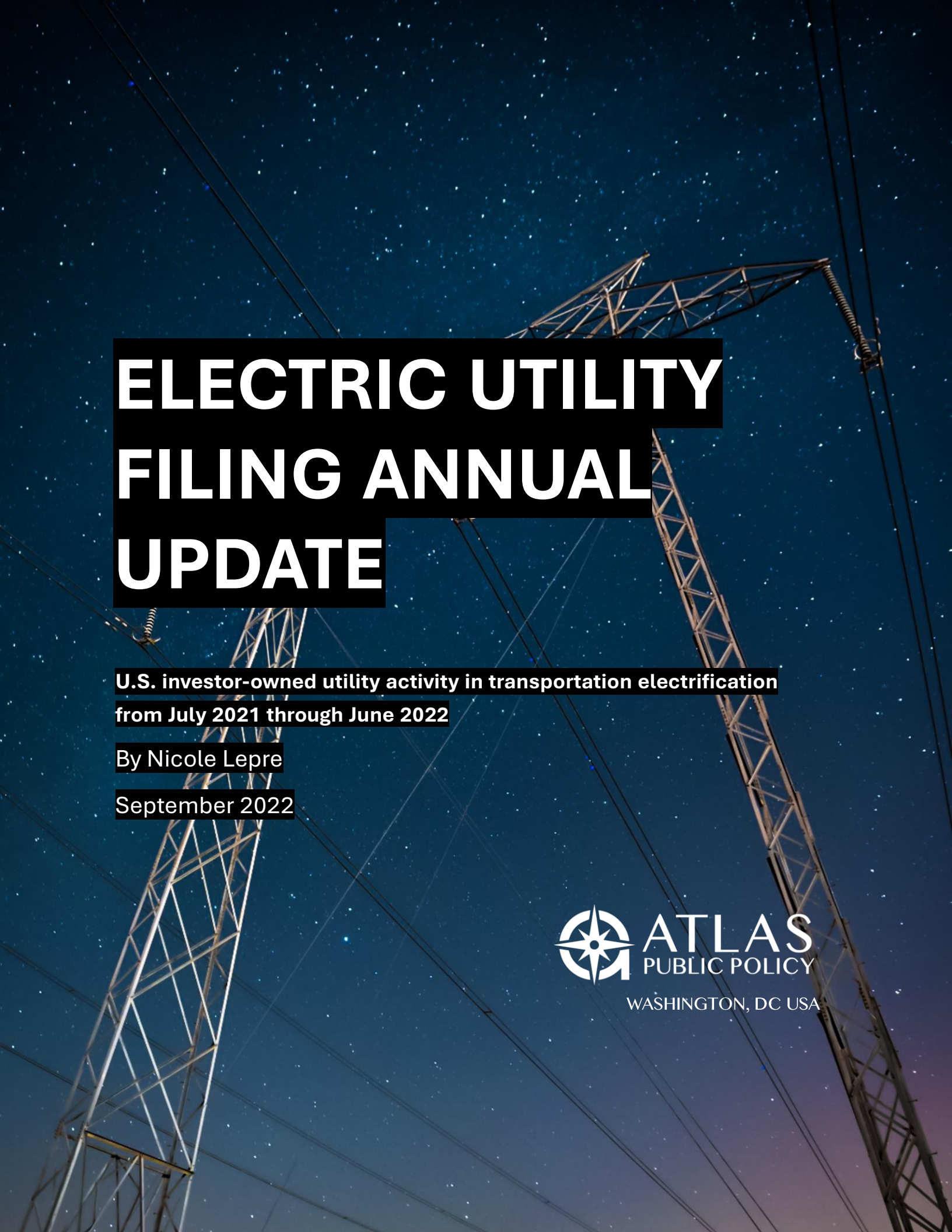

ELECTRIC UTILITY FILING ANNUAL UPDATE

U.S. investor-owned utility activity in transportation electrification from July 2021 through June 2022

By Nicole Lepre

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ATLAS PUBLIC POLICY
WASHINGTON, DC USA

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Executive Summary

Plug-in electric vehicle[1] (EV) adoption is on the rise by nearly any measure. EV sales reached a new monthly record in March 2022, with 83,000 EVs sold, exceeding the previous monthly record by 10,000 [1]. Automakers continue to set significant electrification targets, with eight major automakers having announced plans to fully electrify their vehicle offerings, and nearly every other major automaker announcing significant electrification plans [2]. The number of states that have adopted California's Zero Emission Vehicle program, which requires an increasing percentage of vehicles made available for sale in the state to be electric each year, rose to 16. And in August, all 50 states as well as the District of Columbia and Puerto Rico submitted implementation plans for the $5 billion National Electric Vehicle Infrastructure program (NEVI) [3, 4].[2]

On the other hand, the period from July 2021 through June 2022 was relatively quiet for investor-owned utility (IOU) investment in transportation electrification (TE). The period saw just over $470 million in transportation electrification programs approved, much less than the $1.6 billion approved during the same period a year prior. Despite the low overall amount of funding, there were several noteworthy IOU program proposals and approvals. For example, Florida Power & Light had a $205 million program approved. The program includes a $100 million budget for the utility to own and operate direct current (DC) fast chargers, making it the largest approved investment in utility-owned DC fast chargers to date. Also notable were major proposed programs in Massachusetts from National Grid, which proposed $277 million, and Eversource, which proposed nearly $192 million.

