

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

NEPR

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

CASE NO. NEPR-MI-2021-0013

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

**MOTION TO SUBMIT SECOND 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. On November 3, 2025, LUMA filed a revised PR-EVAP for fiscal years 2026, 2027 and 2028.

With this motion, LUMA is filing its second 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. In this report, LUMA describes, among other things, its continued efforts to educate and engage stakeholders and customers by disseminating useful information regarding EVs and EV charging; its ongoing development and improvement of general and program-specific educational resources concerning EVs; and its continued workforce

development activities. LUMA remains committed to advancing 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”) ordering 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.

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.

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”) directing 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

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

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

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

11. On November 3, 2025, LUMA filed a revised PR-EVAP for FYs 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.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

15. On February 27, 2026, LUMA filed its first Semi-Annual Report for FY2026.¹⁵

16. On April 25, 2026, the Energy Bureau issued a Final Resolution and Order on Electricity Rates ("Final Resolution on Rates") in Case No. NEPR-AP-2023-0003, in which, among others, it approved a PR-EVAP budget of \$100,000 per year for FYs 2026 through 2028 and the elimination of the EV TOU rate pilot.¹⁶

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.

¹⁵ See *Motion to Submit First Semi-Annual Report for Fiscal Year 2026*.

¹⁶ See Final Resolution on Rates, p. 335. In addition, the Energy Bureau directed LUMA to undertake a stakeholder process to evaluate and develop potential rate design proposals specifically applicable to public-facing direct current fast charging (DCFC) electric vehicle charging infrastructure, to initiate this stakeholder process within six (6) months of the issuance of the Final Resolution on Rates, and to submit a report on the stakeholder process by June 30, 2027. See *id.*, pp. 335-336.

17. On August 7, 2026, the Energy Bureau issued a Resolution and Order ordering LUMA to modify its PR-EVAP utilizing the determinations put forth in the Final Resolution on Rates and submit the revised plan within sixty (60) days.

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

18. 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 January 1, 2026, to June 30, 2026.

WHEREFORE, LUMA respectfully requests that the Energy Bureau **take notice** of the aforementioned and **accept Exhibit 1** as the Second 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 Guaynabo, Puerto Rico, this 31st day of August 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: 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; 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;

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Exhibit 1

Second Semi-Annual Report for FY2026

Puerto Rico's Electric Vehicle Adoption Plan FY2026

S2 Semi-Annual Report

Reporting Period:

January 1, 2026, to June 30, 2026

NEPR-MI-2021-0013

August 31, 2026



Executive Summary / Transmittal Letter

LUMA is committed to advancing a cleaner, more resilient energy future for all Puerto Ricans and embraces its role as a trusted advisor in the development and implementation of Puerto Rico's Electric Vehicle Adoption Plan (PR-EVAP), as filed on May 1, 2023. Through this plan, LUMA supports the growing EV ecosystem by enabling customers and industry stakeholders to access the information, tools, and infrastructure needed to confidently adopt and benefit from Electric Vehicles (EVs). Additionally, pursuant to the Energy Bureau's Resolution and Order of January 13, 2023, LUMA is required to file Semi-Annual Reports on a reporting schedule that establishes submission deadlines of sixty (60) days following the end of each semi-annual period. This requirement forms an important part of the regulatory framework governing the PR-EVAP and is therefore included in this transmittal letter.

Aligned with global trends toward transportation electrification, the PR-EVAP aims to equip all Puerto Ricans and the broader EV industry with equitable access to the resources and guidance essential for informed EV adoption. This includes preparing the grid for increased charging demand, fostering a reliable charging network, supporting workforce readiness, and promoting customer education. A key pillar of this effort is LUMA's commitment to transparency and accountability, reflected in the program's Semi-Annual Reports, which detail the progress of EV-related initiatives such as infrastructure deployment, rate design, customer outreach, workforce development, and program expenditures.

On November 3, 2025, LUMA submitted a Revised PR-EVAP for Fiscal Years 2026 through 2028, along with a proposed updated Semi-Annual Report Template, for the Energy Bureau's consideration. In its April 15, 2026, Resolution and Order in Case No. NEPR-AP-2023-0003, the Energy Bureau established program budget determinations, including a Constrained Budget of \$100,000 annually for FY2026–FY2028.

