

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

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**IN RE: ELECTRIC VEHICLE
CHARGING INFRASTRUCTURE
DEPLOYMENT**

CASE NO. NEPR-MI-2021-0013

**SUBJECT: Motion to Submit First Semi-Annual Report
for Fiscal Year 2026**

MOTION TO SUBMIT FIRST SEMI-ANNUAL REPORT FOR FISCAL YEAR 2026

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 2023 LUMA started implementing Puerto Rico’s Electric Vehicle Adoption Plan (“PR-EVAP”) developed by LUMA, to accelerate the growth and infrastructure deployment for Electric Vehicles. On November 3, 2025, LUMA filed a revised PR-EVAP for FYs 2026, 2027 and 2028.

With this motion, LUMA is filing its first Semi-Annual Report on the PR-EVAP for fiscal year (“FY”) 2026 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; 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 January 13, 2023, the Energy Bureau issued a Resolution and Order (the “January 13th Order”) regarding the Draft Phase I EV Plan filed by LUMA on September 22, 2022¹ directing 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.

2. 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”).² 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”.³

3. On June 6, 2023, the Energy Bureau issued a Resolution and Order taking notice of the filing of the PR-EVAP and 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.

4. 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

¹ 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*.

² See *Motion to Submit Final Phase I EV Plan in Compliance with Resolution and Order of January 13, 2023*.

³ See *id.*, Exhibit 1, Section 6.0.

public transportation and fleet sectors, especially those located in or serving disadvantaged communities. *See* February 12th Order, p. 1.

5. On February 29, 2024, LUMA filed the first PR-EVAP Semi-Annual Report for FY2024.⁴

6. 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.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 not spend any budget or complete any activities for a specific PR-EVAP action to ensure transparency on progress to-date.⁶

7. On May 24, 2024, LUMA submitted a revised version of its first PR-EVAP FY2024 Semi-Annual Report using the reporting template provided by the Energy Bureau.⁷

8. On August 30, 2024, and February 28, 2025, LUMA filed its FY2024 Second Semi-Annual Report and FY2025 First Semi-Annual Report, respectively.⁸

⁴ *See Motion to Submit Semi-Annual Report in Compliance with Order of January 13, 2023.*

⁵ *See April 23rd Order, p. 5.*

⁶ *See id.*

⁷ *See Motion to Submit a Revised Semi-Annual Report in Compliance with Order of April 23, 2024.* 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.

⁸ *See Motion to Submit Second Semi-Annual Report for Fiscal Year 2024, in Compliance with Orders of January 13, 2023, and April 23, 2024, and Motion to Submit First Semi-Annual Report for Fiscal Year 2025.*

9. 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.”⁹

10. On September 2, 2025, LUMA filed its FY2025 Second Semi-Annual Report.¹⁰

11. On November 3, 2025, LUMA filed a revised PR-EVAP for Fiscal Years 2026, 2027 and 2028 (“Revised PR-EVAP”) and a proposed semi-annual reporting template.¹¹

12. On January 7, 2026, the Energy Bureau issued a Resolution and Order (“January 7th Order”) directing LUMA to respond to Requests for Information (“ROI”) set forth in the January 7th Order relating to the Revised PR-EVAP and certain Semi-Annual Reports.¹²

13. On January 22, 2026, LUMA filed its responses to the ROIs in the January 7th Order and requested the Energy Bureau to approve the revised PR-EVAP and proposed semi-annual reporting template submitted by LUMA on November 3, 2025.¹³

14. On January 27, 2026, the Energy Bureau issued a Resolution and Order informing that it would not make any further determinations on the PR-EVAP until completion of the Rate Case in Case No. NEPR-AP-0003 and ordered LUMA to continue implementing the current PR-EVAP until the end of FY2026, unless the Energy Bureau decides on the Revised PR-EVAP before that date.¹⁴

⁹ See March 21st Resolution, pp. 2 and 4.

¹⁰ See Motion to Submit Second Semi-Annual Report for Fiscal Year 2025.

¹¹ See Motion to Submit Revised PR-EVAP and Semi-Annual Report Template.

¹² See January 7th Order, p. 2.

¹³ See Motion to Submit LUMA’s Responses to Requirements of Information in Compliance with Resolution and Order of January 9, 2026.

¹⁴ See January 27th Resolution, p. 2.

III. Submittal of First Semi-Annual Report for FY 2026

15. LUMA hereby submits LUMA's FY2026 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 July 2025 to December 2025.

WHEREFORE, LUMA respectfully requests that the Energy Bureau **take notice** of the aforementioned and **accept Exhibit 1** as the First Semi-Annual Report for FY2026 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 27th day of February 2026.