Using data from the Atlas EV Hub (www.atlasevhub.com), this report summarizes IOU EV investment activity from July 2021 through June 2022 and places that investment in a broader context. All utility program data from this report is from the Electric Utility Filings dashboard on the EV Hub unless otherwise noted [5].

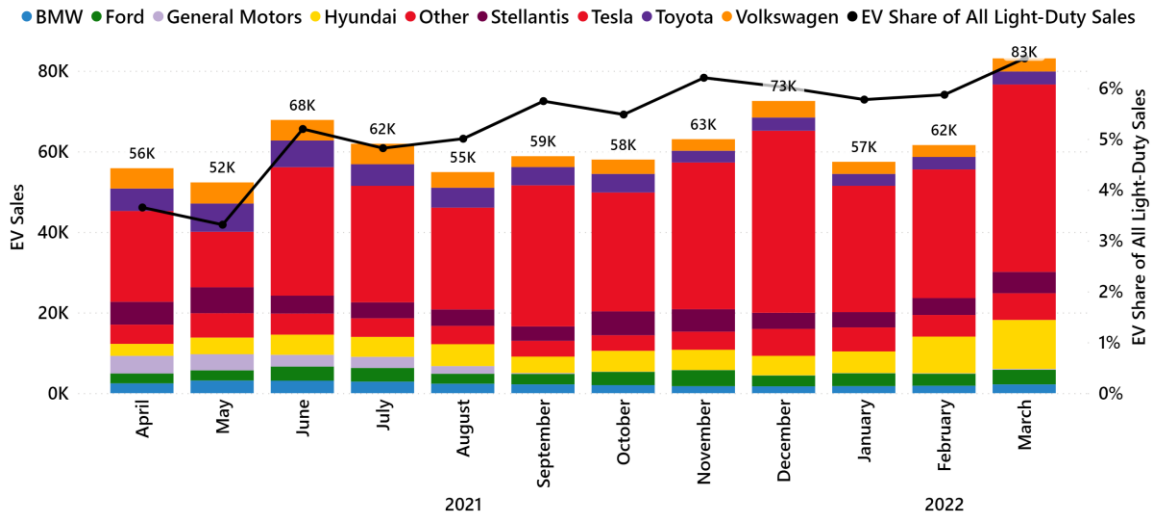
Transportation Electrification State of Play

[1] EVs include fully-electric battery electric vehicles and plug-in hybrid electric vehicles.

[2] This report covers activity from July 2021 through June 2022, with the exception of some key developments that occurred after June 1, 2022 but before this report was published.

March 2022 set a record for monthly light-duty EV sales[1] with nearly 83,000 new EVs sold, representing 6.6 percent of all new vehicles sold during the month [1]. Prior to March 2022, the monthly record was 72,000 EVs. EV sales during the first quarter of 2022 (Q1 2022)[3] set a quarterly sales record as well, at 201,000 EV sales compared to 131,000 sales during Q1 2021. The percent of new light-duty vehicle sales that were electric during Q1 2022 was highest in California, at 18 percent, followed by the District of Columbia at 14 percent, Oregon and Washington at 10 percent, and Colorado at nine percent [6]. Tesla continues to lead with more than half of all EV sales during Q1 2022. In fact, at more than 46,000 Model 3 sales and nearly 50,000 Model Y sales, both models exceeded total EV sales from any other automaker. Figure 1 summarizes monthly EV sales by automaker and shows the percent of new sales that were EVs over time.

Figure 1: U.S. Light-duty EV Sales and EV Market Share Over Time



This figure shows light-duty EV sales and market share over time by automaker in the United States.

Source: [1]

Nearly every major automaker has announced plans for a major percentage of their new light-duty vehicle sales to be electric in the near future. Eight automakers have announced targets to sell 100 percent electric vehicles by dates ranging from 2025 to 2040. These include General Motors, Volvo, Honda, Audi, Lexus, Hyundai, Jaguar and Mini [2]. Automakers that have not announced plans for full electrification have still announced

[3] While other sections of this report cover activity through June 2022, at the time this report was written, available EV sales data only covered sales through March 2022.

significant electrification targets, including Nissan, which stated it plans for 40 percent of its U.S. sales to be electric by 2030; Ford, which announced plans for one-third of global sales to be electric by 2026; Kia, which plans for 40 percent of its global sales to electric by 2030; and Subaru, which plans to only sell EVs worldwide by the end of the first half of the 2030s [2]. Automakers are not just making targets for electrification, they are also making major investments in manufacturing. Table 1 summarizes major U.S. EV manufacturing investment announcements made from July 2021 through June 2022.