Subsequently, on August 7, 2026, the Energy Bureau issued a Resolution and Order in Case No. NEPR-MI-2021-0013 directing LUMA to align the Revised PR-EVAP with the programmatic and budgetary determinations established in the Rate Case. LUMA is actively undertaking the required updates to ensure the plan reflects the Energy Bureau's determinations, the realities of Puerto Rico's evolving EV market, and broader regulatory expectations.

This Semi-Annual Report follows the reporting structure established by the Energy Bureau in its Resolution and Order of April 23, 2024, and provides an update on PR-EVAP activities, progress, market-aligned developments, and expenditures during the applicable reporting period. It reflects LUMA's continued commitment to supporting Puerto Rico's transition toward EV adoption and ensuring the grid evolves sustainably to meet the needs of tomorrow's mobility landscape.

PR-EVAP FY2026 S2 Semi-Annual Report

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.

Contents

Executive Summary / Transmittal Letter	1
1.0 Action 1: Customer Education	5
1.1 Summary and overview of progress during the reporting period	5
1.2 Number of monthly unique visits to LUMA's EV Landing Webpage	5
1.3 Number of direct mailings containing EV customer education resources sent to customers	6
1.4 Number of bill inserts containing EV customer education resources sent to customers	6
1.5 Number of emails containing EV customer education resources sent to customers	6
1.6 Number of face-to-face meetings.....	7
1.7 Total spending on customer education in dollars (\$) and percentage (%) of total budget.....	8
2.0 Action 2: Customer Engagement	8
2.1 Summary and overview of progress during the reporting period	8
2.2 Number of Customer Engagement Events Held Representing Underserved Communities	11
2.3 Number of Customer Events for Non-Underserved Communities.....	12
2.4 Total Spending on Customer Engagement in Dollars (\$) and Percentage (%) of Total PR-EVAP Plan Budget	12
3.0 Action 3: Planning for Grid Infrastructure and System Improvement	12
3.1 Summary and overview of progress during the reporting period	12
3.2 Number of monthly, unique visits to the EV Hosting Capacity Map (once completed).....	12
3.3 Total spending on EV Hosting Capacity Map in dollars (\$) and percentage (%) of total EV Phase I Plan budget	13
3.4 List of stakeholders LUMA partnered with and the outcome of that partnership	13
3.5 All updates to LUMA's detailed EV load projections	13
3.6 Progress towards the development and publishing of the EV Hosting Capacity Map and estimated date of completion.....	13
3.7 List of local transportation partners and third-party data providers with whom LUMA coordinated... ..	14
4.0 Action 4: Support for EV Charging Infrastructure	14
4.1 Summary and overview of progress during the reporting period	14
4.2 The number and percentage of customers by customer class for whom EVSE installation guidebooks were distributed	15

PR-EVAP FY2026 S2 Semi-Annual Report

4.3	The number and percentage of customers, by customer class for whom EV Readiness Checklists were distributed	15
4.4	The number and percentage of customers, by customer class that received Interconnection Guidelines and/or Project Connection Manual.....	16
4.5	Total spending on guidebooks, checklists, guidelines and/or manuals in dollars (\$) and percent (%) of total EV Phase I Plan Budget	16
5.0	Action 5: Workforce Development	16
5.1	Summary and overview of progress during the reporting period	16
5.2	A description of each training session offered to employees, including related instructional materials	17
5.3	Number and percent of employees trained	17
5.4	Total spending on training in dollars (\$) and percent (%) of total EV Phase I Plan budget	17
6.0	Action 6: EV Rates and Charging.....	18
6.1	Summary and overview of progress during reporting period	18
6.2	The number and percentage of residential customers participating in the Interim EV TOU Rate .	18
6.3	The number of EV charging meters installed.....	18
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	19
6.5	Average frequency of charging	19
6.6	Average length of charging	19
6.7	Timing (by hour) of charging	19
6.8	Average and maximum kWh delivered per charging session	19
7.0	Phase I EV Plan Budget and Expenditure Tables	19
8.0	Reached Milestones and Next Steps	20
8.1	Reached Milestones and Next Steps	20
8.1.1	Next Steps.....	21
8.2	Federal Funding Opportunities	21
8.3	Provisions for Public Transportation Sector and Disadvantaged Communities.....	21
8.4	Priorities for FY2027	22
	Appendix A: Customer Education Materials	23
	Appendix B: Customer Engagement Materials	25
	Appendix C: Support for EV Charging Infrastructure: Guidebooks, Checklists, Guidelines / Manuals.....	27
	Appendix D: Workforce Development Materials.....	28