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: agallosa@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; carlosxcdeno@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; jorrodriquez@motorambar.net; jortiz@caguasexpressway.com; jose.maeso@crowley.com; jpibernus@motorambar.com; JSantana@motorambar.com; jtosado@motorambar.net;

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Exhibit 1

First Semi-Annual Report for FY2026

Puerto Rico's Electric Vehicle Adoption Plan FY2026

Semi-Annual Report

Reporting Period:

July 1, 2025, to December 31, 2025

NEPR-MI-2021-0013

February 27, 2026



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. In this capacity, LUMA focuses on developing the foundational conditions—including grid readiness and stakeholder coordination—that facilitate effective and equitable access to electric vehicle (EV) technology across the island.

On November 3, 2025, LUMA filed a revised PR-EVAP for Fiscal Years 2026, 2027 and 2028 and a proposed semi-annual reporting template. The Revised PR-EVAP builds upon the existing framework and continues to serve as a practical roadmap for broadening access to EVs, strengthening infrastructure, and promoting equitable, data driven transition that benefits all Puerto Ricans. These objectives will be supported through focused education and outreach activities, along with strategic partnership designed to encourage collaboration, advance equity, and deliver sustainable, long-term outcomes.

In compliance with the Energy Bureau's January 27, 2026, Resolution and Order, LUMA will continue implementing and reporting on the 2023 PR-EVAP until the Energy Bureau reaches a determination on the Revised PR-EVAP.

Through the PR-EVAP, LUMA seeks to provide Puerto Ricans and industry stakeholders with relevant, 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 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 program under the PR-EVAP. By tracking these indicators and data points, LUMA can assess the program's performance, identify areas for improvement, and comply with the Energy Bureau's directives. LUMA may adjust the implementation of the PR-EVAP based on the review of the reporting indicators, informed by assessments of the information collected over time and the pace of EV program evolution. 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 enhancing educational resources across multiple communication channels. A key highlight is the expansion of customer content on the LUMA Electric Vehicles website, which now includes: (1) comprehensive information on EV myths and realities, (2) Level 2 charger recommendations, (3) the benefits of EV ownership, (4) advantages of installing charging stations in commercial locations and (5) insights into fleet electrification. The content is 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.

As part of LUMA's outreach initiatives, targeted social media content was developed to increase awareness and engagement. This content focused on informing the public about new resources and updates available on the LUMA website, including comprehensive information about EVs. LUMA has leveraged its social media platforms to actively involve customers in shaping the future of EV adoption.

Additionally, LUMA employees participated in key industry events, such as Chartwell Inc., Green Drinks, and Proranked Corporation. These engagements served to strengthen industry collaboration, support knowledge sharing, and identify strategic opportunities to enhance program effectiveness and advance clean transportation initiatives.

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

Table 1: Social Media Outreach

Platform	Views
Social media	0
Total for the period	0

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:

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Table 2: Unique visits to LUMA's EV landing webpage in both in Spanish and English

Spanish Version	English Version	Total ¹
8,312	2,206	10,518

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

During the reporting period, LUMA did not issue direct mailing communications to customers. It prioritized outreach efforts through alternative communication channels, strategically selected and deployed based on their relevance, impact, and alignment with operational conditions and customer information needs.

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

During the reporting period approximately 1.5 million customers received bill inserts that include customer education about the EV Time-of-Use (TOU) Pilot Program. The bill inserts issued are included in Appendix B, B1.

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

During the reporting period, LUMA distributed educational EV content to customers via email. This outreach included general program information, surveys, and responses to customer inquiries managed through dedicated program and EV team channels. Table 3 below provides details about the nature of the emails sent to customers both in English and Spanish.

Table 3: Total unique emails distributed to EV customers

Email subject	Unique emails
Opt-in email for potential behavior study participants (net metering customers)	1
Confirmation of enrollment in the LUMA EV TOU Pilot Program	33
Update on the status of the application for the LUMA EV TOU Pilot Program	44
Update: Closure of the TOU program for electric vehicles	125
Grand Total	203

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:

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

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- Introduce the EV Program team and establish direct communication channels
- Assess challenges, concerns, and barriers related to EV adoption within participating organizations
- Discuss available initiatives, such as the EV TOU Pilot Program and the Puerto Rico EV Charging Habits Study
- Educate stakeholders on available incentives and program participation opportunities

Table 4: Virtual or face-to-face meetings

Business or Entity	Description	Month
PHEVnix Charge Point	AI-powered charging management platform	July
Hawaiian Electric Company (HECO)	Programs and initiatives	Quarterly
ProRanked	Charging stations management software	July
DDEC	Collaboration opportunities	July
IREC	EV readiness goals and smart charging	September

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

Table 5: Total expenditure in customer education.

Initiative	FY2026 Initiative Budget	Reporting Period Spend (\$)	Reporting Period Spend (% of Budget)
Customer Education and Outreach	\$189,000	\$30,669	16%

Despite the cash constraints faced by LUMA, the team leveraged in-house expertise, repurposed existing materials, and maximized the efficiency of its internal creative and communications resources. This approach not only minimized costs but also ensured that the content remained closely aligned with the program's goals and messaging.

By adopting these cost-efficient strategies, LUMA demonstrated a steadfast commitment to fiscal responsibility while delivering high-impact outreach and education results.