Table 1: Major U.S. EV Manufacturing Investment Announcements made from July 2021 through June 2022 [most recent first]

Automaker	Investment	Description	Date Announced
VinFast	$2 billion	Build U.S. factory for manufacturing electric buses, SUVs, and batteries [7]	March 2022
Nissan	$500 million	Transform Mississippi plant to EV manufacturing [8]	February 2022
General Motors	$7 billion	Chevrolet Silverado EV and electric GMC Sierra manufacturing in Michigan [9]	January 2022
Rivian	$5 billion	Build EV manufacturing plant outside of Atlanta, Georgia [10]	December 2021
Cenntro	$25 million	EV manufacturing facility in Jacksonville, Florida [11]	December 2021
Toyota	$1.3 billion	Build Lithium-ion battery facility in North Carolina [12]	December 2021

The number of chargers in the United States has increased rapidly over the last several years and by the end of Q2 2022, there were more than 135,000 public charging ports in the U.S., including nearly 31,000 DC fast chargers and nearly 110,000 Level 2 ports [13]. Still, this pace is not fast enough to support certain electrification targets. For example, a study conducted by Atlas Public Policy in April 2021 based on the National Renewable Energy Laboratory's EVI Pro-Lite tool found that from 2021 to 2030, the United States needs 495,000 new public and workplace chargers (about 230,000 DC fast chargers) in order to achieve 100 percent passenger EV sales by 2035 [14]. From 2020 through June 2022, just over 10,000 new DC fast chargers were installed, a pace that would get the United Stated less than halfway to this 2030 target [13].

At the end of the first half of 2021, about 57 percent of all DC fast charging ports installed were part of Tesla's closed network. However, other DC fast charger network providers like Electrify America and EVGo are catching up and during the period from July 2021 through June 2022, only about 46 percent of DC fast chargers installed were part of Tesla's network. Electrify America is the second largest DC fast charger network, with about 14 percent of all DC fast chargers in the U.S. The company announced plans to invest in its charging network beyond its $2 billion EPA-imposed requirement and aims to expand its network to 10,000 DC fast chargers across 1,800 sites by 2026 [15]. Notably, in June 2022, Electrify America announced that it raised an additional $450 million of equity investments and Siemens became its first external investor [15].

On the policy front, states were hard at work during the first half of 2022 drafting implementation plans for the $5 billion National Electric Vehicle Infrastructure (NEVI) program, part of the $1.2 trillion Infrastructure Investment and Jobs Act (IIJA), which was passed in November 2021. With about $7 billion of funding for EVs, the IIJA is the largest investment in transportation electrification from the United States federal government to date [16]. State NEVI plans were due to the Joint Office of Energy and Transportation on August 1, 2022 and all 50 states, the District of Columbia and Puerto Rico submitted plans [17]. The Federal Highway Administration currently plans to approve eligible plans by the end of September 2022.

At the state level, New Mexico, Nevada, and Virginia adopted California 's Zero Emission Vehicle program in its Clear Cars I program, which requires that an increasing percentage of new light-duty vehicles produced and made available for sale by manufacturers be zero-emission vehicles, reaching about eight percent in 2025. These additions bring the total number of states to adopt California's program to 16 [3].[4] On August 25, 2022, the

[4] States that have adopted California's ZEV program include: California, New Mexico, Virginia, Nevada, Minnesota, Washington, Colorado, Oregon, Vermont, New York, Maryland, New Jersey, Massachusetts, Maine, Connecticut, Rhode Island

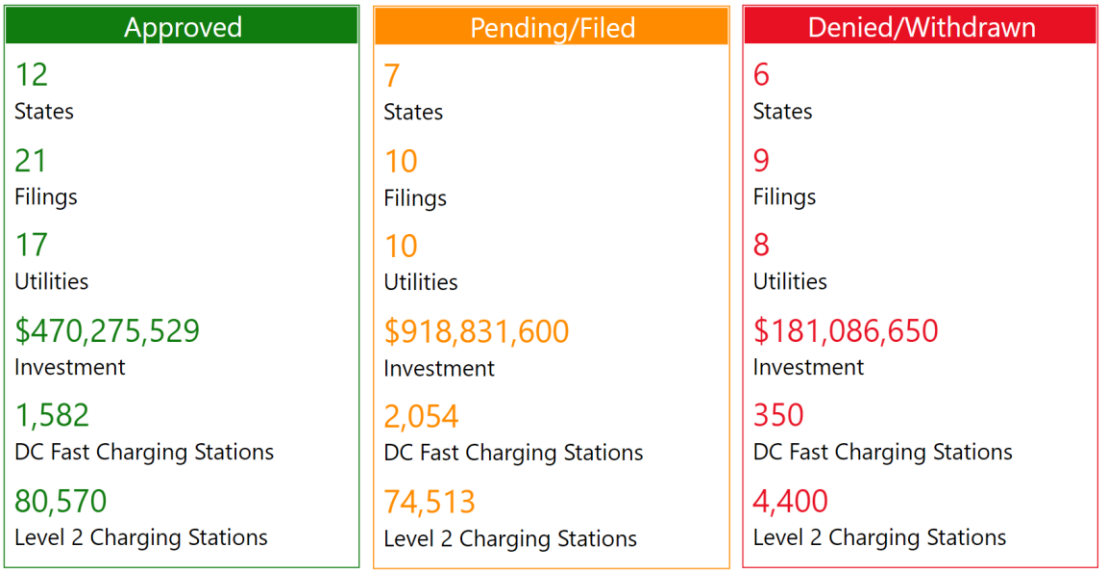
California Air Resources Board voted to approve a Clean Cars II program, which establishes electric vehicle sales requirements for model years 2026 and beyond, until reaching 100 zero-emission vehicle sales in 2035 [18, 19].

