissemination, continuous improvement, and investments to amplify and deepen our employees’ expertise in the topic, aiming for customer-centric excellence.

5.4 Total spending on training in dollars ($) and percent (%) of total EV Phase I Plan budget

During this reporting period, LUMA continued to prioritize cost-effective training and educational initiatives that directly support the objectives of the EV Program. While the program has historically relied on internal resources to deliver training, this period included the acquisition of specialized external training to strengthen technical capabilities. The cost of the training for the EV team amounted to $1350.00, which is 0.64% of the budget allocated for education and outreach.

By selectively investing in high-value external training while continuing to leverage internal resources for broader workforce development, LUMA ensures that training expenditures are aligned with both operational efficiency and long-term strategic priorities. This approach supports the acquisition of critical skills while maintaining fiscal responsibility

6.0 Action 6: EV Rates and Charging Behavior

6.1 Summary and overview of progress during reporting period

During this reporting period, LUMA continued strengthening its customer engagement, outreach, and education efforts to support the ongoing adoption of electric vehicles in Puerto Rico. The following key initiatives and achievements were completed:

- Customer Education Initiatives: LUMA expanded its educational efforts through multiple communication channels in both English and Spanish to ensure customers had access to accurate and relevant information. These efforts included:
    - Email to inform customers about available EV programs and initiatives.
- Customer Outreach Expansion: LUMA reinforced its Customer Outreach Plan, engaging with key stakeholders and customers interested in electric vehicle programs. This included:
    - Participation in local events to promote EV awareness and answer customer inquiries.
    - Direct emails and personalized communications with customers to provide program updates and encourage participation.

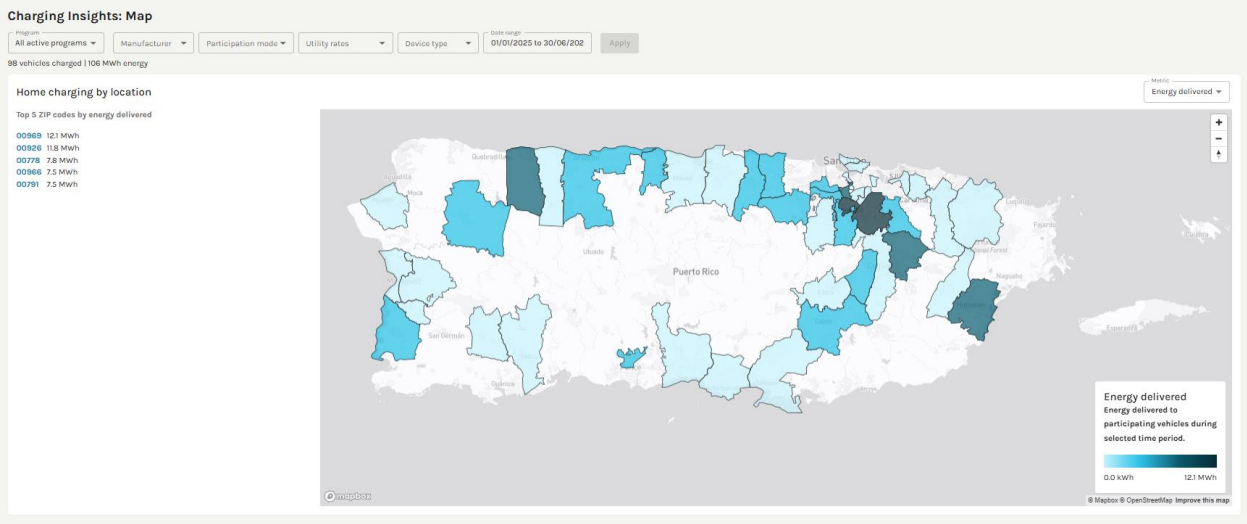
Through these efforts, LUMA has continued to enhance its customer engagement, education, and support strategies, reinforcing its commitment to driving EV adoption and improving the overall experience for customers in Puerto Rico.

6.2 The number and percentage of residential customers participating in the Interim EV TOU Rate

As of this reporting period, the electric vehicle program includes 109 vehicles enrolled under the EV time-of-use (TOU) pilot rate, representing a total of 98 participating customers. This reflects a significant increase in participation compared to the previous reporting period, during which 60 customers were enrolled. Charging behavior data is actively collected from these participants to support ongoing analysis of customer usage patterns and to inform future EV program design and infrastructure planning.

In the previous reporting period, 28 net metering customers were providing vehicle telematics data without receiving the benefits of the TOU rate due to their rate classification. These customers are no longer contributing telematics data and are now included in the waiting list for the upcoming charging behavior study.