2.0 Action 2: Customer Engagement

LUMA has implemented customer outreach initiatives and developed resources to facilitate a deeper understanding of EV technology and the EV TOU rate. Also, the EV program team has shared comprehensive information regarding available incentives for EV adoption in Puerto Rico providing

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strategic insights for industry leaders and customers. Detailed activity reporting indicators 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. Through participation in multiple outreach initiatives, industry events, and collaborations, LUMA has engaged stakeholders, addressed technical challenges, and facilitated the transition to clean transportation. Key activities include:

- **EV TOU Customer Outreach and Enrollment:** LUMA collaborated with a third-party contractor a customer outreach strategy to support the dissemination of information regarding the interim EV Time-of-Use (TOU) Pilot Program.
- **EV Customers Resources:** LUMA optimized its support and outreach strategies to provide accurate and accessible information on its EV initiatives. The LUMA EV website features comprehensive resources, including the benefits of EV ownership, myths vs. realities, guidance on charger installation, and the advantages of commercial charging infrastructure.
- **Dedicated Email Support:** LUMA implemented a dedicated email channel for direct customer support, allowing customers to submit general inquiries. The EV program team monitors and responds daily to inquiries in both English and Spanish, ensuring timely and effective communication.
- **Call Center Preparedness:** LUMA has trained eight dedicated call center personnel to manage and refer EV-related inquiries in both Spanish and English, ensuring a seamless customer experience.
- **Technical External Support:** In coordination with the EV TOU platform provider, LUMA offers technical assistance in both English and Spanish to customers enrolling in the interim EV TOU Pilot Program, to facilitate a smooth enrollment process.

2.2 List of Stakeholder meetings, workshops, and events in which LUMA participated

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 – 8/26/2025 11/06/2025	4	<ul style="list-style-type: none"> • Common challenges • New programs and initiatives

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Customer Engagements	Underserved Communities Represented	Event (s) Date(s)	Estimated Attendance/ Survey Respondents	Subjects Covered at Each Event
				<ul style="list-style-type: none"> Information exchange (e.g., underserved communities' strategies)
Chartwell EV Leadership Council ²	X	Monthly – 7/10/2025 8/14/2025 9/11/2025 10/9/2025 11/13/2025 12/11/2025	50	<ul style="list-style-type: none"> Best practices Key challenges Future of transportation electrification
SESA		Oct 27 to 28, 2025	~250	<ul style="list-style-type: none"> EV Programs challenges and opportunities

2.3 Number of Customer Engagement Events Held Representing Underserved Communities

As part of LUMA's continued commitment to engaging every customer across all communities, the EV Program team continues to adopt best practices from other utilities and jurisdictions to accommodate the needs of underserved communities better. This effort aims to gather key insights and develop tailored resources to enhance customer engagement activities specifically designed for these groups. Key activities include:

1. Hawaiian Electric (HECO) Quarterly Meetings – LUMA participates in recurring sessions to discuss common challenges, share new initiatives, and exchange strategies to reach underserved communities.
2. Chartwell EV Leadership Council – This forum brings together a prominent group of dynamic utility industry experts from across North America to share best practices, address key challenges, and collectively shape the future of transportation electrification for all customers.

² In the Chartwell EV Leadership Council event, a prominent group of dynamic utility industry experts from across North America convened to share best practices, address key challenges, and collectively shape the future of transportation electrification for customers.

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2.4 Number of Customer Events for Non-Underserved Communities

During this reporting period, LUMA did not conduct any customer events specifically targeting non-underserved communities. Instead, the EV team prioritized maintaining and continuously updating educational resources hosted on LUMA's EV program webpage and other digital platforms. This strategic focus ensured that customers across all demographics maintained access to standardized information regarding EV adoption, interconnection guidelines, and optimal charging practices. This approach served as a cost-effective mechanism to maximize stakeholder outreach while the team evaluates new opportunities for future in-person engagement.

2.5 Total Spending on Customer Engagement in Dollars (\$) and Percentage (%) of Total PR-EVAP Plan Budget

LUMA's expenditure for customer engagement initiatives during this reporting period was as follows:

Table 7: Customer Engagement Expenditures

Initiative	FY2026 Initiative Budget	Reporting Period Spend (\$)	Reporting Period Spend (% of Budget)
Education and Outreach	\$189,000	\$30,669	16%

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. Key activities include:

- Participation in Conferences, Meetings and Forums** – During this reporting period, LUMA's EV team participated in Chartwell's 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.

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 and System Improvement Initiatives of the PR-EVAP at the moment.

