



Jon P. Christinidis
(313) 235-7706
jon.christinidis@dteenergy.com

May 26, 2026

Lisa Felice
Executive Secretary
Michigan Public Service Commission
7109 West Saginaw Highway
Lansing, MI 48917

RE: In the matter, on the Commission's own motion, to open a docket for certain regulated electric utilities to file transportation electrification plans and for other related matters.
MPSC Case No. U-21538

Dear Ms. Felice:

Please find enclosed for filing DTE Electric Company's 2025 Transportation Electrification Plan (TEP) Annual Progress Report.

Very truly yours,

Breanne K.
Reitzel

Digitally signed by Breanne
K. Reitzel
Date: 2026.05.26 16:40:23
-04'00'

Breanne K. Reitzel

BKR/cdm
Enclosures

cc: Service List



DTE

DTE Electric Company

**2025 Transportation Electrification Plan
ANNUAL PROGRESS REPORT**

MAY 2026



Table of Contents

Executive Summary	4
Table 1: TEP 2025 Status of Rebates and Spend by Program.....	5
Background.....	6
Company Overview	6
Purpose of the Annual Progress Report	6
Industry Updates	7
Michigan Trends.....	7
Figure 1: Annual EV Registrations in DTEE Territory by Vehicle Class	8
Figure 2: Light-Duty EV Penetration (DTEE Territory).....	9
Customer Outreach.....	11
Education & Outreach	11
Figure 3: DTEE E&O Marketing Impressions by Tactic	12
Figure 4: DTEE E&O Marketing Budget Allocations	13
Figure 5: E&O 2025 Event Location Maps	16
Table 2: 2025 Ride and Drive (R&D) Locations.....	16
Table 3: E&O 2025 Community EV Education Activations by City	17
Fleet Advisory Services	19
Figure 6: Breakdown of Parties Engaging in Fleet Advisory Services.....	21
Figure 7: Breakdown of Status of Fleet Advisory Service Participants.....	21
MUD Advisory Services.....	22
Figure 8: Breakdown of Parties Engaging in MUD Advisory Services	22
Figure 9: Breakdown of Status of Multifamily Advisory Service Participants.....	23
Residential Customer Programs	24
Table 4: 2025 Home EV Charger Rebate Metrics	24
Table 5: Top Three Home Charger Rebate Charger Providers	25
Table 6: Top Ten Program Participating Cities.....	25
Table 7: 2025 Home EV Charger Rebate Participation Segments Income Levels.....	26
Business Customer Programs.....	26
Multi-Unit Dwellings (MUD) EV Charger Rebates	26
Table 8: MUD EV Charger Rebate Application Statuses and Spend.....	27
Table 9: Average MUD EV Charger Rebate Installation Costs	29
Figure 10: Map of MUD Rebates by Application Status.....	29

Public On-Route DC Fast Charging.....	30
Table 11: Public On-Route DCFC Rebate Status and Spend by Sub-Segment	32
Table 12: Public On-Route DCFC Average CMR Cost.....	32
Table 13: Public On-Route DCFC Rebates by Participating County.....	33
Figure 11: MAP of Public On-Route DCFC Rebates by Application Status	34
Workplace Charger Rebate Program.....	34
Table 14: Public L2 W&R EV Charger Rebate Application Statuses and Spend	36
Table 15: Public L2 W&R EV Charger Rebate Installation Costs	36
Fleet Charger Rebates	37
Table 16: Fleet Charger Rebate 2025 Application Statuses and Spend	39
Table 17: Average Fleet Charger Rebate CMR Installation Costs.....	40
Figure 12: Map of Fleet Rebates by Application Status	40
Other Programs	41
Emerging Technology Fund.....	41
Table 18: Summary of Projects and Lessons Learned 2023-2024	44
Table 19: Summary of Projects Awarded in 2025.....	45
Data Reporting & Regulatory Compliance.....	46
Equity Metric Outcomes	46
Table 20: 2025 Equity-Focused Rebate Participation.....	46
Charging Profiles & Utilization	46
Table 21: 2025 Estimated Actual and Forecasted Load	47
Figure 13: D1.9 Residential and Commercial Hourly Load Profile	47
Figure 14: Public On-Route Hourly Load Profile for DCFCs	48
Table 22: Charging Session Characteristics (January 2025 – December 2025).....	49
Grid Impact Mitigation and Planning Tools	49
Program Participation by Customer Rate Class.....	49
Table 23: Rebated Customer Participation by Rate Class.....	49
Program Measure Spend.....	50
Table 24: 2025 TEP Spending by Measure and Customer Segment.....	50
Appendices	51
Appendix A MPSC Annual Progress Report Requirements	51
Appendix B Multifamily EV Charger Rebate Guide	54
Appendix C Average-8760 Load for D1.9 Customers	55
Appendix D Average-8760 Load for Dedicated Public DCFC Meters.....	56

Executive Summary

Electric vehicles (EVs) remain an important part of Michigan’s transportation landscape, and DTE Electric’s (DTEE or the Company) Transportation Electrification Plan (TEP) is designed to support related efforts in a manner that is reliable, cost-effective, and equitable.

Building on the Charging Forward program launched in 2019, DTEE filed its first comprehensive [TEP](#) in January 2024 ([Case No. U-21538](#)), in response to the Michigan Public Service Commission’s (MPSC) direction in [Case No. U-20836](#), establishing a scalable 2025–2028 framework to expand charging infrastructure, integrate EV load efficiently with the electric system, and reduce barriers to adoption for all customers.

In a January 2025 Order ([Case No. U-21492](#)), the MPSC established updated TEP [filing requirements](#), which were incorporated into the Company’s planning framework.

The 2025-2028 TEP is organized around the following core commitments:

- Support accelerated customer adoption of EVs by deploying more than \$100 million in customer rebates to support approximately 19,300 chargers, including 1,040 direct current fast chargers (DCFCs) serving public, transit, school, and other fleet applications, complemented by beneficial electric pricing options and advisory services.
- Amplify EV benefits and reduce adoption barriers across all communities, with targeted programs for low-income (LI) customers and disadvantaged communities (DAC), expanding access to charging infrastructure where market and cost barriers persist.
- Integrate EV load with the grid of the future through expanded smart charging strategies, time-of-use rates, and managed charging programs, leveraging advanced technologies to reduce peak demand and minimize costs for all customers.
- Support a reliable, cleaner energy system and statewide emissions reductions through continued investment in Emerging Technology Fund (ETF) pilots, including vehicle-to-grid (V2G), managed charging solutions.

In Michigan, EV light-duty vehicle (LDV) sales increased by more than 55% from 2024 to 2025, reaching 56,007 vehicles, with approximately 86% (48,044 vehicles) of 2025 registrations occurring within the DTEE service territory. As of year-end 2025, vehicles in operation (VIO) totaled 114,115 within the DTEE territory, reflecting continued momentum in EV adoption.