Summary of Filing Activity from July 2021 through June 2022

From July 2021 through June 2022, U.S. IOUs were approved to invest just over $470 million in transportation electrification programs that could support about 1,570 DC fast chargers and 80,000 Level 2 ports. This is much less than the $1.6 billion approved during the same period a year prior. Also notable during the period from July 2021 through June 2022 is that more than $181 million of proposed investment was denied, representing more than 27 percent of investment decisions (approvals and denials), compared to only seven percent during the same period a year prior. In general, it is important to note that some differences in IOU activity from year to year are to be expected, since EV industry-leading IOUs are not expected to repeatedly propose large programs in each year. Still, the decease in IOU activity is significant and may be due to other factors as well. For example, given the recently established $5 billion NEVI program, the decrease in IOU activity raises the question of whether some IOUs or state commissions may think the utility role in providing transportation electrification funding is not as important. Notably, the April 2021 study conducted by Atlas Public Policy referenced earlier found that from 2021 to 2030, the United States needs to invest $39 billion in public charging infrastructure by 2031, so the NEVI program, while significant, does not decrease the importance of other funding sources.

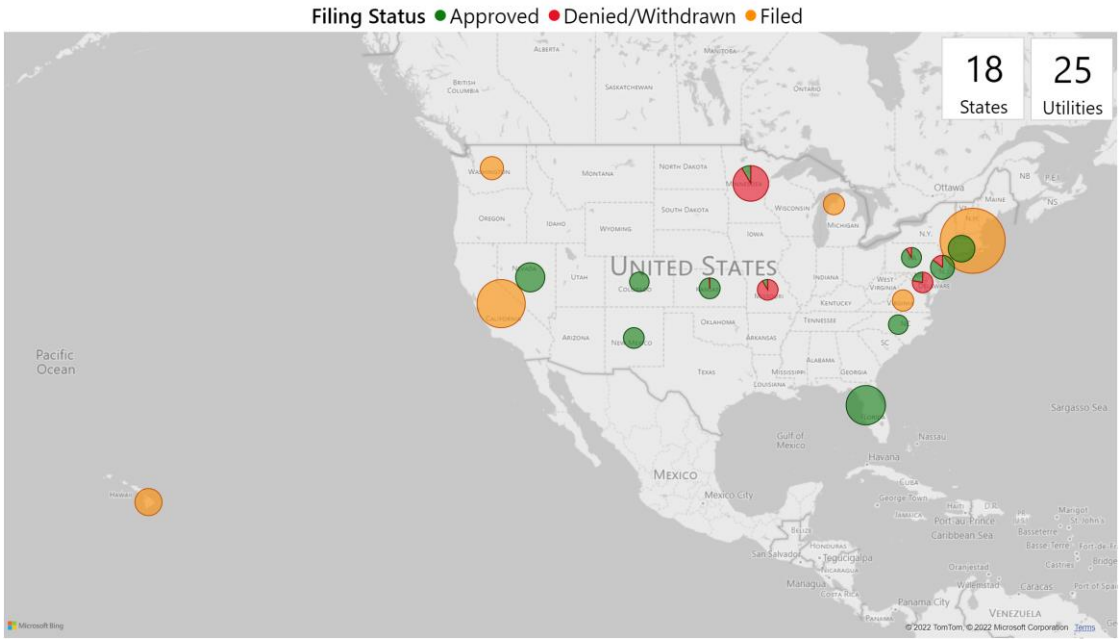
Figure 2 below summarizes IOU activity during the period from July 2021 through June 2022 and Figure 3 shows where this activity occurred, with the size of the circles corresponding to the investment amount.

Figure 2: U.S. Investor-Owned Electric Utility Transportation Electrification Approved, Denied, and Proposed Filings by Status Between July 2021 and June 2022



This chart highlights approved, pending, and denied IOU EV filings from July 2021 through June 2022. There was significantly less approved funding than the $1.6 billion approved during the same period a year prior. There was also more than $181 million of proposed investment denied, representing more than 27 percent of investment decisions (approvals and denials), compared to only seven percent during the same period a year prior. Note that the charging stations count refers to the number of ports that could be used simultaneously. For example, a DC fast charger with two plugs where only one can be used at a time only counts as one port.