Figure 1 - EV TOU Pilot Program Charging Insights (Home Charging by Location - Peak Demand).



The map illustrates the geographic distribution of home charging activity among EV TOU Pilot Program participants in Puerto Rico during the reporting period from January 1 to June 30, 2025. Darker shades represent higher volumes of energy delivered to participating vehicles.

The top five ZIP codes by energy delivered were:

- 00969 – Guaynabo: 12.1 MWh.
- 00926 – San Juan (Río Piedras): 11.8 MWh.
- 00778 – Juncos: 7.8 MWh.
- 00966 – Bayamón: 7.5 MWh.
- 00791 – Sabana Grande: 7.5 MWh.

These results highlight concentrated charging activity in specific municipalities, indicating areas with higher program engagement and potential focal points for infrastructure planning, outreach, and targeted customer education.

6.3 The number of EV charging meters installed

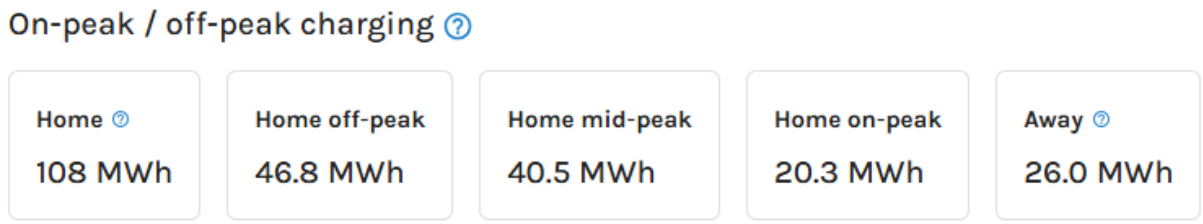
The number of EV charging meters installed is not an applicable indicator, as this program does not require the installation of new meters to support customer billing. The platform provider relies on vehicle telematics or data from customer-installed EV chargers to obtain the necessary charging information. This method allows for accurate data collection without the need for additional metering infrastructure, supporting cost-effective program implementation.

6.4 The number and percentage of Interim EV TOU Rate participants where LUMA used vehicle telematics, data from customers' EV chargers, data from charging networks or aggregators, or other non-meter data sources

In managing the Interim EV-TOU Pilot Program, LUMA has employed various non-meter data sources to gather customer data. The distribution of data sources used among participants is as follows:

- Vehicles – 82 (75%)
- Chargers (EVSE) – 27 (25%)

Figure 2 - EV TOU Pilot Program Charging Insights (Percentage of Charging by Period).



- Data shows that 43% of the charging consumption occurs during off-peak hours
- 38% of the charging occurs during mid-peak hours
- 19% of charging occurs during on-peak hours.

6.5 Average frequency of charging

The average frequency of charging for participants is calculated by dividing the total number of charging sessions by the number of enrolled vehicles. During this period, a total of 1,691 charging sessions were recorded across 109 participating vehicles, resulting in an average of 15.5 charging sessions per vehicle.

The median charging session duration for the reporting period was 1.45 hours.

6.6 Average length of charging

The average charge session duration is 2.5 hours.

6.7 Timing (by hour) of charging

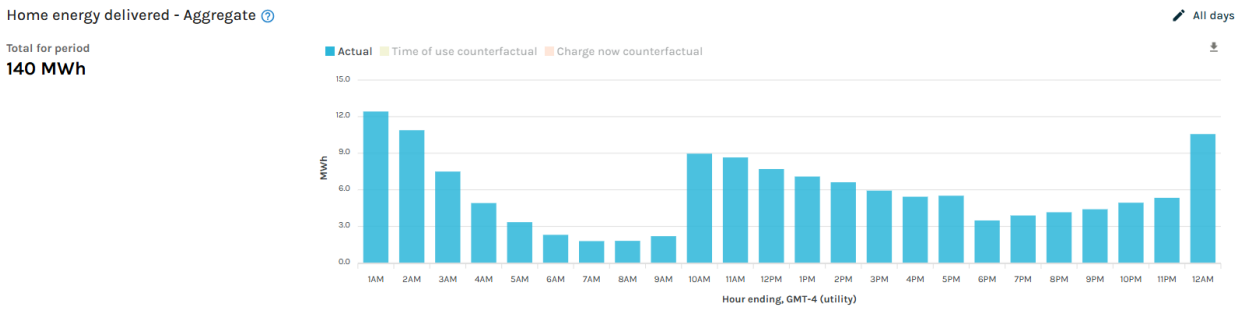
Figure 3 below illustrates the aggregated EV charging consumption, measured in megawatt-hours (MWh) per hour, for the reporting period. The total energy delivered during this period equals to 140 MWh.