During the first year of TEP implementation, DTEE focused on program launch, customer engagement, and data collection. Key 2025 accomplishments include:

- Delivered more than 55 million customer impressions through Education and Outreach (E&O) campaigns supporting awareness of EV programs and resources
- Conducted over 104 advisory consultations with 42 Total Cost of Ownership (TCO) analyses supporting informed fleet electrification decisions
- Approved 392 rebates for LI multifamily and public Equity-Eligible Justice (EEJ) customers, with 69 installations completed in 2025, including Public On-Route DCFC deployments in DAC and rural communities that achieved approximately 85% of the annual deployment target
- Delivered 294 residential home charger rebates to LI households, supporting equitable access to EV charging
- Approved rebates covering 1,752 chargers across other business and fleet programs, reflecting strong early interest despite partial-year implementation
- Demonstrated strong demand for innovation, with the Emerging Technology Fund (ETF) receiving 32 applications representing \$10.6 million in proposed project costs

Table 1 presents DTEE’s 2025 TEP rebate program results, including rebate approvals, installations, and associated spending by program. Our TEP program also includes E&O and ETF which are not reflected in Table 1.

The data reflect actual first-year rebate program activity under the approved 2025–2028 TEP, as of December 31, 2025.

Table 1: TEP 2025 Status of Rebates¹ and Spend by Program

Program (Charger Type)	Approved Rebates	Installed Rebates	Spend (M) ²
Residential LI (L2)	294	294	\$0.5

¹ Approved: all applications that have been approved by DTEE (including installed) since program start in February 2025; Installed: applications that have completed charging infrastructure installation and issued rebates.

² Total variance due to rounding

MUD LI (L2)	154	22	\$0.2
MUD non-LI (L2)	1,222	98	\$0.5
Public DAC (DCFC)	223	44	\$3.1
Public non-DAC (DCFC)	297	41	\$2.0
Workplace (L2)	67	4	(\$0.2) ³
Fleet (L2 & DCFC)	166	135	\$1.6
Total	2,438	641	\$7.7

In 2026, DTEE published the [2027–2031 TEP Refresh](#), updating forecasts and strategies to reflect evolving market and policy conditions, and presented the TEP and sought cost recovery approval of the expenses for administering it as part of its most current Rate Case No. U-22046 for approval, with a Commission decision expected in March 2027.

Background

Company Overview

DTE Energy (NYSE: DTE) is a Detroit-based diversified energy company involved in the development and management of energy-related businesses and services nationwide. Its operating units include an electric company serving 2.3 million customers in Southeast Michigan and a natural gas company serving 1.3 million customers in Michigan. The DTE portfolio also includes non-utility businesses focused on industrial energy services, renewable natural gas, and energy marketing and trading.

As one of Michigan's leading corporate citizens, DTE Energy is a force for growth and prosperity in the 450 Michigan communities it serves in a variety of ways, including philanthropy, volunteerism and economic progress. Information about DTE Energy is available on the [DTE Energy Homepage](#), [X account](#) and [Facebook page](#).

DTE Energy has more than 10,000 employees in utility and non-utility subsidiaries involved in a wide range of energy-related businesses. The company's growing non-utility businesses are built around the strengths, skills and assets of DTE Energy's electric and gas utilities.

Purpose of the Annual Progress Report

The purpose of the TEP Annual Progress Report is to provide a transparent, outcomes-focused update on DTEE's TEP and the performance of its electric vehicle programs. The report documents progress under the Company's approved 2025–2028 TEP ([Case No. U-21538](#)),

³ Credit due to workplace charger installation project incompletions

during the 2025 reporting year and, consistent with the Commission's direction and applicable Orders, delivers structured, data-driven reporting on EV adoption trends, program participation, charging infrastructure deployment, EV-related load impacts, customer utilization patterns, and TEP spending by measure.

Where applicable, the report documents programmatic updates since the preceding year and the basis for those changes.

Metrics presented throughout the report include charger installations, energization timelines, utilization and 8760-hour load profiles, customer participation by rate class and priority community, equity-focused outcomes, and detailed investment reporting consistent with Commission guidance.

Unless otherwise noted, all information and figures presented reflect the status of the Company's TEP through December 31, 2025.

Industry Updates

EV sales in the U.S. totaled approximately 1.3 million units in 2024, representing 8.2% of all new light-duty vehicle sales and an increase of 7.3% compared to 2023⁴.

Growth in EV sales during 2024 was supported by expanded model availability, competitive incentives, and enhanced leasing options. In 2025, demand increased sharply during the third quarter as consumers accelerated purchases ahead of the scheduled expiration of the federal EV tax credit. Following the September 2025 expiration of the \$7,500 federal EV tax credit, EV sales softened in the fourth quarter, resulting in full-year 2025 sales declining approximately 2% from 2024 levels, to 1.28 million units⁵.

Michigan Trends

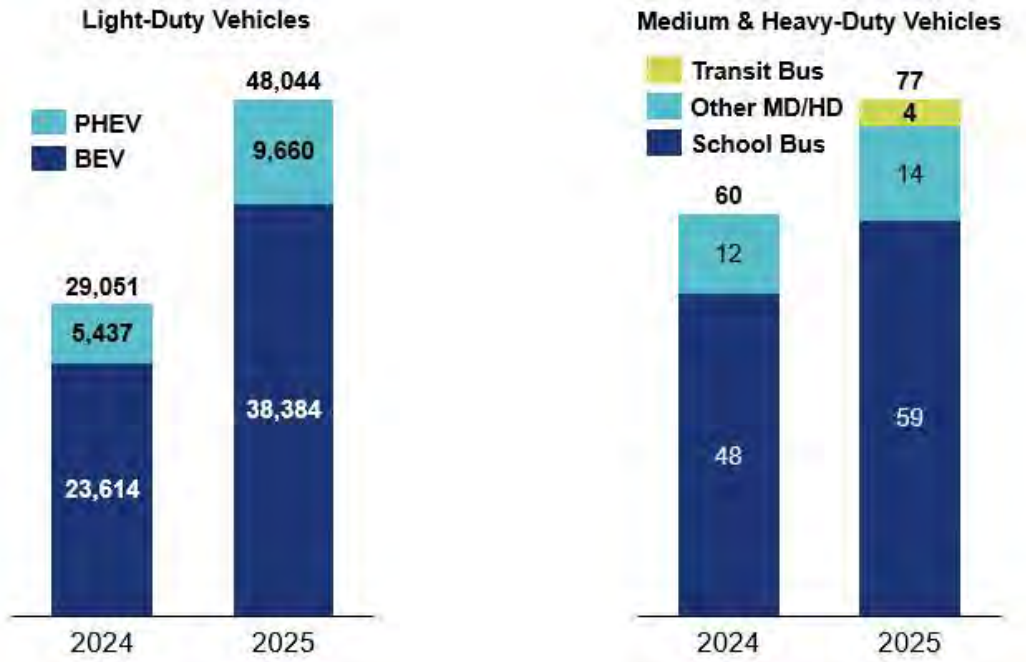
In Michigan, light-duty (LD) EV sales increased by approximately 55% from 2024 to 2025, reaching 56,007 vehicles compared to 36,228 vehicles in 2024. The share of EVs registered within the DTEE service territory also increased year over year, from approximately 80% of statewide EV sales in 2024 to approximately 86% in 2025. This level of adoption exceeded the TEP forecast of nearly 35,000 for 2025. Medium and Heavy Duty (MD/HD) EV registrations in