PR-EVAP FY2026 S2 Semi-Annual Report

Tables

Table 1: Social Media Outreach	5
Table 2: Unique visits to LUMA's EV landing webpage in both in Spanish and English	6
Table 3: Total unique emails distributed to EV customers in Spanish	6
Table 4: Virtual or face-to-face meetings	7
Table 5: Total expenditure in customer education	8
Table 6: LUMA's Participation in Stakeholder Events	9
Table 7: Customer Engagement Expenditures	12
Table 8: Expenditures on Guidebooks, Checklists and/or Manuals	16
Table 9: Workforce Development Training	17
Table 10: Total spending on training	17
Table 11: Phase I EV Plan Budgets and Expenditures by Initiative	19
Table 12: Phase I EV Plan Budgets and Expenditures by Spending Category	20

PR-EVAP FY2026 S2 Semi-Annual Report

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. LUMA has leveraged its social media platforms to inform customers about shaping the future of EV adoption.

Additionally, LUMA employees participated in key industry events, such as Chartwell Inc., National Association of Regulatory Utility Commissioners, and ACEEE Smart Energy. 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	7,473
Total for the period	7,473

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:

PR-EVAP FY2026 S2 Semi-Annual Report

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

Spanish Version	English Version	Total ¹
1,982	560	2,542

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 related to EV.

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

During this reporting period, no bill inserts were distributed. Following the conclusion of the EV Time-of-Use Pilot Program in December 2025, LUMA focused its EV education and outreach efforts on digital communication channels and targeted email distribution rather than bill insert materials. This approach not only minimized costs but also ensured that the content remained closely aligned with the program's goals and messaging.

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

Following the conclusion of the EV Time-of-Use Pilot Program in December 2025, LUMA continued providing electric mobility education and outreach through periodic email communications. These emails deliver information on the benefits of electric vehicles, emerging technologies, charging considerations, and facts aimed at addressing common misconceptions. The purpose of these communications is to support broader EV awareness and adoption among residential customers and fleet operators across Puerto Rico.

During the current reporting period, more than 6,000 informational emails were distributed. Initial distribution included former participants and interested customers from the TOU Pilot Program, and additional outreach extended to organizations operating electric vehicle fleets throughout the Island. Table 3 below summarizes the topics covered and the number of unique emails delivered during the reporting period.

Table 3: Total unique emails distributed to EV customers in Spanish

Email subject	Unique emails
¿Te interesan los vehículos eléctricos? Únete a nuestra Comunidad EV	501
¡Bienvenido(a) a la Comunidad de Vehículos Eléctricos de LUMA!	55
¿Por qué los precios de los vehículos eléctricos usados están cayendo tan rápido?	53

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

PR-EVAP FY2026 S2 Semi-Annual Report

Email subject	Unique emails
Baterías de vehículos eléctricos: ¿cuánto duran realmente?	59
Revolución eléctrica: caída histórica en la demanda de petróleo	56
¿Qué fabricantes construyen los vehículos eléctricos más “limpios”?	67
La nueva gran industria: reciclaje de baterías EV	72
Electrificación de flotas - ahorro, regulación y estrategia	440
Mientras caen los EV nuevos, los usados se disparan	576
Los EV usados ahora son los autos más asequibles	512
El mito de la degradación de baterías EV	517
Vehículos eléctricos como fuente de energía	513
Baterías de EV tienen segunda vida como almacenamiento energético	516
Carga al 80 % en 12 minutos: la nueva batería que lo cambia todo	523
Answering TOU Inquiries	20
Baterias de vehiculos electricos - ¿Cuánto duran realmente?	2,005
Grand Total	6,485

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 and establish direct communication channels
- Assess challenges, concerns, and barriers related to EV adoption within participating organizations

Table 4: Virtual or face-to-face meetings

Business or Entity	Category	Description	Month	Total of Meetings
Velocicharge	Virtual	Opportunities for collaboration	March	2
Hawaiian Electric Company (HECO)	Virtual	Programs and initiatives	February and June	2
University of Puerto Rico – Carolina Campus	Virtual and Face to Face	EV Systems Training Coordination	February, March, April	6

PR-EVAP FY2026 S2 Semi-Annual Report

Business or Entity	Category	Description	Month	Total of Meetings
Porsche and University of Puerto Rico, Carolina Campus	Virtual	EV Systems Training	May	1
DDEC	Virtual	Collaboration opportunities	February, April, May, June	5