The highest charging activity occurred during the early morning hours, particularly between 1:00 a.m. and 3:00 a.m., aligning with shoulder peak periods. A secondary concentration of charging was observed between 10:00 a.m. and 1:00 p.m., corresponding to the designated off-peak period.

In contrast, charging activity during traditional on-peak hours (afternoon to early evening) remained significantly lower, with the lowest usage occurring between 6:00 p.m. and 8:00 p.m. This pattern suggests that TOU pricing continues to effectively influence participants to shift their charging behavior toward more favorable time periods, helping to reduce demand during peak hours and promoting grid efficiency.

Figure 3 – Home energy delivered.

Date range: 01/01/2025 – 06/30/2025



6.8 Average and maximum kWh delivered per charging session

The amount of energy delivered per charging session varies, reflecting the diverse charging needs and behaviors of participants. This variation provides valuable insights into both common and extreme usage patterns within the program.

- Average Charge Session Energy delivered: 13.5 kWh
- Maximum Charge Session Energy delivered: 97.72 kWh

7.0 PR-EVAP Budget and Expenditure Tables

The total expenditure for this reporting period is detailed in Table 11 and Table 12 below.

Table 11: PR-EVAP Plan Budgets and Expenditures by Initiative.

Initiative	FY2025 Budget	Reporting Period Spend ($)	Reporting Period Spend (% of Budget)	Total FY Spend ($)	Total PR-EVAP Spend ($)
Education and Outreach	$210,000	$24,060.07	11.5%	$64,562.99	$158,708.29
EV Infrastructure & System Improvement	$210,000	$12,030.03	5.7%	$36,331.78	$45,407.63
EV Rates & Load Management	$210,000	$12,030.03	5.7%	$28,231.19	$612,296.44
Total	**$630,000**	**$48,120.13**	**7.6%**	**$129,125.96**	**$816,412.36**

Table 12: PR-EVAP Plan Budgets and Expenditures by Spending Category.

Spending Category	FY2025 Budget*	Reporting Period Spend ($)	Reporting Period Spend (% of Budget)	Total FY Spend ($)	Total PR-EVAP Spend ($)
Internal Resources	$385,000	$ 48,120.13	12.5%	$ 74,125.96	$ 350,812.66
Third-Party Contractor	$245,000	$ 55,000.00	22.4%	$ 83,710.90	$ 1,253,109.78
Total	**$630,000**	**$ 103,120.13**	**16.4%**	**$ 129,125.96**	**$ 1,603,922.44**

During this reporting period, funds from the Electric Vehicle Program budget were allocated to both internal labor as well as the procurement of vendor services that are essential for the development and implementation of our initiatives. These efforts have been crucial in advancing the planning and execution of our transportation electrification strategy, ensuring that the program remains aligned with regulatory objectives and the sustainability of Puerto Rico's energy system.

8.0 Reached Milestones and Next Steps[3]

8.1 Reached Milestones and Next Steps

Over the past six months, LUMA's EV team has achieved several milestones, including:

1. **Collaboration with Third Party EV Telematics Vendor**: Continued progress in implementing the Puerto Rico Charging Habits Study that enables net-metering customers to participate and provide valuable data regarding their EV charging habits. This initiative will help inform future infrastructure planning and program development.

[3] This section was added by LUMA to the originally approved template to provide the Energy Bureau with a summary of relevant information and proposed next steps.

2. **Stakeholder Engagement**: Successfully engaged with numerous stakeholders to identify challenges in EV adoption and the improvement needed in charging infrastructure. These insights are critical for addressing barriers and aligning solutions with stakeholder needs.

3. **Participation in the TOU Program**: An increase has been observed in the EV Time-of-Use (TOU) Program, this increase is attributable to design and technology limitations of the program. This highlights the need for further advancements to address these constraints and optimize participation.

4. **Enhanced Outreach Efforts**: LUMA has strengthened public engagement through improved outreach initiatives, fostering greater awareness of EV benefits and available programs.

8.1.1 Next Steps

Looking ahead, the EV team is committed to building on these accomplishments by focusing on:

1. Ongoing support for TOU pilot rate customers – Continue providing personalized assistance and resources to ensure participating customers maximize the benefits of the TOU pilot rate, while gathering feedback to inform program enhancements and improve customer experience.

2. Continued development of education and outreach campaigns – Expand and refine educational initiatives to raise awareness about EV benefits, charging best practices, and program participation opportunities, with the goal of fostering greater engagement and accelerating EV adoption across Puerto Rico.