⁴ Cox Automotive, Jan 2025. Available at <https://www.coxautoinc.com/insights-hub/q4-2024-ev-sales/>

⁵ Cox Automotive, Jan 2026. [Despite Q4 Collapse, 2025 EV Sales Decline Only 2% Versus 2024; Policy Shifts, New Product Set Stage for Next Chapter - Cox Automotive Inc.](#)

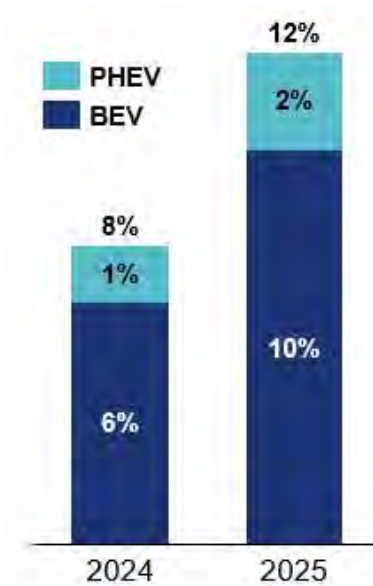
Michigan also increased from 2024 to 2025 with electric school buses remaining the dominant sub-category. Within DTEE’s service territory, approximately 20% of EV registrations were Plug in Hybrid EVs (PHEVs). See Figure 1 below.

Figure 1: Annual EV Registrations in DTEE Territory by Vehicle Class



As shown in Figure 2, light-duty EV registrations increased year over year and represented approximately 12% of total vehicle sales within the DTEE service territory in 2025.

Figure 2: Light-Duty EV Penetration (DTEE Territory)⁶



As of December 31, 2025, approximately 114,115 EVs were in operation within DTEE’s service territory, compared to the TEP projection of approximately 98,000 vehicles for that year.

Vehicle mix trends continue to evolve alongside adoption growth. Of the 149 LDV EV models currently available, most are sport utility vehicles, pickup trucks and vans equipped with larger batteries and extended ranges. Nationally, these larger platform vehicles represented approximately 79% of EV sales in the first quarter of 2025⁷. This trend aligns with DTEE VIO data where approximately 76% of EVs are now categorized as light-duty trucks.

Dealer and manufacturer (e.g., Original Equipment Manufacturer “OEM”) registrations continue to represent a growing share of LD EV registrations within DTEE’s service territory⁸ increasing from approximately 18% in 2024 to 26% in 2025. The most common registration zip codes include Dearborn, Warren, and Lake Orion, which host major OEM facilities. This increase likely reflects manufacturer and dealer inventory activity, including employee-assigned vehicles, demonstration fleets, and loaner vehicles used to support new model launches and on-road visibility.

EVs represent approximately 1.8% of the 8.9 million VIO in Michigan and approximately 2.5% of the 4.6 million vehicles in operation within DTEE service territory. Registration data indicates

⁶ S&P Global procured data. Percentage variances are due to rounding. Approximately 363,000 and 400,000 vehicles (all engine types) were registered within the DTEE territory in 2024 and 2025

⁷ Alliance for Automotive Innovation [Get Connected EV Quarterly Report. 2025 Q1.](#)

⁸ S&P Global procured data

that nearly 3.3% of EVs statewide are owned by LI customers, which DTEE defines as households at or below 200% of Federal Poverty Level (FPL). Within DTEE's service territory, LI households account for approximately 2.7% of EVs in operation.

The State of Michigan continues to support growth of the EV market.

- Through two funding rounds, Michigan has awarded approximately \$58 million of its approximately \$110 million⁹ National Vehicle Infrastructure (NEVI) allocation to deploy over 100 fast chargers statewide¹⁰. In August 2025, the Federal Highway Administration (FHWA) restored previously frozen funds, releasing an additional \$51 million to Michigan Department of Transportation (MDOT)¹¹. While detailed site-level allocation information is not yet available, a significant share of these investments is expected to occur within Southeastern Michigan¹².
- Michigan Department of Environment, Great Lakes, and Energy's ([EGLE](#)) [Clean Fuel and Charging Infrastructure](#) program expands access to Level 2 (L2) chargers in multifamily housing and DACs. On November 5, 2025, the first two funding rounds awarded over \$1.8 million to support the installation of 201 new charging stations across 31 multifamily properties¹³. By early December 2025, 43 rebate applications had been approved by both DTEE and EGLE, representing approximately \$3.1 million¹⁴ in total EGLE funding.
- The U.S. Environmental Protection Agency's (EPA) \$5 billion Clean School Bus (CSB) program and Michigan Department of Education's (MDE) \$125 million Clean Bus Energy Grant (CBEG) program continue to support the transition from diesel to electric school buses. Beginning in early 2025, CSB experienced disbursement delays associated with federal administrative changes, creating uncertainty for awarded districts and manufacturers. Meanwhile, within DTEE's service territory, CBEG program awarded

⁹ Department of Transportation. National Electric Vehicle Infrastructure Formula Program. Available at <https://www.michigan.gov/mdot/travel/mobility/initiatives/nevi>

¹⁰ Joint office of Energy and Transportation. Dec 2024. First NEVI-Funded Electric Vehicle Charging Station in Michigan Opens. <https://driveelectric.gov/news/first-michigan-nevi-station> & Clean Fuels Michigan. Aug 2025. Tracking Michigan's NEVI Program in 2025: EV Charging Network Updates.

<https://www.cleanfuelsmichigan.org/2025/08/michigan-nevi-program-2025/>

¹¹ [Michigan resumes EV charger rollout with \\$51M in NEVI funds | Michigan | thecentersquare.com](#)

¹² Michigan NEVI project status. Available at

<https://experience.arcgis.com/experience/0f0eafe4cefe43a0adb8104d600d3cd3/page/Home/?views=Layers>

¹³ Department of Environment, Great Lakes and Energy. [\\$1.84 million in grants grow Michigan's EV charging infrastructure](#)

¹⁴ Information reflects project data from joint collaborative between EGLE and DTEE [unpublished data]

funding for [51 electric school buses](#)¹⁵ across 10 school districts in 2025. An additional CBEG funding round closed at year-end 2025, with awards [announced](#) in February 2026 for 57 electric school buses across seven school districts in the Company's service territory.

