MICHIGAN TRANSPORTATION ELECTRIFICATION PLAN

Amended Filing Requirements

Case No. U-21492

January 24, 2025

Application Instructions for Transportation Electrification Plan Filings

These application instructions apply to an electric utility's Transportation Electrification Plans (TEPs). The application shall be consistent with these instructions, with each item labeled as set forth below. Any additional information considered relevant by the electric utility may also be included in the application, subject to the listed general data submission guidelines.

Transportation Electrification Plan Filing Requirements

(1) This document prescribes the filing requirements for an electric utility's TEP. The plan will contain the electric utility's long-term strategy to address transportation electrification in its service territory and its strategy to optimize electric vehicle (EV) charging load. The TEP will include planned investments, incentives, programs, and expenditures that are reasonably expected to increase transportation electrification in the electricity utility's footprint during the plan.

(2) By 5:00 p.m. (Eastern time) on July 1, 2025, and at least every two years thereafter unless otherwise ordered by the Commission, an electric utility must file a TEP with the Commission in Case No. U-21538:

(a) The electric utility shall electronically serve a copy of its TEP on all intervenors from its last rate case, all persons who filed initial comments or reply comments in Case Nos. U-21492 and U-21538, and when applicable all persons who filed initial comments or reply comments on its last TEP filing;

(b) The electric utility shall also post its most recently filed TEP on its website;

(c) Both Consumers Energy Company and DTE Electric Company have filed TEPs in 2024. Given the new and additional data and reporting requests in this document, both companies shall file new TEPs in 2026;

(d) An electric utility shall work with the Commission Staff to stagger the TEP filings as necessary;

(e) An electric utility with fewer than 100,000 customers may request a TEP waiver. Any request for a waiver shall include a discussion and justification outlining why the waiver is warranted, whether the company has a planning process in place that projects transportation electrification impacts within its service territory – even if the plan is not aligned with these TEP requirements, and how the waiver results in the best interest of its customers.

(3) If an electric utility's service territory includes another state, they shall include any relevant TEP information from the additional state in their Michigan filing.

(4) Except as specifically provided herein, these filing requirements do not supersede any other Commission rule or requirement.

(5) An electric utility must hold at minimum two outreach meetings with interested persons in advance of filing its TEP. These events may be in person and/or virtual. One event must be held after 6:00 p.m. (Eastern time). A description of the events and participation lists must be included in the TEP filing.

(6) A TEP must seek to maximize the overall benefits of EVs and other electrified transportation while minimizing overall costs. The electric utility must provide the Commission the supporting data and analysis used to develop the TEP, and it shall include:

(a) Strategies and measures for coordinating with state or federal EV infrastructure planning;

(b) A discussion of existing state policies and programs. If an electric utility is in multiple state jurisdictions, it should include an overview of that additional state's transportation electrification and/or EV policy goals and programs;

(c) An overview of the current retail market for EVs and charging equipment within the utility's service territory;

(d) A summary of the electric utility's TEP and future transportation electrification concepts and actions in its service territory. The TEP should incorporate project learnings and any other relevant information gathered from other transportation electrification infrastructure investments, programs, and actions from local, federal, or external organizations to ensure that lessons learned are carried forward;

(e) The TEP should be an input into the electric utility's distribution plan. The TEP must include discussion of how distribution system impacts from transportation electrification will tie into its distribution plan, opportunities for efficient grid management, the broad system impacts resulting from increased transportation electrification and the electric utility's portfolio of actions, and how transportation electrification can support the efficient integration of renewables;

(f) All electric utility investments or incentives to facilitate the electrification of public transit, school buses, and other light-, medium-, and heavy-duty vehicle fleets;

(g) Market barriers that the electric utility can address and other barriers that are beyond the electric utility's control, including any identified emerging challenges to transportation electrification and proposed solutions the electric utility plans to implement to overcome barriers where known;

(h) Existing data on the availability and usage patterns of public charging stations including the number of direct current (DC) fast chargers located within the electric utility's service territory and the average 8760-hour load shapes over the last five years.

Where similar data is available for level 2 chargers, this information should be included as well;

(*i*) An electric utility must provide all of the data and a description of the methodology, tools, and software that were used to forecast the EV-related energy and demand that are included in its TEP.

(i) This would include all independent forecasts for the number of EVs within an electric utility's service area at least five years into the future, the distribution of light-, medium-, and heavy-duty vehicles, and the kilowatt-hours/miles driven for each type of vehicle included within the forecast and the subsequent EV-related load shapes that are projected by the forecasting models utilized by the utility;

(ii) Any data source that was used to inform the EV forecast model should be included in the TEP in a way that can be analyzed and verified by intervenors.

(j) A forecast of the number of public individual charging ports to be added over the next five years broken out by charger type and use case within the electric utility's service territory;

(k) An estimate of the number of light-, medium-, and heavy-duty EVs registered in the electric utility's service territory in each of the last five years;

(*l*) A forecast of the number of light-, medium-, and heavy-duty EVs in the next five years as well as the source of the forecast data and methodology employed to produce the forecast;

(i) In addition to the highest probability forecast the electric utility identifies, for the 2026 and 2028 TEP filings, a TEP must include a deployment scenario based on the State of Michigan's goal to build the infrastructure necessary to support two million EVs on Michigan roads by 2030. This scenario should consider efforts needed to deploy 100,000 chargers by 2030.