Figure 3: IOU Transportation Electrification Filing Activity by State Between July 2021 and June 2022



This map shows the status of different filing actions during the period from July 2021 through June 2022. The size of the circles corresponds to the proposed investment amount, with color splits illustrating the percent of proposed dollars filed, approved, or denied/withdrawn.

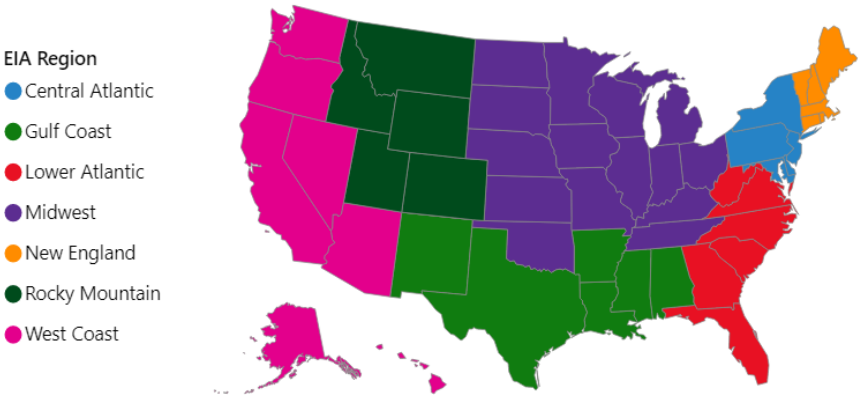
16 out of 20 approved programs from July 2021 through June 2022 included some type of focus on underserved communities. This includes things like specific budgets carved out for investment in underserved communities, applicant evaluation criteria or site selection criteria that prioritizes projects in underserved communities, or offering higher financial incentives for chargers to customers in underserved communities. This is an increase compared to the same period a year prior when only 20 out of 33 approved programs included a focus on underserved communities.

From 2012 through June 2022, IOUs have been approved to invest nearly $3.6 billion in transportation electrification programs, which could support more than 7,800 DC fast chargers and more than 304,000 Level 2 ports. Proposed programs that are pending a commission decision could add another nearly $3 billion of transportation electrification investment and support an additional 3,700 DC fast chargers and nearly 273,000 Level 2 ports.

Utility Transportation Electrification Programs by EIA Region

This section provides an overview of filing activity in each region as defined by the U.S. Energy Information Administration (EIA). Figure 4 displays states divided into their respective EIA regions.

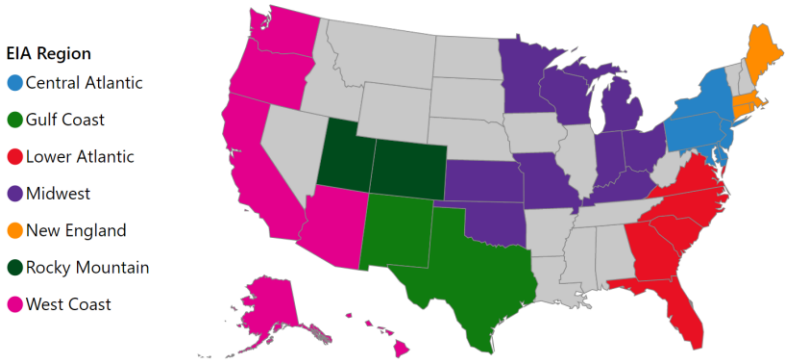
Figure 4: EIA Regions



The Lower Atlantic region saw the most approved IOU investment during the period from July 2021 through June 2022, due mostly to a $205 million program from Florida Power & Light. The program includes $100 million for the utility to own and operate DC fast chargers, making it the largest approved investment in utility-owned DC fast chargers to date. The Midwest saw the most rejected funding led by a rejection of $152 million in proposed investment from Xcel Energy in Minnesota.

Figure 5 below shows where utility activity occurred from July 2021 through June 2022 by EIA region.

Figure 5: States with IOU TE filing actions from July 2021 through June 2022 Utility



West Coast

In November 2021, the Nevada Public Utilities Commission approved Nevada Energy's and Sierra Pacific Power Company's combined nearly $100 million four-year Economic Recovery and Transportation Electrification Plan. This was the second-largest approved program by total approved investment across all EIA regions during the period from July 2021 through June 2022, second only to a $205 million program from Florida Power & Light. The program will support DC fast chargers, Level 2 chargers, and chargers for medium- and heavy-duty vehicles along corridors, at parks, at schools, for fleets, and at government properties. The program also includes a vehicle-to-grid (V2G) school bus program and three EV rates, including one for company-owned charging stations and for V2G electric school bus projects. A notable feature of the program is that the utilities estimate approximately 51 percent of the investments will specifically benefit historically underserved communities. One substantial program modification the commission made before approving the program was to require the utilities to give site hosts the option to have a third-party other than the utilities own and operate the chargers.