- [Michigan's MI Healthy Climate Plan](#)¹⁶ and [MI Future Mobility Plan](#)¹⁷ reaffirm the state's commitment to enable 2 million EV's on the road by 2030.

Customer Outreach

Education & Outreach

DTEE's EV Education & Outreach (E&O) efforts are designed to break down barriers to electric vehicle adoption, highlight EV benefits, promote cost-saving Time of Day (TOD) electric rates¹⁸ that encourage off-peak charging, promote equitable access to EVs for all customers, and increase awareness of the rebate programs to further the adoption of EVs.

DTEE's TEP E&O focuses on supporting its customers with:

- Information on available rebates and resources DTEE provides
- An understanding of the benefits of EVs
- In-person EV experiences

Through multi-channel marketing efforts, the EV team has achieved over 55 million customer impressions, as shown in Figure 3.

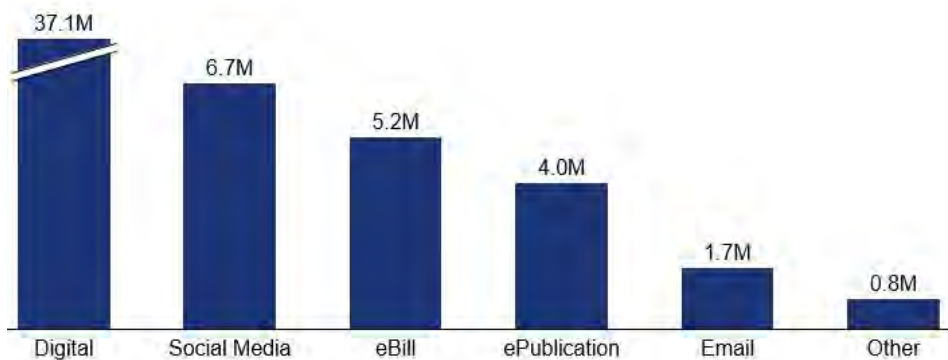
¹⁵ Johnston [\(2025\) New grants push Michigan's number of clean-powered school buses toward 900](#). *Department of Environment, Great Lakes, and Energy*; <https://www.michigan.gov/egle/newsroom/press-releases/2025/10/13/school-buses>

¹⁶ Department of Environment, Great Lakes, and Energy. MI Healthy Climate Plan. Available at [MI Healthy Climate Plan](#)

¹⁷ MI Future Mobility Plan. 2022. Available at [state-strategy-for-the-future-of-mobility-and-electrification-detailed-version.pdf](#)

¹⁸ Such as Whole-Home TOD (D1.2), Standard Base Rate (D1.11), or Overnight Savers (D1.13)

Figure 3: DTEE E&O Marketing Impressions by Tactic¹⁹



In 2025, E&O marketing tactics were executed in alignment with the allocated budget, enabling a full 100% expenditure of \$1.5 million as illustrated in the Figure below. This disciplined approach to budget management ensured robust engagement opportunities across key channels, allowing the team to effectively educate and connect with target audiences while maximizing the impact of every dollar invested.

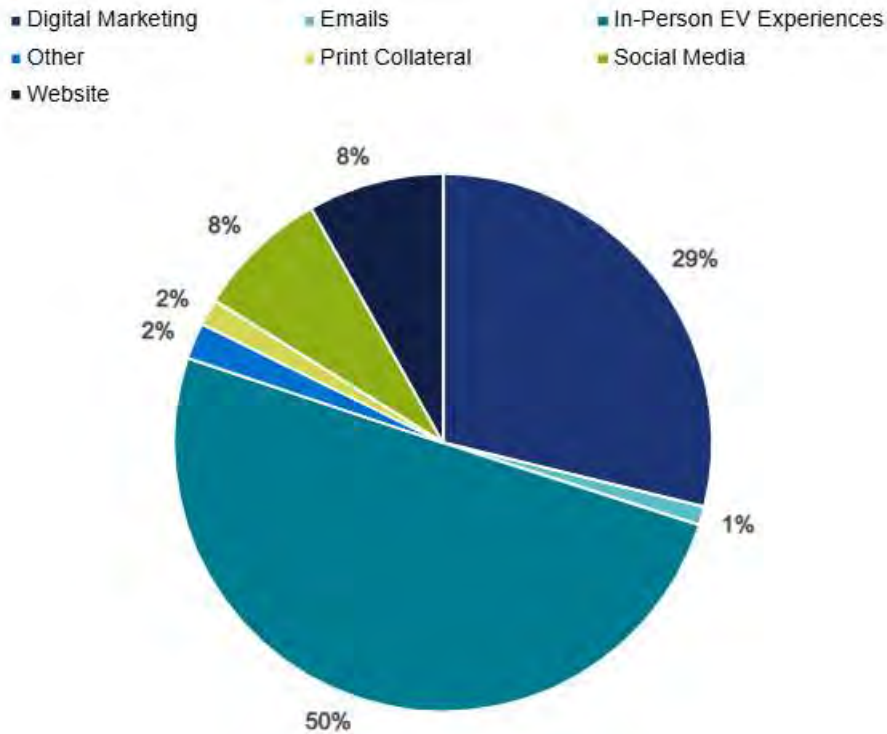
Budget allocations were distributed across a diverse mix of outreach tactics, summarized below:

- **Bill Messages:** Educational messages included on customer paper or eBills that raise awareness of EV programs, incentives, and charging options.
- **Digital Marketing:** Online advertising across search, display, and digital platforms designed to reach potential EV adopters with tailored education and program messaging by customer segment.
- **Emails:** Direct email communications that deliver content personalized to the customer segment, including timely information about EV benefits, rebates, charging programs, and educational content.
- **In-Person EV Experiences:** Hands-on events, ride and drives, community workshops, and dealership partners that allow customers to see, touch, and test EVs.
- **Other:** Additional outreach activities that don't fit into the primary categories, such as direct mail and DTE internal communications.
- **Print Collateral:** Physical materials such as customer newsletters, signs at events and dealerships, and handouts used at events, dealerships, and community locations.

¹⁹ Other category includes Blog, Events, Direct Mail and OurDTE tactics

- **Social Media:** Organic and paid content across platforms like Facebook, Instagram, LinkedIn, and TikTok that builds awareness, promotes EV programs, and engages customers through storytelling, videos, and interactive posts.
- **Website:** Dedicated EV webpages and online tools that serve as the central hub for education, program details, calculators, FAQs, and enrollment pathways. This includes ongoing updates, user experience improvements, and content development.

Figure 4: DTEE E&O Marketing Budget Allocations



DTEE’s E&O efforts continue to deliver strong results, driving significant engagement with the Company’s comprehensive EV resources. Since the program’s launch in 2025, more than 230,000 customers have visited DTEE’s EV [residential](#) and [business](#) websites, reflecting growing interest and awareness. Each customer segment rebate program has its own dedicated page for the customers’ ease of use. These webpages went live just 16 business days after the MPSC’s January 2025 Order (Case No. U-21492), making information quickly available to the customers.