(m) A forecast of the electric load that will be directly attributable to the EVs within the electric utility's service territory over the next five years, as well as the source of the data used to create the forecast and a discussion of the methodology employed to create the forecast;

(n) Charging and vehicle technology updates that the electric utility expects will influence its forecasting and/or policy assumptions;

(o) When a benefit-cost analysis is used in the development of the TEP, the methodology, analysis, and alternatives of the analysis shall be detailed. If the electric utility chooses to use scenario planning, it must discuss the analysis performed and present potential challenges under each scenario;

(p) Customer education, outreach, and incentive programs that increase awareness of the programs and the benefits of transportation electrification and encourage greater adoption of EVs;

(q) An overview of any vehicle to grid or similar EV-related pilot programs and findings to date;

(r) Strategies and measures for expanding transportation electrification among disadvantaged communities, low-income customers, and underserved communities including;

(i) an analysis, to the extent available, of the adoption of plug-in electric vehicles or installation of charging stations by income;

(ii) the utilization of both the EV Charging Justice40 map[1] and the Michigan Department of Environment, Great Lakes, and Energy's Environmental Justice (EJ) Screening Tool (MiEJScreen)[2] in the TEP's analysis and recommendations; and

(iii) list(s) of any programs currently in place to assist equitable adoption of EV charging infrastructure.

(s) Identification of key performance indicators for program success and how these indicators are utilized to further the success of the program.

(7) Cost Recovery

(a) a TEP case is an informational docket only. Cost recovery for any part of the TEP shall only occur when it is proposed in the electric utility's subsequent rate case.

(8) TEP Evaluation

(a) Once a TEP is filed, interested persons will have 45 business days to submit initial comments;

(b) Interested persons will have 30 business days to submit reply comments;

(c) At its own discretion, the Commission Staff may hold a meeting with all interested persons to discuss the TEP and the accompanying comments;

(d) The Commission on its own motion may respond to a TEP following the reply comments; and

[1] https://www.arcgis.com/apps/webappviewer/index.html?id=33f3e1fc30bf476099923224a1c1b3ee

[2] https://www.michigan.gov/egle/maps-data/miejscreen

(e) Both Consumers Energy Company and DTE Electric Company have recently filed TEPs. The Commission Staff shall work with the companies to establish a process to allow for any interested person to comment on these plans.

(9) Annual Progress Report

(a) Each electric utility shall file an annual report of its progress in meeting the requirements and goals of its TEP. Reports must be filed in Case No. U-21538 by June 1 of each year following the electric utility's initial TEP. An electric utility with fewer than 100,000 customers may seek a waiver from this requirement;

(b) These annual reports will replace the current EV Annual Report the public utilities file in various dockets;

(c) In addition to any service-territory-specific reporting requirements carried over from an electric utility's previous TEP, the annual report shall include the following for an electric utility's service territory:

(i) an estimate of EV adoption, including estimated changes in EV adoption since the electric utility's last TEP;

(ii) A comparison of the forecast of the number of EVs included in the most recent TEP and the estimate of EVs within the electric utility's service territory recorded over the last year;

(iii) The number of public chargers added since the most recent TEP, as well as the average 8760-hour load shapes for each type of public charger since the most recently approved TEP;

(iv) A comparison of the forecast of EV-related loads in the most recently approved TEP as well as the actual EV-related load observed over the past year;

(v) An estimate of the number and type of TEP-funded EV charging stations and ports and an estimate of the required maintenance, frequency of repairs, and station outages;

(vi) The number of participants in TEP programs, including:

(a) estimated low-income customer participation;

(b) number of participants in priority EJ communities as identified by the MiEJScreen tool; and

(c) participation by customer rate class.

(vii) An estimate of usage or of the amount of energy sold to program participants during off-peak and on-peak hours with the greatest level of time detail possible, ideally hourly, as well as the change in usage since the last annual report;

(viii) TEP spending by measure;

(ix) Geographical distribution of participants and infrastructure investments;

(x) A report of DC fast charger energization timelines;

(xi) A report of the average cost of publicly available charging ports by type and use;

(xii) A report of the average cost of make-ready infrastructure investment at these sites;

(xiii) A report of average uptime per charging port, by charging port type, for publicly available charging ports;

(xiv) A listing and summary of all customer outreach activities, the cost of those activities, an estimate of the number of customers reached, and an assessment of the effectiveness of each activity;

(xv) Readily available data that may inform future measures to help better understand the impact of EV charging on the electric grid;

(xvi) Progress toward the program performance indicators required in 6(r); and

(xvii) Any significant programmatic changes in its TEP programs since the preceding year.

(10) Filing Requirements Revisions

(a) The Commission may amend these filing requirements as necessary.

(b) At a minimum, the existing filing requirements shall be reviewed every three years.

(c) Any future changes will be posted in Case No. U-21538 with the opportunity for any interested person to comment on them.