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	\$100,000	\$33,083	33%

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

2.0 Action 2: Customer Engagement

LUMA has continued implementing customer outreach initiatives and expanding its communication channels to strengthen public awareness and understanding of EV technology. During this reporting period, efforts focused on providing accessible information, supporting customer inquiries, and promoting EV adoption across Puerto Rico. Detailed activity indicators are presented below.:

2.1 Summary and overview of progress during the reporting period

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 Customer Resources:** LUMA optimized program resources to provide accurate and accessible information through the EV website and associated digital channels. These resources cover EV benefits, cost-saving opportunities, technology updates, charger installation guidance, and the advantages of commercial and fleet electrification.
- **EV Informational Communications:** Following the conclusion of the EV Time-of-Use Pilot Program, LUMA established periodic mailing communications to maintain continuous engagement with customers interested in electric mobility. The content delivers recurring

PR-EVAP FY2026 S2 Semi-Annual Report

educational information focused on EV technology, emerging trends, policy developments, and myth-debunking facts to combat misinformation.

- **Dedicated Email Support:** LUMA continued operating a dedicated email support channel, allowing customers to submit general EV-related inquiries. The EV program team monitors and responds to inquiries in both English and Spanish, ensuring timely, accurate, and effective communication.
- **Call Center Preparedness:** LUMA has trained dedicated call center personnel to manage and refer EV-related inquiries. This team provides bilingual support to ensure seamless customer experience and expand access to information for customers. Table 6 presents a 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 – 2/11/2026 6/16/2026	2	• Common challenges • New programs and initiatives • Information exchange (e.g., underserved communities' strategies)
Chartwell EV Leadership Council ²	X	1/8/2026 1/14/2026 2/ 4/2026 3/12/2026 6/3/2026	50	• Best practices • Key challenges • Future of transportation electrification
Energy Hub		1/27/2026	~100	• Advance Managed Charging
Energy Week		3/12/2026	~250	• An annual multi-day conference assembling stakeholders to accelerate the transformation of Puerto Rico's power sector. It focuses on enhancing grid resilience, integrating

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.

PR-EVAP FY2026 S2 Semi-Annual Report

Customer Engagements	Underserved Communities Represented	Event (s) Date(s)	Estimated Attendance/ Survey Respondents	Subjects Covered at Each Event
				renewable energy, and fostering collaboration between private and public sectors, communities, and technical experts to achieve a sustainable, equitable energy future.
TechCon	X	3/24/2026 to 3/26/2026	~500	TechCon® North America Training and Expo is an annual conference that has been providing a platform for industry experts to discuss technical development and solutions which improve key high voltage maintenance programs and asset management strategies for the aging electrical grid infrastructure consistently since 1996. Attendees include a mix of utility & power generation experts, utility workforce members, corporate suppliers, and decision-makers, all eager to educate, train, network, and share their vast knowledge and experiences.
Municipal Legislative Fairs	X	6/2/2026	~350	The purpose of the Municipal Legislative Fair is to bring together various governmental agencies and participating entities to provide services and information directly to the public, facilitating access to resources without requiring participants to visit agency offices or medical service centers. EV supported the event by offering informational materials and engaging with attendees at an information table, where participants received

PR-EVAP FY2026 S2 Semi-Annual Report

Customer Engagements	Underserved Communities Represented	Event (s) Date(s)	Estimated Attendance/ Survey Respondents	Subjects Covered at Each Event
				guidance on the benefits of electric vehicle adoption and have the opportunity to ask questions and address any concerns related to EV technologies.
University of Puerto Rico – Carolina Campus: EV and Battery Technology Training Session		5/6/2026	-25	• Introduction to electric vehicle systems • Battery technology fundamentals • Safety procedures for EV maintenance • Workforce development and career pathways in EV technology

2.2 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 included are summarized below, with additional supporting information -including attendance figures- available in Table 6.

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.
3. **Municipal Legislative Fairs** – Community Outreach – LUMA provided educational materials and EV informational resources through an information table at Municipal Legislative Fairs held in Las Margaritas community. This outreach activity helped expand EV awareness among underserved communities by offering direct access to printed educational content and staff support to address customer questions.

PR-EVAP FY2026 S2 Semi-Annual Report

2.3 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, maintaining and continuously updating educational resources was prioritized. 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.

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

LUMA's expenditure on 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	\$100,000	\$33,083	33%

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, Energy Hub, ACEEE and the National Association of Regulatory Utility Commissioners 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.

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.