By prioritizing these next steps, LUMA will continue driving progress toward a sustainable and inclusive EV ecosystem.

8.2 Federal Funding Opportunities

The outlook for new federal funding opportunities has become more limited. While LUMA continues to monitor federal programs such as the National Electric Vehicle Infrastructure (NEVI) program, the Charging and Fueling Infrastructure Discretionary Grant Program, and other Department of Energy (DOE) initiatives, recent developments indicate fewer open funding opportunities that align with Puerto Rico's unique market conditions and eligibility requirements.

In light of these changes, LUMA is taking a measured approach by:

- Maintaining active communication with industry stakeholders to remain informed of potential funding windows.

- Seeking alternative funding mechanisms to support EV infrastructure expansion.

- Continuing to provide technical expertise to public agencies to ensure readiness should new funding opportunities emerge.

8.3 Provisions for Public Transportation Sector and Disadvantaged Communities

Continuity of Initiatives for Low-Income and Underserved Communities

During this reporting period, LUMA's primary focus was on maintaining and updating the educational content available on its EV Program webpage, ensuring continued access to reliable information for low-income and underserved communities. At the same time, the EV team continued evaluating potential strategies and initiatives that could deliver meaningful, long-term impact in these communities. This approach allows LUMA to preserve engagement while building a foundation for future programs that address the unique challenges and opportunities within these sectors.

8.4 Priorities for FY26

For FY26, LUMA's EV team remains committed to advancing electric mobility in Puerto Rico by prioritizing education, customer support, and initiatives that encourage EV adoption. LUMA's vision includes continued support for the expansion of EV related infrastructure, enhancing customer and key stakeholders' outreach, and improving program characteristics. LUMA will continue to provide accessible information about EV benefits, foster strategic partnerships while actively seeking funding opportunities that will enable LUMA to scale its initiatives and extend their impact across the island.

Appendix A: Customer Education Materials

A1. LUMA EV TOU Webpage

EV Webpage

LUMA respalda la construcción de un futuro de energía limpia para Puerto Rico que incluye impulsar el crecimiento de los Vehículos Eléctricos (EV). Desde junio de 2021, LUMA ha logrado avances significativos para promover las prioridades de energía limpia y realizar mejoras en el sistema eléctrico, al mismo tiempo que buscamos hacer el sistema de energía más confiable y reducir las interrupciones de servicio para los clientes. Para conocer más sobre nuestro progreso en energía limpia, visita progresodelumapr.com.

+ Mitos vs Realidades sobre Vehículos Eléctricos
+ Pasos para instalar un cargador Nivel 2 en su Residencia
+ 10 Beneficios de adquirir un vehículo eléctrico
+ 10 Beneficios de Instalar Cargadores en Ubicaciones Comerciales

¿Qué es un Vehículo Eléctrico?
Tipos de Cargadores
Beneficios
Tarifa TOU
¿Dónde encontrar estaciones de carga?
El Rol de Luma
Encuesta EV
Encuesta sobre Electrificación de Flotas de Transportación en Puerto Rico
Beneficios de la electrificación de flotas

¿Qué es la electrificación de flotas?

La electrificación de flotas es el proceso de reemplazar un grupo de vehículos tradicionales de gasolina o diésel por vehículos eléctricos (EV) dentro de una organización o negocio. Esta transición ayuda a reducir las emisiones de gases de efecto invernadero, mitigar el cambio climático y promover un sistema de transporte más limpio y sostenible. Al adoptar los vehículos eléctricos, las organizaciones pueden reducir significativamente los costos, mejorar la reputación de la marca y contribuir a los beneficios ambientales, como la reducción de las emisiones y la mejora de la salud pública.

Múltiples beneficios de la electrificación de flotas

La electrificación de la flota ofrece varias ventajas, incluidos beneficios operativos y económicos, así como impactos ambientales positivos. Vamos a desglosarlo:

Operativos & Económicos

- Ahorros significativos en costos de combustible
- Mantenimiento simplificado
- Costos operativos más bajos
- Menos vulnerabilidad a las fluctuaciones en los mercados de combustibles fósiles
- Incentivos gubernamentales

Ambientales & Sociales

- Eliminar o reducir las emisiones del tubo de escape
- Mejorar la calidad del aire y la salud pública
- Reducir las emisiones de gases de efecto invernadero y mitigar el cambio climático