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

The EV Hosting Capacity Map is not part of EV Infrastructure and System Improvement Initiatives of the PR-EVAP at the moment. Therefore, LUMA has not incurred expenditures 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:

- Hawaiian Electric (HECO) – LUMA maintains a partnership with HECO through quarterly meetings to discuss common challenges both utilities face in developing programs and adapting the grid to accommodate the increasing EV loads.
- Chartwell EV Leadership Council – LUMA participated in this 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.
- Third-party EV Telematics Vendor – Collaboration with the EV TOU platform provider supplies LUMA with robust information on the EV TOU Pilot Program through its reports and an analytics dashboard. Through its partnership, LUMA collects customer EV charging data and compiles the results into detailed reports. The vendor provides built-in reports and analytics dashboard that aggregates near-real-time data into maps that show peak demand, energy delivered, average daily peak, and vehicle charges by zip code.

3.5 All updates to LUMA's detailed EV load projections

LUMA completed EV load forecasting activities as part of the 2025 Integrated Resource Plan (IRP). The EV team developed these projections using inputs from the PR100 Study conducted by the U.S. Department of Energy's National Laboratories and documented them in detail in Section 3.2.6 of the IRP.

At this time, the IRP planning process addresses EV load projections, providing the appropriate framework for evaluating long-term demand impacts, infrastructure needs, and system reliability considerations.

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 Initiative and the System Improvement Initiative of the PR-EVAP at this stage.

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

LUMA successfully reached out to registered companies across the Puerto Rico Transportation Bureau, creating a foundation of potential partners within the transportation sector. By maintaining this outreach framework, the company allows 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 the established groundwork continues to yield long-term benefits. During the previous reporting period, LUMA successfully reached to registered companies across Puerto Rico, creating a foundation of potential partners within the transportation sector. These companies were contacted with the collaboration of the Puerto Rico Bureau of Transportation and Other Public Services, which allowed LUMA to send a survey by email to more than 6,000 companies so they could express their views and challenges related to transportation electrification on the island of Puerto Rico.

During 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 discussions 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 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 number and percentage of customers cannot be provided due to the nature of the tool and the methodology used for this activity. Refer to Table 2 for the unique visits to LUMA's EV landing webpage.

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 this guide's availability, LUMA reinforces its commitment to customer education and adherence to industry best practices for reliable, safe, and efficient EV infrastructure deployment.

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The number and percentage of customers cannot be provided due to the nature of the tool and methodology used for this specific activity.

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

LUMA's EV team developed and published a web-based EV Readiness Guide to help new EV owners prepare their homes for safe, effective charging. The guide outlines key considerations, including electrical capacity, charger types, and the benefits of working with licensed professionals.

LUMA hosts this resource on the EV Program webpage (<https://lumapr.com/vehiculos-electricos/>) to help residential customers evaluate and improve 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.

The number and percentage of customers cannot be provided due to the nature of the tool and the methodology used for this activity. Refer to Table 2 for the unique visits to LUMA's EV landing webpage.

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

LUMA acts as a facilitator for third-party entities seeking to develop public charging infrastructure across Puerto Rico. In this capacity, LUMA supports infrastructure development by:

- Providing transparent and non-discriminatory interconnection processes for EV charging developers
- Coordinating with relevant stakeholders to facilitate the safe and reliable integration of public charging infrastructure into the electric system

LUMA maintains general interconnection guidelines applicable to any project requiring electrical interconnection and load integration. Additionally, the company developed the New Connection Project procedures, which will be available to the general public on the LUMA website by the end of February. These guidelines support all entities and companies, including those interested in developing and deploying private EV charging infrastructure, and are not exclusive to electric vehicle charging projects. Through these established processes, LUMA provides clarity on technical requirements, safety standards, and coordination steps necessary for interconnection. The number and percentage of customers cannot be provided due to the nature of the tool and methodology used for this specific activity.

By continuing this digital outreach effort, LUMA Energy reaffirms its focus on empowering customers and promoting the broader adoption of electric vehicles across the Island.

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4.5 Total spending on guidebooks, checklists, guidelines and/or manuals in dollars (\$) and percent (%) of total EV Phase I Plan Budget

LUMA did not incur additional external costs related to the development of guidebooks, checklists, or program guidelines. Internal resources supported all related activities, and costs remained limited to existing internal labor associated with the Electric Vehicle Program team.

Table 8: Expenditures on Guidebooks, Checklists and/or Manuals

Initiative	FY2026 Initiative Budget	Reporting Period Spend (\$)	Reporting Period Spend (% of Budget)
EV Infrastructure and System Improvement	\$336,000	\$0	0%

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 on prior efforts to strengthen foundational knowledge in key areas, including electric vehicles, charging infrastructure, technologies, fleet electrification, and others.

These ongoing activities reaffirm LUMA's commitment to nurturing its team's technical knowledge 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.

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

Table 9: Workforce Development Training

Course	Host Entities	Description/Content
Development of the EV TOU Pilot Program training video	LUMA Internal Training	This five-minute Spanish-language video provides information regarding the EV TOU Pilot Program and resides on the LUMA employees training portal, My Workday. While this training primarily targets the customer support and call center teams, LUMA has extended access to the entire company.