In 2025, the Company hosted seven Ride & Drives, supported a mini Ride & Drive at the Michigan Electric Vehicle Alliance (MEVA) Clean Cruise, and participated in 27 community activations²⁰.



Neal Foley, Director of Electric Marketing, speaking at the 2025 Dearborn School Bus ribbon-cutting ceremony.

At these events, DTEE provides hands-on, interactive learning opportunities such as educational signage, interactive games showcasing the distance an EV can drive, and a touchscreen quiz reinforcing key EV concepts introduced during the event. The displays are designed to improve customer familiarity with EV attributes—including driving range, charging speeds, time-of-use rates (which can reduce fueling costs to approximately \$1.44²¹ per eGallon), and available DTEE EV charger rebates. National consumer research²² indicates that hands-on exposure, including test drives and interactive experiences, can help address consumer questions and increase comfort with EV technologies.

²⁰ See Table 3, E&O 2025 Community EV Education Activations by City

²¹ Using the [eGallon-methodology-final \(energy.gov\)](https://www.energy.gov/e-gallon-methodology-final) and assuming 28.2 miles/gallon, 0.3368 kilowatt-hours/mile, and 15.2 cents/kilowatt-hour off-peak pricing of D1.2 electric rate Jun – Oct

²² Scarsella (2024) Consumer Reports: EV Test Drives Remain Popular. The Business Download. Available at <https://thebusinessdownload.com/consumer-reports-ev-test-drives-remain-popular/>

How a test drive may lead to an electric vehicle purchase. (2022) SENR. Available at <https://senr.osu.edu/news/how-test-drive-may-lead-electric-vehicle-purchase>



Sample photos from Fleet and Residential Ride & Drive events held in Ann Arbor and Livonia Michigan

Collectively in 2025, these events generated over 2,400 test drives and more than 17,900 in-person interactions, with over 94%²³ of surveyed participants reporting they learned “something” or “a lot” about the benefits of EVs. This high level of engagement underscores the effectiveness of experiential education in building confidence in EVs.

²³ DTEE 2025 Post Event Survey facilitated by Xperience (unpublished data)

Figure 5: E&O 2025 Event Location Maps

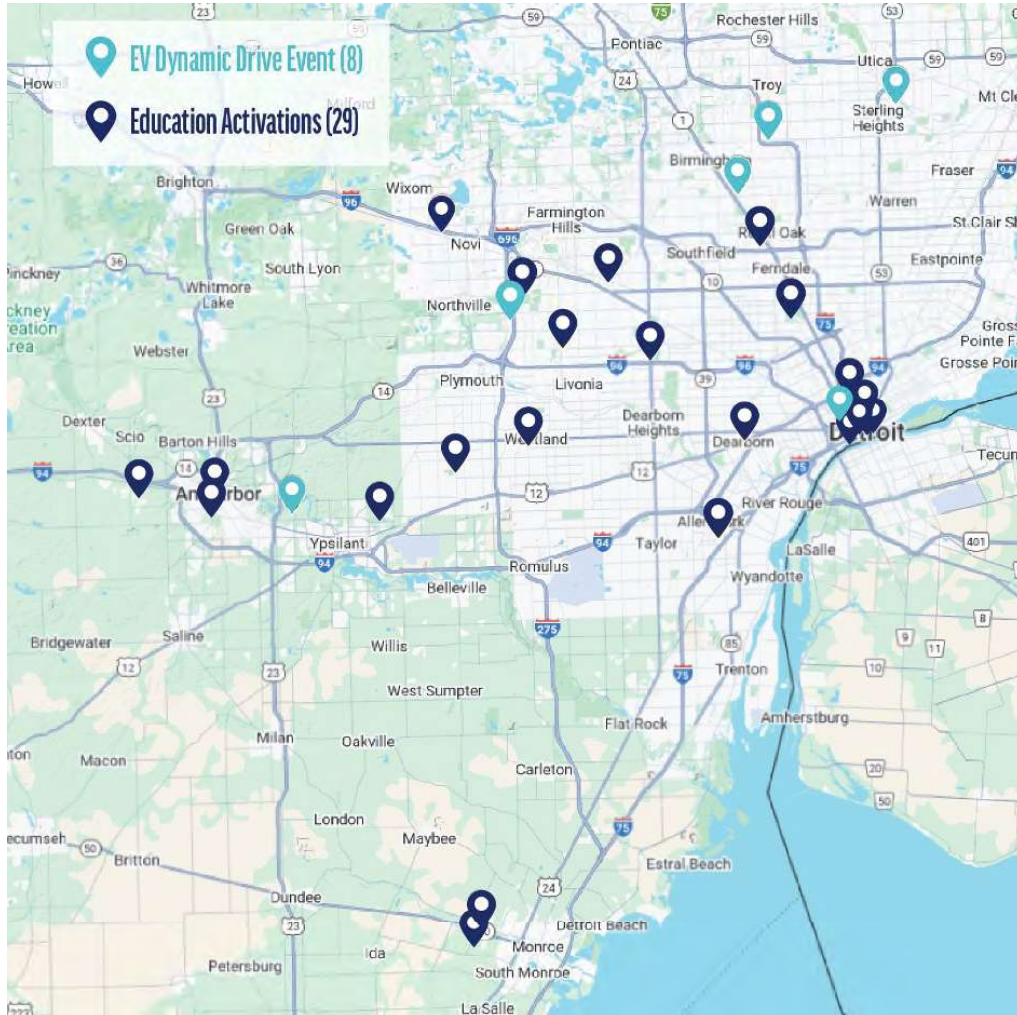


Table 2: 2025 Ride and Drive (R&D) Locations

	City	Event Count
	Ann Arbor	2
	Detroit	1
	Troy	1
	Livonia	2
	Royal Oak (Mini R&D at MEVA Clean Cruise)	1
	Sterling Heights	1

Table 3: E&O 2025 Community EV Education Activations by City

	Event	City
1	Detroit Auto Show	Detroit
2	Earth Day	
3	Detroit Grand Prix	
4	Rocket Mortgage Classic	
5	Michigan Science Center EV Day	
6	Detroit Jazz Festival	
7	Detroit Lions	
8	Walk for Making Strides	
9	Cider in the City	
10	Harvest Fest	
11	Red Wings Fan Day	
12	Detroit Zoo Lights	
13	A2Zero Green Fair	Ann Arbor
14	UM Football Fan Fest 1	
15	UM Football Fan Fest 2	
16	JCC Golf Outing	Monroe
17	Monroe Community College EV Show	
18	Monroe County Fair	Novi
19	Energy Efficiency Conference	Redford
20	Matick Chevy EV Open House	Livonia
21	Touch-a-Truck Livonia	Canton
22	DTE Community Open House	Dearborn
23		Farmington Hills
24		Royal Oak
25		Westland
26		Ypsilanti
27		

In 2025, DTEE deployed its newest game, EV Range Rally. During the game, customers drive an EV across a map of Michigan. The game highlights the ability to travel 300 miles on a single charge, helping to dispel common concerns about EV range.