PR-EVAP FY2026 S2 Semi-Annual Report

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.
- **Velocicharge** – Public Charging Network Collaboration: LUMA maintained ongoing communication with Velocicharge, a rapidly expanding EV charging network with presence across Puerto Rico. As a key stakeholder with direct insight into the most common challenges, Velocicharge contributed valuable information to support customer education and outreach initiatives during the reporting period. Collaboration efforts also aligned with the directives issued in the Puerto Rico Energy Bureau's April 15, 2026 Resolution and Order in Docket No. NEPR-AP-2023-0003, which requires LUMA to gather input relevant to rate design considerations for DC Fast Charging infrastructure.

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). These projections were developed 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.

PR-EVAP FY2026 S2 Semi-Annual Report

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

LUMA continued its coordination efforts with companies registered under the Puerto Rico Transportation Bureau and other transportation sector stakeholders. These engagements help maintain a foundation of partners who contribute valuable perspectives on transportation electrification needs and operational challenges across Puerto Rico.

During the previous reporting period, LUMA established initial contact with a broad group of transportation companies, creating a base of stakeholders for future collaboration. In the current reporting period, LUMA preserved this outreach framework and continued providing these companies with educational content. These communications enable LUMA to deliver recurring information related to EV technology, industry trends, and resources relevant to organizations operating transportation fleets, ensuring stakeholders remain informed as Puerto Rico advances toward greater transportation electrification.

Looking ahead, 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 yielding long-term benefits for the sector.

4.0 Action 4: Support for EV Charging Infrastructure

4.1 Summary and overview of progress during the reporting period

On April 15, 2026, the Puerto Rico Energy Bureau (Energy Bureau) issued a Resolution and Order in Case No. NEPR-AP-2023-0003 directing LUMA to initiate, within six months, a formal stakeholder process to evaluate rate design alternatives for public-facing DC Fast Charging (DCFC) stations. The Order requires LUMA to (1) conduct a minimum of four stakeholder meetings, (2) provide opportunities for written comments, and (3) submit a comprehensive report in Case No. NEPR-MI-2021-0013 no later than June 30, 2027. This report must include a summary of the process, stakeholder recommendations, rate design options, technological requirements, and a justified preferred rate design option.

Work Completed and Internal Alignment

During this reporting period, LUMA initiated internal coordination efforts to meet the Energy Bureau's directive. On May, 2026, the EV Program team reviewed the Order requirements and evaluated their integration with the PR-EVAP framework. As part of this session, the team identified initial stakeholders, including Velocicharge, Tesla, and Walmart, based on their operational relevance and experience with public-facing charging infrastructure across the Island.

Structured Approach and Next Steps

To ensure compliance with the Energy Bureau's deadlines, LUMA is organizing the work into the following phases: mobilization, process design, stakeholder outreach, stakeholder sessions, written comments collection, analysis and technology-requirements evaluation.

PR-EVAP FY2026 S2 Semi-Annual Report

Deadline Management

LUMA's immediate objective is to formally initiate the stakeholder process no later than October 14, 2026. The program will (1) conduct and document at least four stakeholder sessions, (2) maintain a record of all recommendations and written comments, and (3) use this evidence to develop the final report required for June 30, 2027.

Commitment to Ongoing Reporting

LUMA will continue to update the Energy Bureau on all efforts related to the stakeholder process through the Electric Vehicles docket (NEPR-MI-2021-0013), ensuring transparency and timely submission of required documentation.

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 Electric Vehicle Supply Equipment (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 by customer class for whom the Installation Guidebook was distributed 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.

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](#) 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.

PR-EVAP FY2026 S2 Semi-Annual Report

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. 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 reaffirms its focus on empowering customers and promoting the broader adoption of electric vehicles across the Island.

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.

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	\$0	\$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 related to electric vehicles, charging infrastructure, grid technologies, fleet electrification, and other areas. These ongoing activities reaffirm LUMA's commitment

PR-EVAP FY2026 S2 Semi-Annual Report

to nurturing its team's technical knowledge while expanding access to learning opportunities across the organization. For example, during this reporting period, members of the team participated in external training hosted by NARUC, focused on electric vehicle grid integration and grid impacts for state regulators.

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
The EV Grid Integration and Grid Impacts for States Regulators	NARUC - National Association of Regulatory Utility Commissioners	Training program on Electric Vehicle Grid Integration and Grid Impacts for State Regulators covers EV adoption foundations, managed charging strategies, and distribution system optimization. The course is designed to help utility regulators and staff manage transportation electrification.