The West Coast saw $393 million of proposed programs: one from Pacific Gas & Electric Company (PG&E) in California and one from Hawaiian Electric Company. The PG&E program proposes to invest $276 million from 2023 through 2030 to support the installation of 14,900 Level 2 ports and 1,100 DC fast chargers. The program is unique in that it not only proposes to install chargers at multifamily housing properties themselves, but also to build DC fast charging stations near multifamily housing properties that could provide a charging

experience similar to a gas station experience for multifamily housing residents. Like the approved program in Nevada, PG&E's program aims to provide substantial benefits to underserved communities, and at least 50 percent of infrastructure investment will be dedicated to underserved communities.

Hawaiian Electric Company also proposed to invest $79 million in company-owned public DC fast chargers and Level 2 chargers. If approved, this would be one of the largest utility-owned charger programs, with 150 DC fast charging stations and 150 Level 2 ports planned.

Puget Sound Energy filed to invest a total of $38.3 million over three years across a total of four programs, including charging programs for multifamily housing, commercial sites, fleets, and forklifts. Notably, the proposed programs include support not only for charging infrastructure but for vehicles as well. The filing also includes a load management incentive program, as well as an education and outreach budget.

Finally, San Diego Gas & Electric Company proposed a $20 million program in June to install public DC fast chargers and Level 2 chargers for light-duty vehicles.

Table 2: West Coast IOU TE Filings by Status from July 2021 through June 2022

Utility	State	Filing Identifier	Date	Status	Potential Investment
Pacific Gas & Electric Company	CA	A2110010	10/26/2021	Filed	$275,800,000
NV Energy	NV	21-09004	11/30/2021	Approved	$99,814,000
Hawaiian Electric Company	HI	2021-0173	10/29/2021	Filed	$78,630,000
Puget Sound Energy	WA	UE-220294	4/26/2022	Filed	$38,314,000
San Diego Gas & Electric	CA	Advice 4021-E	6/8/2022	Filed	$20,000,000

Central Atlantic

Of all the states in the Central Atlantic region the most activity was in New Jersey where Jersey Central Power & Light was approved to invest nearly $40 million to support Level 2 and DC fast chargers across residential, commercial, and public locations. The New Jersey Board of Public Utilities (BPU) also rejected two programs, including one that would have allowed the utility to own and operate DC fast chargers in areas where third party installers showed no interest as well as an "Overburdened Communities Sub-program", which would have supported innovative pilot programs targeted at underserved communities. The BPU did however add a budget carve-out and higher incentives for multi-family housing in what they define as overburdened communities.

There was a lot of activity in Maryland, where Baltimore Gas & Electric (BG&E), Delmarva Power, Potomac Edison Electric Company (PEPCO), and Potomac Edison each received partial approvals and partial denials of proposed enhancements to their existing EV programs. Across the Maryland utilities, about $2.9 million in investments was approved and about $10 million was denied. Among the approved programs were financial support for chargers at workplaces, multifamily housing, fleets and government parks. Some education and engagement programs were also approved, including a program to launch an online fleet calculator tool and a program to create an EV working group dedicated to fleet electrification. The Maryland Public Service Commission rejected proposed programs that would have supported chargers for residential customers and public DC fast charging stations located within a mile of multifamily housing.

In addition to this activity in Maryland, the Pennsylvania Public Utility Commission approved two programs, one from PECO Energy Company and one from Duquesne Light Company. The PECO approval was a $1.6 million EV Charging Pilot, which includes a transit charging program, a commercial and industrial Level 2 charging program, and an education and outreach program. For Duquesne Light Company, the approved program was a $4.3 million program that includes make-ready support for DC fast chargers and Level 2 chargers for public spaces, workplaces, multifamily housing, and fleets. The program also includes an education and outreach budget.

Table 3: Central Atlantic IOU TE Filings by Status from July 2021 through June 2022

Utility	State	Filing Identifier	Date	Status	Potential Investment
Jersey Central Power & Light	NJ	EO21030630	6/8/2022	Approved	$39,874,366

Utility	State	Filing Identifier	Date	Status	Potential Investment
Jersey Central Power & Light	NJ	EO21030630	6/8/2022	Denied/With drawn	$6,725,000
Baltimore Gas and Electric Company	MD	9478	1/11/2022	Denied/With drawn	$6,162,000
Duquesne Light Company	PA	R-2021-3024750	12/16/2021	Approved	$3,814,480
Delmarva Power	MD	9478	1/11/2022	Denied/With drawn	$1,750,000
Potomac Electric Power Company	MD	9478	1/11/2022	Denied/With drawn	$1,750,000
PECO Energy Company	PA	R-2021-3024601	11/18/2021	Approved	$1,500,000
Baltimore Gas and Electric Company	MD	9478	1/11/2022	Approved	$1,100,000
Potomac Edison	MD	9478	1/11/2022	Approved	$742,000
Delmarva Power	MD	9478	1/11/2022	Approved	$525,000
Potomac Electric Power Company	MD	9478	1/11/2022	Approved	$525,000
Duquesne Light Company	PA	R-2021-3024750	12/16/2021	Denied/With drawn	$503,650
Potomac Edison	MD	9478	1/11/2022	Denied/With drawn	$410,000