The events continue to be extremely beneficial to customers, with surveyed participants stating:

“First of all, thank you for sharing this experience with me. I now have more knowledge about EV’s, their maintenance, software updates, and electric bill monthly costs. The staff at the event were both knowledgeable and friendly to talk to.” – Ride & Drive Attendee

“The event was very well-organized, and the staff was extremely accommodating and well-informed. Thanks for offering this event to someone who wanted to try an electric vehicle without visiting multiple car dealerships.” – Ride & Drive Attendee

“I love the community outreach and how you attend so many public events.” – EV Event Attendee

“I really enjoyed the display. Fun, creative, and a great learning opportunity.” – EV Event Attendee



Sample photos from EV events featuring Range Rally interactive game outside of Ford Field

New in 2025, DTEE deployed [rEV](#) with National Energy Foundation leading the in-classroom education. rEV is an innovative educational initiative designed to teach middle school students about electric vehicles through interactive, choose-your-own-adventure video presentations, classroom activities, and digital materials. These students represent Michigan’s future EV drivers and can influence household vehicle purchasing decisions. According to a 2024 study by J.D. Power & Associates, approximately 62% of parents report that their children actively participate in car-buying decisions. In 2025, the inaugural year for the program, rEV was presented to over 1,000 students across four schools who have deployed eBuses.

- Pontiac Middle School
- Trenton Boyd W Arthurs Middle School
- Roseville Middle School
- Allen Park Middle School

DTEE hopes to expand both rEV and in-person EV events in the upcoming years.



rEV promotional webpage

Fleet Advisory Services

The Company's Fleet Advisory Services (FAS) continues to offer support that empowers fleet owners to make informed decisions about how to best electrify their fleets. Additional objectives include supporting customers seeking federal funding and applying lessons learned from initial deployments to future distribution operation planning efforts.

The Fleet team utilizes a [seven-step](#) process to support fleet owners' electrification journeys which includes:

1. Gathering fleet data to analyze operational needs
2. Providing customized list of available EVs using the Fleet virtual showroom
3. Modeling electric fueling requirements that can vary based on eFleet adoption rates
4. Recommending necessary charging options for fleet owner consideration
5. Guiding fleet owners through the service connection process
6. Analyzing potential fuel savings and carbon reduction, and
7. Facilitating Fleet Charger Rebate application and implementation

In 2025, Fleets conducted over 104 consultations and completed 42 TCO analyses for the program's business customers.

DTEE's advisory team has also supported school districts across Michigan as they navigate the transition to electric school buses, providing guidance to transportation directors, fleet managers, and administrators statewide. DTEE's Fleet advisory team helps schools make

complex decisions including, but not limited to, evaluating routes for electric bus feasibility, determining charging capacity needs, identifying optimal charger locations on school grounds, and understanding charging hardware and network options. In addition, DTEE’s advisory services help accelerate the adoption of electric buses by coordinating stakeholder meetings, supporting districts through the installation process, and helping them understand and apply for available funding opportunities such as the Michigan Department of Education’s electric school bus grants and DTE’s Fleet Charger Rebate Program. In 2025 alone, the team assisted more than nine school districts in electrifying 51 school buses across our service territory.

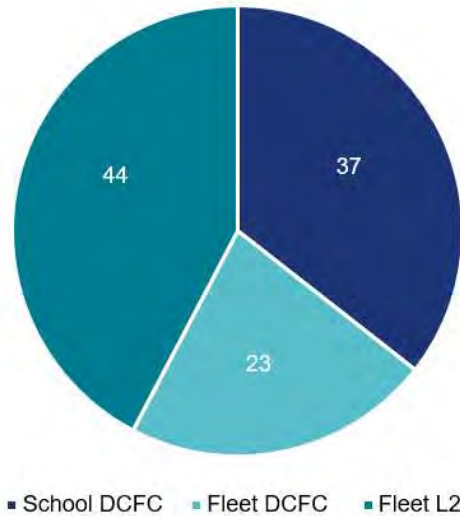
As seen below, our Fleet advisor joined a fleet panel for Highland Electric’s (a national bus OEM provider) teach-in event on November 13th, 2025, in partnership with Clean Fuels Michigan and Electrification Coalition, where the panel discussed ways districts can save money by going electric.



Fleet Program Manager, Abraham Tellaih, speaking at Highland Electric Teach-in event panel.

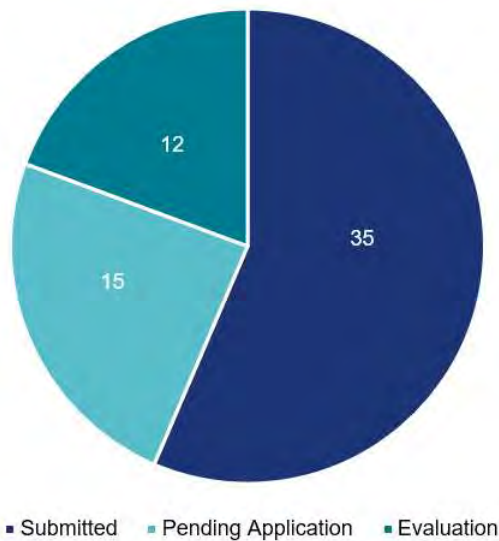
Figure 6 provides a breakdown of parties that have engaged with FAS.

Figure 6: Breakdown of Parties Engaging in Fleet Advisory Services



Out of the 104 consultations, 62 were identified as potential applicants shown in Figure 7.

Figure 7: Breakdown of Status of Fleet Advisory Service Participants²⁴



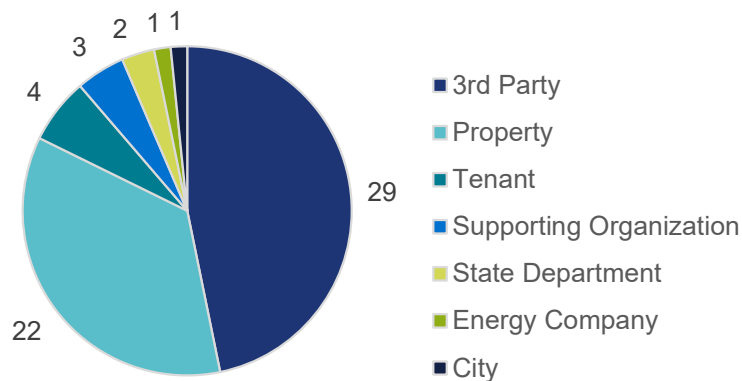
²⁴ Pending Application indicates that the customer has begun the advisory services process but has not yet provided all required information or documentation. "Evaluation" indicates the customer is assessing whether to move forward with the decision to purchase EVs for their fleet based on the advisory insights provided. "Submitted" indicates the customer has completed advisory services and has formally submitted their rebate application to the program for review.