5.3 Number and percent of employees trained

During this reporting period, two employees completed the “EV Grid Integration and Grid Impacts for State Regulators” training offered by NARUC, which includes 100% of employees currently working on the EV Program.

These employees received essential instruction on EV adoption fundamentals, managed charging strategies, and distribution system considerations, strengthening organizational readiness in key functional areas. LUMA will continue to assess training needs and opportunities in future reporting periods to ensure optimal use of program resources while maintaining compliance with PR-EVAP objectives.

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

During this reporting period, LUMA invested in external EV-related workforce development to support program objectives. A total of \$1,300 was spent for two employees to participate in the “EV Grid Integration and Grid Impacts for State Regulators” training offered by NARUC. This targeted investment reflects LUMA's commitment to cost-effective use of the annual EV Program budget approved by the Energy Bureau, ensuring that expenditures directly support priority skill development aligned with transportation electrification needs.

Table 10: Total spending on training

Initiative	FY2026 Initiative Budget	FY2026 Workforce Development Spend (\$)	Reporting Period Spend (% of Initiative Budget)
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PR-EVAP FY2026 S2 Semi-Annual Report

Customer Education and Outreach	\$100,000	\$1,300	1.3%
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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.
- 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

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

The Electric Vehicle Time-of-Use (EV TOU) Pilot Program concluded in December 2025, as previously reported to the Energy Bureau. As a result, there are no EV TOU participation metrics or related data to report for the current January–June 2026 reporting period.

6.3 The number of EV charging meters installed

The installation of EV charging meters is not an applicable indicator for the EV TOU Pilot Program. Throughout the duration of the program, and consistent with its design, no additional metering infrastructure was required to support customer billing or data collection. Charging data was obtained through vehicle telematics or customer-installed EV chargers, which provided the necessary information without the need for utility-installed meters.

PR-EVAP FY2026 S2 Semi-Annual Report

Following the conclusion of the EV TOU Pilot Program in December 2025, this indicator remains non-applicable, and no metrics are available to report for the current period.

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

The Interim EV TOU Pilot Program concluded in December 2025. As previously reported, this indicator is no longer applicable, and no new data is available for the current reporting period.

6.5 Average frequency of charging

The Interim EV TOU Pilot Program concluded in December 2025. As previously reported, this indicator is no longer applicable, and no new data is available for the current reporting period.

6.6 Average length of charging

Following the conclusion of the EV TOU Pilot Program in December 2025, this indicator is no longer applicable, and no updated charging duration data is available to report.

6.7 Timing (by hour) of charging

This metric relates exclusively to the EV TOU Pilot Program, which ended in December 2025. As a result, no additional hourly charging data is available for the current reporting period.

6.8 Average and maximum kWh delivered per charging session

Given the closure of the EV TOU Pilot Program in December 2025, this indicator is no longer applicable, and no new charging session energy data exists for this reporting period.

7.0 Phase I EV Plan Budget and Expenditure Tables

The total expenditure for this reporting period is detailed in Table 10 and Table 11 below.

Table 11: 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	\$100,000	\$33,083	33%	\$63,752	\$222,460

PR-EVAP FY2026 S2 Semi-Annual Report

EV Infrastructure and System Improvement	\$0	\$0	0%	\$0	\$45,407
EV Rates and Load Management	\$0	\$0	0%	\$0	\$1,399,807
Total	\$100,000	\$33,083	33%	\$63,752	\$ 1,667,674

Table 12: 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	\$90,000	\$ 33,083	33%	\$63,752	\$414,565
Third-Party Contractor	\$10,000	\$0	0%	\$0	\$ 1,253,109
Total	\$100,000	\$33,083	33%	\$63,752	\$ 1,667,674

8.0 Reached Milestones and Next Steps³

8.1 Reached Milestones and Next Steps

During the current reporting period, LUMA's EV Program advanced key initiatives that support transportation electrification, customer education, stakeholder engagement, and compliance with regulatory directives issued by the Energy Bureau. Major milestones achieved include:

1. Regulatory Alignment and Mobilization for DC Fast Charging Rate Design

- LUMA initiated internal coordination to meet the orders from the Energy Bureau's April 15, 2026 Resolution and Order in Case No. NEPR-AP-2023-0003. The EV Program initiated planning activities and developed a six-month Project Plan to guide the stakeholder process required for evaluating rate design alternatives applicable to public-facing Direct Current Fast Charging (DCFC) stations.