Lower Atlantic

The largest approved program across all states from July 2021 through June 2022 was in the Lower Atlantic region. Florida Power & Light Company was approved to invest $205 million in EV programs, including $100 million to own and operate DC fast chargers along evacuation routes and in underserved communities, making this program the largest approved investment in utility-owned DC fast chargers to date. In addition, Duke Energy Carolina and Duke Energy Progress were both approved to establish managed charging programs where residential customers who own EVs will pay a fixed monthly rate for their

at-home charging ($19.99 for Duke Energy Carolinas and $24.99 for Duke Energy Progress) in exchange for allowing Duke to schedule up to three managed charging events per month. Dominion Energy Virginia also proposed an $18.7 million program, which includes support for chargers for fleets, workplaces, multi-family dwellings, public retail locations, and residences.

Table 4: Lower Atlantic IOU TE Filings by Status from July 2021 through June 2022

Utility	State	Filing Identifier	Date	Status	Potential Investment
Florida Power & Light Company	FL	20210015-EI	12/2/2021	Approved	$205,000,000
Dominion Energy Virginia	VA	PUR-2021-00151	7/23/2021	Filed	$18,700,000
Duke Energy	NC	E-7, Sub 1266	2/11/2022	Filed	$600,000

Midwest

During the one-year period ending on July 1,2022, the Midwest saw $47 million of approved or proposed utility investment in transportation electrification, a reduction of about 40 percent compared to the same period a year prior. The region also saw more than $160 million of EV programs get denied by commissions, the most of any EIA region during the period. The largest rejection was a $150 million EV purchase program that was part of Xcel's proposed COVID-19 Pandemic Economic Recovery program. The EV purchase program would have offered rebates for private light-duty EVs, transit buses, and school buses. The Public Utilities Commission also approved parts of the program, albeit a much smaller $5 million program for the company to install and own 21 public DC fast charging stations. The Commission deferred judgement on Xcel's proposal to accelerate the electrification of its own fleet through the purchase of 40 EVs and the installation accompanying charging infrastructure.

Another large rejection was in Missouri, where the Missouri Public Service Commission rejected Evergy's proposed $10 million Commercial EV Charger Rebate program, which would have provided rebates for DC fast chargers and Level 2 chargers for fleets, multi-family dwellings, workplaces, and public locations. The commission did not approve

Evergy's proposed education and administration budget or a proposed time-of-use rate for workplaces and fleets. The Missouri commission did approve some of Evergy's proposed programs, including about one million dollars to support residential Level 2 chargers or 240 V outlets, as well as a time-of-use rate designed for electric transit buses. Notably, Evergy's Kansas utility proposed a similar program and received approvals for most of them, including $10 million for their Commercial EV Charger Rebate program, which will provide commercial charging rebates for the installation of 485 DC fast chargers and 2,280 Level 2 chargers.

Other approvals included a four million multi-family dwelling charging program from Xcel Energy in Minnesota and a nearly five-million-dollar DC fast charging program from Minnesota Power, where the utility will own and operate the chargers. DTE Energy Company in Michigan also proposed nearly $18 million to support a range of EV programs, including residential, commercial, and medium- and heavy-duty charging programs.

Table 5: Midwest Filings by Status from July 2021 through June 2022

Utility	State	Filing Identifier	Date	Status	Potential Investment
Xcel Energy	MN	E002/M-20/745	4/27/2022	Denied/ Withdrawn	$152,000,000
DTE Energy Company	MI	U-20836	1/21/2022	Filed	$17,900,000
Evergy	KS	21-EKME-320-TAR	12/6/2021	Approved	$13,850,000
Evergy	MO	ET-2021-0151	1/12/2022	Denied/ Withdrawn	$11,686,000
Xcel Energy	MN	E002/M-20/745	4/27/2022	Approved	$5,000,000
Minnesota Power	MN	M-21-257	10/22/2021	Approved	$4,936,191
Xcel Energy	MN	M-20-711	7/2/2021	Approved	$4,125,500
Evergy	MO	ET-2021-0151	1/12/2022	Approved	$1,087,500
Evergy	KS	21-EKME-320-TAR	12/6/2021	Denied/ Withdrawn	$100,000

New England

New England saw the most proposed or approved investment of all EIA regions from July 2021 through June 2022, thanks to two major programs proposed by National Grid and Eversource in Massachusetts. The largest proposed program was a $277 million, four-year program Phase III EV Program proposed by National Grid. Key features of the program include make-ready and networking cost support for EV charging at public locations, workplaces, residences, and for fleets, as well as incentives for electric school buses and a budget for utility-side system expansion to accommodate large charging loads from fleet electrification. The program includes carve-outs and enhanced incentives for underserved communities (called environmental justice communities in the filing) throughout. The program could support nearly 400 DC fast chargers and more than 31,200 Level 2 ports. The program also proposed EV rates.