5.3 Number and percent of employees trained

The number of employees who completed the "Development of the EV TOU Pilot Program" training video during this reporting period is 185, which includes 100% of all new onboarding personnel. This training

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provided essential information on the program's design, objectives, and customer service considerations, thereby strengthening organizational readiness to support EV initiatives across the company.

LUMA's EV workforce development framework prioritizes knowledge transfer and dissemination, continuous improvement, and strategic investments. These priorities aim to amplify and deepen employees expertise in the topic to achieve 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. No expenditures were recorded, as the trainings were delivered using in-house resources.

6.0 Action 6: EV Rates and Charging

6.1 Summary and overview of progress during reporting period

LUMA continued its customer engagement, outreach, and education efforts to support the ongoing adoption of electric vehicles in Puerto Rico. The company achieved several key milestones, as detailed below:

- Customer Education Initiatives – LUMA expanded its educational efforts across multiple communication channels in both English and Spanish to ensure customers had access to accurate, relevant information. These efforts included:
 - Distributing emails to inform customers about available EV programs and initiatives
- Customer Outreach Expansion – LUMA engaged with key stakeholders and customers interested in electric vehicle programs. Engagement entailed:
 - Holding meetings with local stakeholders to promote EV awareness and answer customer inquiries
 - Sending direct emails and personalized communications to provide program updates and encourage participation

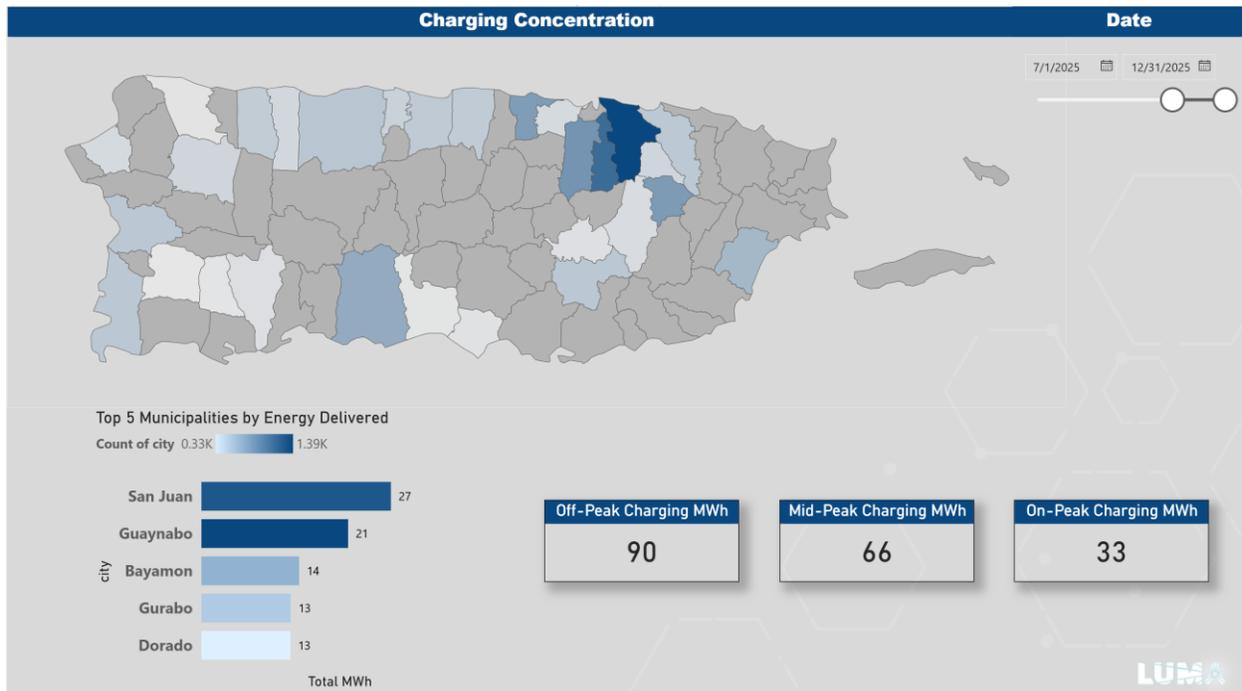
Through these efforts, LUMA continues to enhance its customer engagement, education, and support strategies, reinforcing its commitment to driving EV adoption and improving the overall customer experience in Puerto Rico.

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 139 vehicles enrolled in the EV time-of-use (TOU) Pilot Program, representing 125 participating customers. This figure reflects an increase of 27 new participants. LUMA collects charging behavior data from these participants to support ongoing analysis of customer usage patterns and to inform future EV program design and infrastructure planning.

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



The map in Figure 1 illustrates the geographic distribution of home charging activity among EV TOU Pilot Program participants in Puerto Rico during the reporting period from July 1 to December 31, 2025. Darker shades indicate higher volumes of energy delivered to participating vehicles.

The top five municipalities by energy delivered were:

- San Juan: 27,262 kWh
- Guaynabo: 21,099 kWh
- Bayamón: 14,058 kWh
- Gurabo: 12,837 kWh
- Dorado: 12,798 kWh

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 enables accurate data collection without additional metering infrastructure, supporting cost-effective program implementation.