2. EV Communication Initiatives

- Following the conclusion of the EV TOU Pilot Program in December 2025, LUMA continued providing electric mobility education and outreach through periodic email communications. These communications provide information on the benefits of electric vehicles, emerging technologies, charging considerations, and facts aimed at addressing common

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.

PR-EVAP FY2026 S2 Semi-Annual Report

misconceptions. These efforts support broader EV awareness and adoption among residential customers and fleet operators across Puerto Rico.

3. Stakeholder Engagement and Industry Collaboration

- LUMA strengthened coordination with public charging operators and transportation-sector organizations to gather insight into charging infrastructure challenges, customer behavior, operational considerations, and other factors relevant to DCFC rate design and broader EV adoption across Puerto Rico.

8.1.1 Next Steps

Looking ahead, LUMA will continue advancing key initiatives that support transportation electrification, regulatory compliance, and customer engagement. Priority next steps for the upcoming reporting period include:

Modification and Resubmission of the Revised PR-EVAP

The PR-EVAP will be revised and resubmitted to align with the Energy Bureau's approved budget and program determinations and comply with the August 7, 2026 Order. Work will continue through the required stakeholder process for DCFC rate design, together with strengthened customer education and outreach efforts.

Ongoing collaboration with industry stakeholders and continuous regulatory reporting will support transparency and informed EV adoption across Puerto Rico. Together, these efforts strengthen LUMA's commitment to expanding EV awareness, improving access to reliable information, and supporting informed adoption across Puerto Rico.

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 which will be included in LUMA's revised PR-EVAP.

PR-EVAP FY2026 S2 Semi-Annual Report

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 FY2027

For FY2027, LUMA 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.

PR-EVAP FY2026 S2 Semi-Annual Report

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](#)

PR-EVAP FY2026 S2 Semi-Annual Report

	What is an Electric Vehicle?
	Charging Types
	Benefits
	Where Can I Charge on the Road?
	LUMA's Role
	EV Survey
	Survey on Transportation Fleets Electrification in Puerto Rico
	Benefits of Fleet Electrification

What is Fleet Electrification?

Fleet electrification is the process of replacing a group of traditional gasoline-powered or diesel-powered vehicles with electric vehicles (EVs) within an organization or business. This transition helps reduce greenhouse-gas emissions, mitigate climate change, and promote a cleaner, more sustainable transportation system. By adopting EVs, organizations can significantly cut costs, improve brand reputation, and contribute to environmental benefits such as reduced emissions and improved public health.

Multiple benefits of Fleet Electrification

Fleet electrification offers several advantages, including operational and economic benefits, as well as positive environmental impacts. Let's break it down:



Operational & Economic

- o Significant fuel cost savings
- o Simplified maintenance
- o Lower operating costs
- o Less vulnerable to fluctuations in the fossil-fuel markets
- o Government incentives



Environmental & Social

- o Eliminate or reduce tailpipe emissions
- o Improve the air quality and public health
- o Reduce greenhouse gas emissions and mitigate climate change

Operational and Economic Benefits

- **Lower Maintenance Costs:** Electric vehicles (EVs) generally have fewer moving parts than internal combustion engine (ICE) vehicles, leading to reduced maintenance requirements and costs.
- **Predictable Fuel Costs:** With electricity prices being more stable than fluctuating gasoline prices, fleet managers can better predict fuel expenses.
- **Lower Fuel Costs:** Electricity is typically cheaper than gasoline or diesel, resulting in significant savings over the lifetime of an EV fleet.
- **Incentives and Tax Credits:** Many regions offer incentives and tax credits for adopting electric vehicles, further reducing the upfront costs.
- **Resale Value:** EVs tend to retain their value better than ICE vehicles due to increasing demand and advancements in battery technology.

Environmental and Social Benefits

- **Reduced Emissions:** EVs produce zero or significantly reduce tailpipe emissions, contributing to cleaner air and mitigating climate change.
- **Lower Carbon Footprint:** Even when considering electricity generation, EVs have a smaller carbon footprint compared to ICE vehicles.
- **Promoting Sustainability:** Fleet electrification aligns with corporate sustainability goals and demonstrates environmental responsibility.

In summary, transitioning to an electric fleet not only makes economic sense but also contributes to a greener future.

PR-EVAP FY2026 S2 Semi-Annual Report

Appendix B: Customer Engagement Materials

B1: Social Media Post



Transporte eficiente

Opta por vehículos eléctricos o híbridos. Ayudan a reducir emisiones en tu día a día.