MUD Advisory Services

In 2025, DTEE launched the Multi-Unit Dwelling (MUD) advisory services to assist multifamily property owners and managers in exploring EV charging solutions for their tenants. Through these services, an applicant representing a multifamily property receives one-on-one support, including guidance on additional funding opportunities, program eligibility, rebate and installation processes, and charger-related questions.

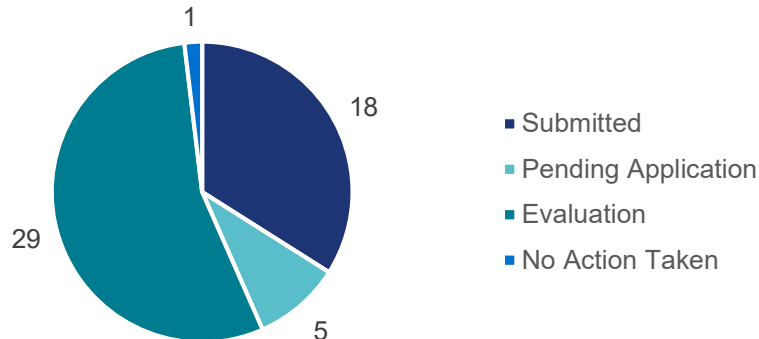
Through the end of 2025, our advisory team has supported 62 individuals interested in the MUD EV Rebate Program, helping them navigate complex decisions including but not limited to determining the amount of charge ports, identifying locations on their property for chargers, and understanding charging hardware and network options. In addition, our MUD advisory service helps accelerate EV infrastructure adoption in multifamily communities through stakeholder meetings, navigating the installation process, and rebate process. Figure 8 provides a detailed breakdown of the organizations and individuals that have engaged with the MUD Advisory Services.

Figure 8: Breakdown of Parties Engaging in MUD Advisory Services



Of the 62 parties engaged through advisory services, 53 were identified as potential applicants. Among those, 18 have submitted an application, with only one indicating they will not utilize the rebate. Figure 9 provides a detailed breakdown of where each party currently stands within the advisory service process.

Figure 9: Breakdown of Status of Multifamily Advisory Service Participants



Among the topics and questions raised by participants in the MUD Advisory Services, the most common were “rebate program eligibility,” “potential funding opportunities,” and “rebate and installation process.”

MUD advisory services have received positive feedback through calls and emails highlighting the support and assistance throughout the rebate and installation process. In addition to the above metrics, we have provided customers an EV Charger Rebate Process Checklist ([see Appendix B](#)) which outlines the rebate and installation process. DTEE is working with EGLE as well, who offers the [Clean Fuel and Charging Infrastructure Program](#)²⁵ which is a state grant program that supports the installation of EV chargers at multifamily properties. This partnership is working to capture and create a joint process that lays out the entire combined process, like the quick guide checklist to easily identify timelines, when to engage parties, responsibilities, and important links and documents.

Finally, the Company partnered with Clean Fuels Michigan, Consumers Energy, and Michigan Office of Future Mobility and Electrification to aid in establishing the [Electric Vehicle Charging for Multifamily Properties guide](#). This guide has been recognized and shared nationally by Alliance for Transportation Electrification ([ATE](#))²⁶ as a resource for other utilities looking to support Multifamily properties.

²⁵ Department of Environment, Great Lakes, and Energy. Clean Fuel and Charging Infrastructure Program. Available at <https://www.michigan.gov/egle/about/organization/materials-management/energy/rfps-loans/clean-fuel-and-charging-infrastructure-program>

²⁶ Alliance for Transportation Electrification. 2025, November. [Summary of Publications: Recent Literature on EV Energization for Small Fleets & Multifamily Housing](#)

Residential Customer Programs

The [Home EV Charger Rebate](#) was designed for income-eligible residential customers to help cover the cost of an L2 charger and installation when they buy or lease an EV.



(Indoor)

(Outdoor)

Level 2 chargers offer the ability for customers to charge their EV at home and can be installed in both indoor and outdoor locations on the residential property.

The current program provides LI customers, those at or below 200% of the FPL, with rebates that cover the full cost of both the charger and installation.

All applications and supporting documentation for the Home EV Charger Rebate are managed through the [PowerClerk®](#) platform, ensuring a streamlined and secure process for participants.

For the 2025 Home EV Charger Rebate, DTEE has gathered data regarding customer participation trends across the territory and program performance:

Table 4: 2025 Home EV Charger Rebate Metrics

2025 Rebates Issued	Year-End Target	Total Spend (\$M)	Year-End Target (\$M)
294	1,421	0.5	\$3.1

Table 5: Top Three Home Charger Rebate Charger Providers

Overall Rank	Charger Provider
1	GM
2	Tesla
3	Ford

The Table below of Home EV Charger Rebate data highlights the highest areas of EV adoption in the DTEE service territory.

Table 6: Top Ten Program Participating Cities

Overall Rank	City/Municipality
1	Dearborn
2	Dearborn Heights
3	Sterling Heights
4	Detroit
5	Canton
6	Warren
7	Livonia
8	Novi
9	Ann Arbor
10	Macomb

Customer satisfaction survey results were positive throughout 2025, showing strong execution of program management. To date, the program’s Net Promoter Score (NPS) is an average of 92 and submission results show that 90% of applicants would recommend the Home EV Charger Rebate program to a friend or colleague, and 88% of surveyed customers considered themselves “promoters” of the program.

The Company continues to process Home EV Charger Rebate applications quickly; the average time to review and approve applications is only 8 days, including time for application corrections and income eligibility verifications. This satisfaction can be further observed in the following customer statements gathered from the post-rebate survey:

- “Having charging capability at home is invaluable and this program made it completely affordable to buy an EV and have the outlet installed”
- “The rebate program for installing a L2 Electric Vehicle Supply Equipment (EVSE) /EV charger is a great deal and eliminates a major barrier to EV viability.”

- “This is a huge incentive to encourage individuals to go electric!”

To improve accessibility and reduce application rejections, DTEE proposes revisiting the income eligibility threshold for the Single-Family Home segment of the 2027-2031 TEP refresh²⁷.

Currently, income exceeding the threshold is the most frequent reason for rejection (62% of rejections). To address this, the TEP Refresh recommends expanding eligibility through a tiered rebate structure, enabling broader and more equitable participation.