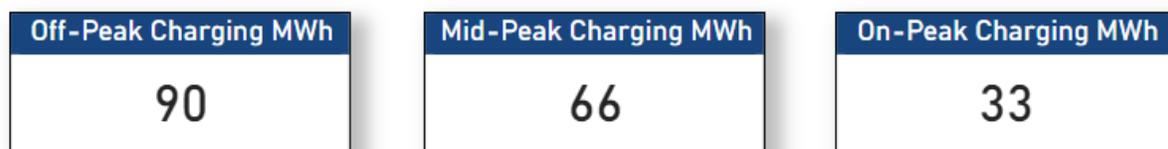
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6.4 The number and percentage of Interim EV TOU Rate participants where LUMA used vehicle telematics, data from customers' EV chargers, data from charging networks or aggregators, or other non-meter data sources

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 – 98 (71%)**
- **Chargers (EVSE) – 41 (29%)**

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



Data shows that:

- Off-Peak hours account for 48% of the charging consumption.
- Mid-Peak hours account for 35% of the charging consumption.
- On-Peak hours account for 17% of charging consumption.

6.5 Average frequency of charging

The average charging frequency for participants is calculated by dividing the total number of charging sessions by the number of enrolled vehicles. During this period, a total of 9,417 charging sessions were recorded across 139 participating vehicles, resulting in an average of 67.75 charging sessions per vehicle.

The median charging session duration for the reporting period was 1.42 hours.

6.6 Average length of charging

The average charge session duration is 3 hours.

6.7 Timing (by hour) of charging

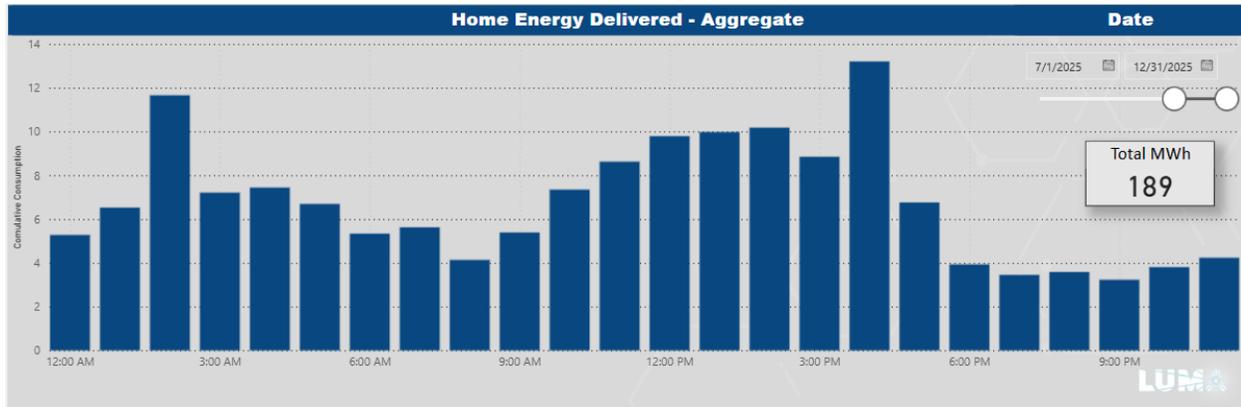
Figure 3 below illustrates the aggregated EV charging consumption, measured in megawatt-hours (MWh) per hour, for the reporting period. The total energy delivered during this period equals to **189 MWh**.

Charging activity during traditional on-peak hours (afternoon to early evening) remained lower, with the lowest usage occurring between 6:00 p.m. and 9:00 p.m. This pattern suggests that TOU pricing

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continues to influence participants to shift their charging behavior toward more favorable time periods, thereby reducing demand during peak hours and promoting grid efficiency.

Figure 3 – Home energy delivered.



6.8 Average and maximum kWh delivered per charging session

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

- Average kWh delivered per charging session: 13.5 kWh
- Maximum kWh delivered per charging session: 97.72 kWh

7.0 Phase I EV Plan Budget and Expenditure Tables

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

Table 10: Phase I EV Plan Budgets and Expenditures by Initiative

Initiative	FY2026 Budget	Reporting Period Spend (\$)	Reporting Period Spend (% of Budget)	Total FY Spend (\$)	Total PR-EVAP Spend (\$)
Education and Outreach	\$189,000	\$30,669	16%	\$30,699	\$189,377.29
EV Infrastructure and System Improvement	\$336,000	\$0	0%	\$0	\$45,407.63
EV Rates and Load Management	\$175,000	\$0	0%	\$0	\$612,296.44

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Total	\$700,000	\$30,669	4%	\$30,669	\$847,197.28
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Table 11: Phase I EV Plan Budgets and Expenditures by Spending Category

Spending Category	FY2026 Budget**	Reporting Period Spend (\$)	Reporting Period Spend (% of Budget)	Total FY Spend (\$)	Total PR-EVAP Spend (\$)
Internal Resources	\$450,000	\$ 30,669	7%	\$30,669	\$381,481.66
Third-Party Contractor	\$250,000	\$0	0%	\$0	\$ 1,253,109.78
Total	\$700,000	\$30,669	4%	\$30,669	\$ 1,634,591.44

During this reporting period, funds from the Electric Vehicle Program budget were allocated to internal labor. Given the cash constraints faced by LUMA, this approach has been essential to advancing the planning and execution of the transportation electrification strategy while supporting a more measured and prudent use of program funds.