PR-EVAP FY2026 S2 Semi-Annual Report

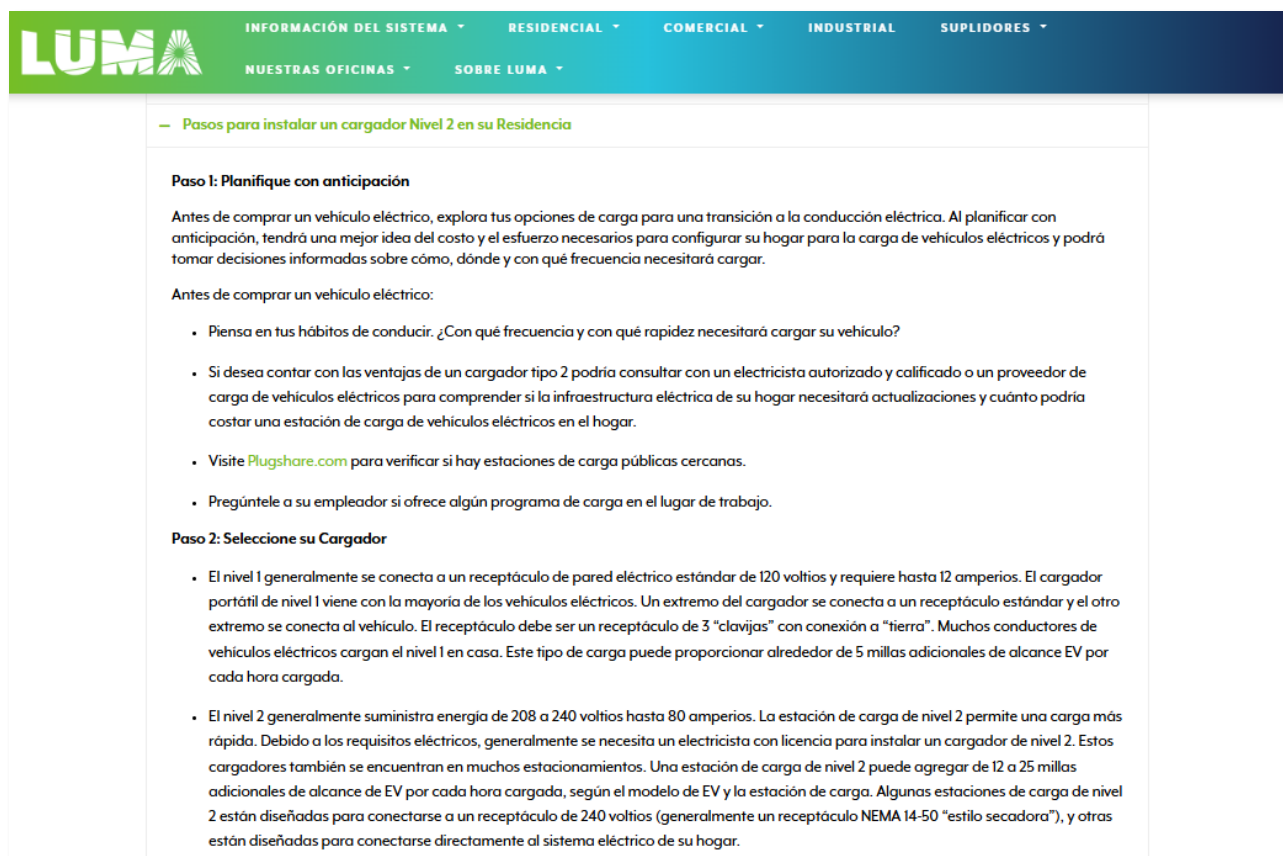
B2: Energy Week



PR-EVAP FY2026 S2 Semi-Annual Report

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

C1: Charger Installation Guide



The screenshot displays the LUMA website's navigation bar with links for 'INFORMACIÓN DEL SISTEMA', 'RESIDENCIAL', 'COMERCIAL', 'INDUSTRIAL', 'SUPLIDORES', 'NUESTRAS OFICINAS', and 'SOBRE LUMA'. The main content area is titled 'Pasos para instalar un cargador Nivel 2 en su Residencia' and includes the following text:

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.

[EV Landing page](#)

PR-EVAP FY2026 S2 Semi-Annual Report

Appendix D: Workforce Development Materials

B1: NARUC - National Association of Regulatory Utility Commissioners

A total of 2 LUMA employees completed the EV Grid Integration and Grid Impacts for States Regulators training.