Eversource and National Grid coordinated on their proposals and therefore the $192 million four-year EV Phase II program proposed by Eversource includes similar programs to National Grid's proposal. Unitil also coordinated with National Grid and Eversource in proposing a program, however it was significantly smaller in scale than the other two, with about $1 million of proposed investment. Together, the three utilities' programs could support almost 550 DC fast chargers and more than 53,000 Level 2 ports for public, workplace, residential, medium- and heavy-duty, and fleet chargers.

On July 14, 2021, the Connecticut Public Utilities Regulatory Authority approved a nine-year EV Charging Program for Eversource and The United Illuminating Company. The programs include make-ready support and EVSE rebates for residential single family homes, multi-unit dwellings, public DC fast chargers, destination Level 2 chargers, and workplace and light-duty fleet Level 2 chargers. The programs could support 481 DCFC ports and more than 62,000 Level 2 ports. The programs include higher incentives for underserved communities and the residential multi-unit dwelling programs include a 10 percent carve-out for underserved communities.

Table 6: New England filings by status from July 2021 through June 2022

Utility	State	Filing Identifier	Date	Status	Potential Investment
National Grid	MA	21-91	7/14/2021	Filed	$276,690,000
Eversource	MA	21-90	7/14/2021	Filed	$191,809,600
Eversource	CT	17-12-03RE04	7/14/2021	Approved	$73,657,123

Utility	State	Filing Identifier	Date	Status	Potential Investment
Unitil[5]	MA	21-92	7/14/2021	Filed	$988,000

Gulf Coast

The Gulf Coast saw the approval of two programs, coming to nearly $13 million combined. Public Service Company of New Mexico (PNM's) 2022-2023 Transportation Electrification Plan was approved, authorizing the utility to invest more than $9 million over two years in programs such as rebates for residential charging stations and make-ready support for charging for multi-family housiing, transit buses, public stations, and workplaces. Upon approval, the New Mexico Public Regulation Commission required that 20 percent of the public and workplace charger incentives budget go to underserved communities.

Xcel Energy New Mexico's 2021-2023 Transportation Electrification Plan was also approved, allowing it to invest $3.7 million over three years in nine different programs including home wiring rebates (with a specific program for low-income residential customers), a residential Level 2 charger lease program, an EV Optimization incentive scheme, a make-ready program for DC fast chargers and Level 2 chargers, utility-owned public DC fast chargers, and residential and fleet advisory services. Of the total approved funding, $170,000 has been earmarked for low-income communities, primarily as part of the low-income home wiring program and the advisory service offerings.

Table 7: Gulf Coast filings by status from July 2021 through June 2022

Utility	State	Filing Identifier	Date	Status	Potential Investment
PNM	NM	20-00237-UT	11/12/2021	Approved	$9,163,000
Xcel Energy	NM	20-00150-UT	9/22/2021	Approved	$3,692,000

[5] Eversource also proposed a program under the same docket but did not include budget information. This table only shows filings that include funding, and since Atlas was unable to log budget details for the Eversource filing, it is not included.

Rocky Mountain

Utility	State	Filing Identifier	Date	Status	Potential Investment
Black Hills Energy	CO	20A-0195E	8/10/2021	Approved	$1,269,369

The only activity in the Rocky Mountain region was in Colorado where, on August 10, 2021, the Public Utilities Commission of the State of Colorado approved Black Hills Colorado's 2021-2032 Transportation Electrification Plan, Ready EV. The Program includes about $1.2 million of funding for rebates for Level 2 chargers for residential customers, commercial customers, multi-unit dwellings, government customers, and non-profit customers. For income qualified residential customers, the Level 2 EVSE rebates are higher, $1,300 per port rather than $500 per port. The program also includes rebates for DC fast chargers, three EV rates (one for residential customers and two for commercial customers), and an education and marketing budget, which includes a dealership and employee engagement program.

Conclusion

IOUs across the country were approved to invest just over $470 million in transportation electrification programs from July 2021 through June 2022, significantly less than during the same period a year prior, when IOUs were approved to invest $1.6 billion. Still, there was important IOU activity during the period such as the approval of Florida Light & Power's $205 million approved program, which includes a $100 million budget for the utility to own and operate DC fast chargers, making it the largest approved investment in utility-owned DC fast chargers to date. There were also very large proposed investments in Massachusetts, including a $277 million program from National Grid and a nearly $192 million program from Eversource. While IOU investment in transportation electrification was relatively slow during the period from July 2021 through June 2022, EV sales, automaker investments, charger deployment, and state and federal policy all suggest a rapid increase in EV adoption in the coming years.

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