8.0 Reached Milestones and Next Steps³

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**
- 2. Stakeholder Engagement** – Engaged with stakeholders to identify challenges in EV adoption and the improvements needed in the charging infrastructure. These insights are critical for addressing barriers and aligning solutions with stakeholder needs.
- 3. Participation in the TOU Pilot Program** – During the reporting period, 27 new electric vehicle owners enrolled in the program before its closure on December 31, 2025.

8.1.1 Next Steps

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

- 1. 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, to foster greater engagement and accelerate EV adoption across Puerto Rico.

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.

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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 funding opportunities, 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

8.3 Provisions for Public Transportation Sector and Disadvantaged Communities

Continuity of Initiatives for Low-Income and Underserved Communities

LUMA's primary focus continues to be 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 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.

LUMA will provide customers with clear, accessible information on the economic and environmental benefits of electric vehicles. This information includes education on potential fuel and maintenance cost savings, as well as the role of EV adoption in supporting emissions reductions and broader environmental goals. A dedicated framework will guide LUMA to ensure that program design, outreach strategies, and eligibility considerations do not inadvertently exclude or disadvantage any segment of the population.

8.4 Priorities for FY2026

For FY2026, 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 will continue to provide accessible information about EV benefits, foster strategic partnerships, and seek funding opportunities to enable scaling its initiatives and extend their impact across the Island.

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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](#)

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¿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

- 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.
- 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.
- 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.
- 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.
- 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

- 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.
- 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.
- 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.

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A2. EV TOU Enrollment Webpage

LUMA IN COLLABORATION WITH **WeaveGrid** Language **Sign in** **ENROLL NOW**

PLUS INTO EV REWARDS

Special rates for EV charging from LUMA Energy

Join LUMA Energy's EV Time of Use Rate program to optimize your home charging, reduce energy costs, and access exclusive EV benefits.

ENROLL NOW

Get started

STEP 1

Create your account

Sign up with WeaveGrid to create your personal EV profile and enroll in the EV Time of Use Rate program in minutes.

STEP 2

Connect your eligible car or charger

Sign in with your car or charger app credentials to authorize WeaveGrid to connect with your vehicle and share charging data back to LUMA.

STEP 3

Charge off-peak and start saving!

Charge your EV during off-peak hours (8PM to 5PM) at a less expensive rate.

LUMA IN COLLABORATION WITH **WeaveGrid** Idioma **Iniciar sesión** **INSCRIBASE AHORA**

¡AHORRE CON CADA CARGA!

Tarifas especiales para cargar Vehículos Eléctricos

Inscríbete al programa de la tarifa por tiempo de uso (TOU) de LUMA para optimizar la carga residencial, reducir los costos de luz y acceder a los beneficios exclusivos para vehículos eléctricos.

INSCRIBASE AHORA

Comience aquí

PRIMER PASO

Crea tu cuenta

Inscríbete para crear tu perfil personal, conectar tu vehículo o cargador, y encuentra programas en los cuales participar en solo minutos.

SEGUNDO PASO

Conecte su vehículo o cargador calificado

Utilice las credenciales de su auto o cargador y autorice la conexión para compartir datos con LUMA.

TERCER PASO

¡Cargue fuera de las horas pico y comience a ahorrar!

Cargue su vehículo eléctrico fuera de las horas pico (8:00 a. m. a 5:00 p. m.) con una tarifa reducida.

Appendix B: Customer Engagement Materials

B1 – Customer Bill Insert

LO QUE DEBES SABER SOBRE TU FACTURA DE LUZ

Categoría	Porcentaje
Compra de combustible, compra de energía a generadores privados, y los presupuestos de operación y mantenimiento de Genera y la AEE.	76%
LUMA para la operación, transmisión y distribución de la red eléctrica.	18%
Subsidios aprobados por ley.	6%

Aproximadamente un **6%** corresponde a subsidios aprobados por ley.

Aproximadamente un **18 %** corresponde a LUMA para la operación, transmisión y distribución de la red eléctrica.

Aproximadamente un **76%** corresponde a compra de combustible, compra de energía a generadores privados, y los presupuestos de operación y mantenimiento de Genera y la AEE.

Aclarar tus dudas es parte de nuestro compromiso con Puerto Rico. Infórmate sobre tu factura llamando al **1-844-888-5862** o baja el app **Mi LUMA**.