Beneficios Operativos y Económicos

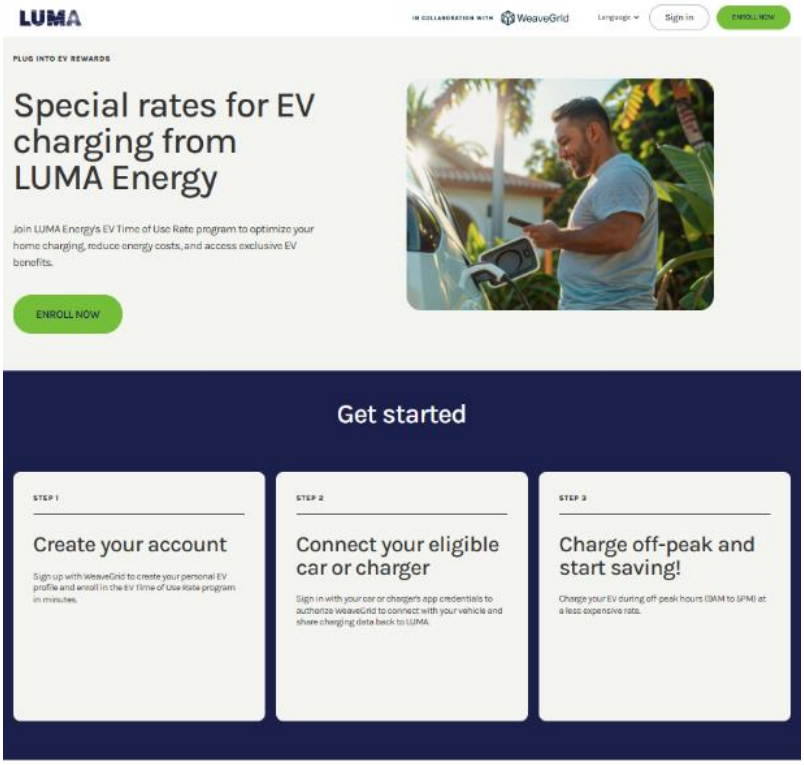
1. **Menores costos de mantenimiento:** Los vehículos eléctricos (EV) generalmente tienen menos partes móviles que los vehículos con motor de combustión interna (ICE), lo que reduce los requisitos y costos de mantenimiento.
2. **Costos de combustible predecibles:** Dado que los precios de la electricidad son más estables que los precios fluctuantes de la gasolina, los administradores de flotas pueden predecir mejor los gastos de combustible.
3. **Menores costos de combustible:** La electricidad suele ser más barata que la gasolina o el diésel, lo que resulta en ahorros significativos durante la vida útil de una flota de vehículos eléctricos.
4. **Incentivos y créditos fiscales:** Muchas regiones ofrecen incentivos y créditos fiscales para la adopción de vehículos eléctricos, lo que reduce aún más los costos iniciales.
5. **Valor de reventa:** Los vehículos eléctricos tienden a conservar su valor mejor que los vehículos con motor de combustión interna debido a la creciente demanda y los avances en la tecnología de baterías.

Beneficios ambientales y sociales

1. **Reducción de emisiones: Los** vehículos eléctricos producen cero o reducen significativamente las emisiones del tubo de escape, contribuyendo a un aire más limpio y mitigando el cambio climático.
2. **Menor huella de carbono:** Incluso al considerar la generación de electricidad, los vehículos eléctricos tienen una huella de carbono menor en comparación con los vehículos con motor de combustión interna.
3. **Promoción de la sostenibilidad:** La electrificación de la flota se alinea con los objetivos de sostenibilidad corporativos y demuestra responsabilidad ambiental.

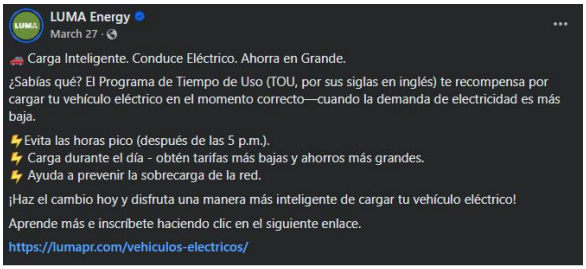
En resumen, la transición a una flota eléctrica no solo tiene sentido desde el punto de vista económico, sino que también contribuye a un futuro más verde.

A2. EV TOU Enrollment Webpage



B6 - Social Media EV Content: Platform: Facebook, Instagram, LinkedIn & X

Social Media - March 27



Social Media - May 4

Social Media - May 17

PR-EVAP FY2025 S1 Semi-Annual Report

Appendix B: Workforce Development Materials

C1: EV TOU TRAINING VIDEO FOR MY WORKDAY TRAINING

The EV TOU Training was completed by 2,601 LUMA's employees during this period.