Los números presentados aquí reflejan una factura residencial con un consumo de 400kWh que es el promedio consumido para este tipo de cliente. Estos porcentajes pueden variar de acuerdo al costo por combustible. Los precios de combustible se ajustan al precio del mercado y otros factores y no a LUMA. Recordemos que todo lo que aparece en la factura de luz es aprobado, establecido y regulado por el Negociado de Energía de Puerto Rico.

TRABAJANDO JUNTOS PODEMOS AHORRAR ENERGÍA Y REDUCIR INTERRUPCIONES

¿Cómo puedes ayudar?

Desconecta equipos que no uses

Mantén la temperatura del acondicionador de aire alrededor de los 72 °F

¿Cuentas con baterías y placas solares? Únete al programa CBES y recibe una compensación por apoyar la red.

Apaga luces innecesarias

¿Tienes un vehículo eléctrico? Cárgalo fuera de horas pico y ahorra con el Programa de Tiempo de Uso de LUMA.

Escanea el QR code para más información sobre cómo puedes ahorrar

La gente primero. La seguridad siempre.

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Appendix C: Support for EV Charging Infrastructure: Guidebooks, Checklists, Guidelines/Manuals



[INFORMACIÓN DEL SISTEMA](#) [RESIDENCIAL](#) [COMERCIAL](#) [INDUSTRIAL](#) [SUPLIDORES](#)
[NUESTRAS OFICINAS](#) [SOBRE LUMA](#)

[— Pasos para instalar un cargador Nivel 2 en su Residencia](#)

Paso 1: Planifique con anticipación

Antes de comprar un vehículo eléctrico, explora tus opciones de carga para una transición a la conducción eléctrica. Al planificar con anticipación, tendrá una mejor idea del costo y el esfuerzo necesarios para configurar su hogar para la carga de vehículos eléctricos y podrá tomar decisiones informadas sobre cómo, dónde y con qué frecuencia necesitará cargar.

Antes de comprar un vehículo eléctrico:

- Piensa en tus hábitos de conducir. ¿Con qué frecuencia y con qué rapidez necesitará cargar su vehículo?
- Si desea contar con las ventajas de un cargador tipo 2 podría consultar con un electricista autorizado y calificado o un proveedor de carga de vehículos eléctricos para comprender si la infraestructura eléctrica de su hogar necesitará actualizaciones y cuánto podría costar una estación de carga de vehículos eléctricos en el hogar.
- Visite [Plugshare.com](https://www.plugshare.com) para verificar si hay estaciones de carga públicas cercanas.
- Pregúntele a su empleador si ofrece algún programa de carga en el lugar de trabajo.

Paso 2: Seleccione su Cargador

- El nivel 1 generalmente se conecta a un receptáculo de pared eléctrico estándar de 120 voltios y requiere hasta 12 amperios. El cargador portátil de nivel 1 viene con la mayoría de los vehículos eléctricos. Un extremo del cargador se conecta a un receptáculo estándar y el otro extremo se conecta al vehículo. El receptáculo debe ser un receptáculo de 3 "clavijas" con conexión a "tierra". Muchos conductores de vehículos eléctricos cargan el nivel 1 en casa. Este tipo de carga puede proporcionar alrededor de 5 millas adicionales de alcance EV por cada hora cargada.
- El nivel 2 generalmente suministra energía de 208 a 240 voltios hasta 80 amperios. La estación de carga de nivel 2 permite una carga más rápida. Debido a los requisitos eléctricos, generalmente se necesita un electricista con licencia para instalar un cargador de nivel 2. Estos cargadores también se encuentran en muchos estacionamientos. Una estación de carga de nivel 2 puede agregar de 12 a 25 millas adicionales de alcance de EV por cada hora cargada, según el modelo de EV y la estación de carga. Algunas estaciones de carga de nivel 2 están diseñadas para conectarse a un receptáculo de 240 voltios (generalmente un receptáculo NEMA 14-50 "estilo secadora"), y otras están diseñadas para conectarse directamente al sistema eléctrico de su hogar.

PASO 3: Encontrar un contratista eléctrico

Su fabricante o concesionario de vehículos eléctricos puede recomendar un contratista eléctrico. Alternativamente, el listado del Colegio de Peritos Electricistas es un recurso que puede ayudarlo a encontrar instaladores locales. Asegúrese de que su contratista seleccionado tenga experiencia en la instalación de carga de vehículos eléctricos y tenga una licencia de electricista válida en PR. Le recomendamos que solicite un estimado de costos de varios proveedores para encontrar el adecuado para usted.

Paso 4: Mejoras en el servicio eléctrico

Revise con su electricista si necesita aumentar la capacidad del panel eléctrico de su hogar para dar servicio a una estación de carga de vehículos eléctricos.

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Appendix D: Workforce Development Materials

C1: EV TOU TRAINING VIDEO FOR MY WORKDAY TRAINING

A total of 2,601 LUMA employees completed the EV TOU training during this period.