The average household income among applicants is \$85,538. Below is a breakdown of FPL by percentage level:

Table 7: 2025 Home EV Charger Rebate Participation Segments Income Levels

Household Size	100% FPL	200% FPL
1	15,650	31,300
2	21,150	42,300
3	26,650	53,300
4	32,150	64,300
5	37,650	75,300
6	43,150	86,300
7	48,650	97,300
8	54,150	108,300
9	59,650	119,300
10	65,150	130,300

Business Customer Programs

Multi-Unit Dwellings (MUD) EV Charger Rebates

[MUD EV Charger rebate](#) is designed to provide reliable and affordable charging access for MUD residents, supporting EV adoption and statewide electrification goals. Through this program DTEE offers two L2 charger rebate options. One is a low income L2 charger rebate for \$14,400 per port, which requires the multifamily property to meet one of the following requirements – being owned and managed by a public entity such as the Housing Commission, receiving government subsidization such as the LI Housing Tax Credit, or have at least 40% of their residents participating in the Housing Voucher Program. DTEE also offers the Non-LI L2 charger rebate which provides a \$5,000 per charge port rebate to all other multifamily properties that are within the DTEE service area and do not meet the LI rebate requirements. Eligibility

²⁷ (2026). U-21538 DTE Electric Transportation Electrification Plan. dteenergy.com/2026TEP

requirements and program terms are detailed in the [MUD Charger Rebate Agreement](#). Applications and documentation are managed through the [MUD PowerClerk®](#) platform, with additional program information available on the [MUD Charger Rebate website](#).

The MUD EV Charger Rebate program continued to see strong interest from both property owners and EV charger installers. During the year, DTEE approved 154 LI and 1,222 Non-LI multifamily L2 charging ports. The Table below summarizes application status, installations, and associated program spending.

Table 8: MUD EV Charger Rebate Application Statuses²⁸ and Spend

Type	Approved	Installed	Rejected/ Withdrawn	Spend (\$M)
MUD LI Sites (Ports)	21 (154)	3 (22)		\$0.2
MUD Non-LI Sites (Ports)	163 (1,222)	17 (98)		\$0.5
Total Sites (Ports)	184 (1,376)	20 (120)		43 (636)

²⁸ **Approved:** Applications that have been reviewed and approved by DTEE to proceed with installation, including those subsequently installed, since program start in February 2025; **Installed:** Approved applications for which charging infrastructure has been installed and issued rebates; **Rejected / Withdrawn:** Applications that were determined not to meet program eligibility requirements or were withdrawn by the customer prior to installation.



Ten Level 2 EV chargers for a new development Low-Income property with 295 units

In 2025, DTEE approved 184 MUD EV charger rebate applications, representing 1,376 approved L2 charging ports across participating properties. Approximately 11% (21 applications) qualified under the LI multifamily criteria, while the remaining 89% (163 applications) were Non-LI properties.

DTEE saw lower than expected installations mostly driven by the need to align with [EGLE multifamily Clean Fuel and Charging Infrastructure Program](#)²⁹ timelines, which includes grant application requirements and funding schedules. EGLE began accepting multifamily grant applications on April 11, 2025, with initial funding awards approved in October 2025, which informed construction sequencing for certain projects.

Table 9 outlines the average cost of installation per port for the installed sites³⁰.

²⁹ Department of Environment, Great Lakes, and Energy. Clean Fuel and Charging Infrastructure Program. Available at <https://www.michigan.gov/egle/about/organization/materials-management/energy/rfps-loans/clean-fuel-and-charging-infrastructure-program>

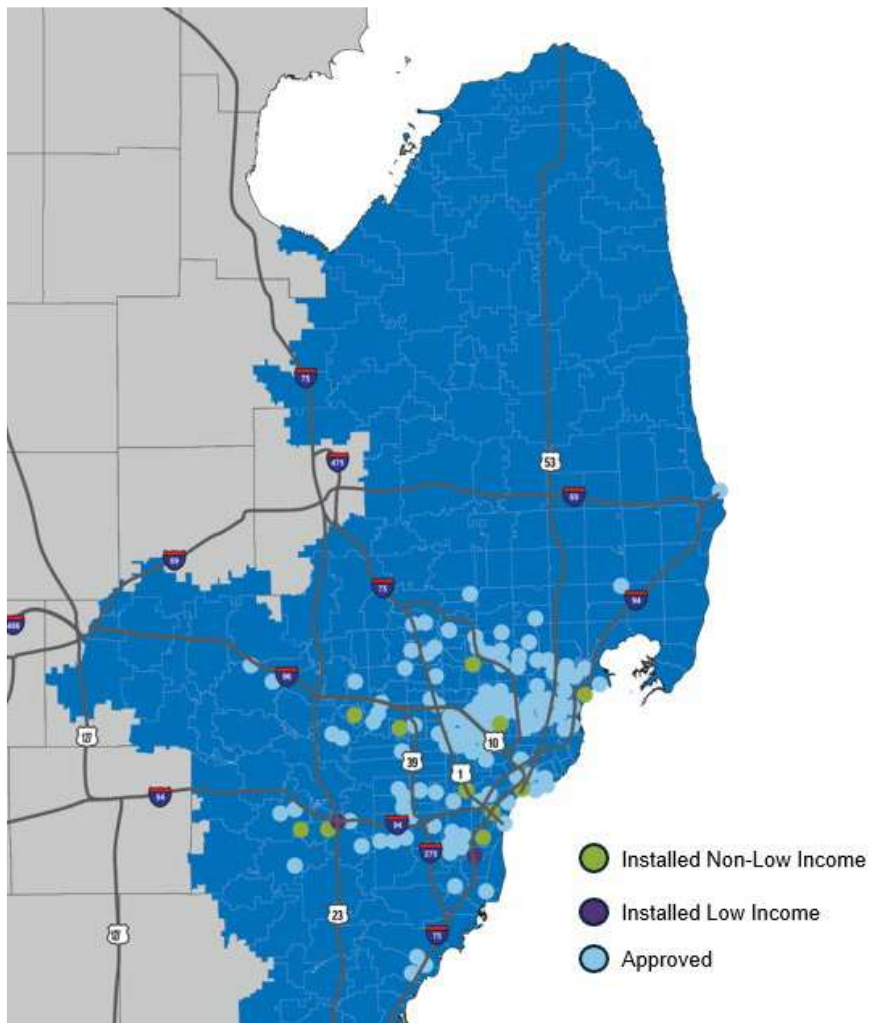
³⁰ Average costs reflect 18 installed projects with complete CMR cost data available at year-end; the remaining 2 of 20 installed sites were excluded due to incomplete cost breakdowns, project-specific exceptions, or costs not yet billed, and therefore may not fully represent average installation costs.

Table 9: Average MUD EV Charger Rebate Installation Costs

Type	Sites Installed	Average Ports per Site	Average Customer Make Ready (CMR) Costs per Site
MUD LI	1	10	\$173,337
MUD Non-LI	17	6	\$40,697

Among approved applications, Detroit and Southfield were the largest recipients of the MUD program, each accounting for approximately 9% (17 applications). In total, the program received applications from 71 cities across the DTEE service territory, as illustrated in the Figure below.

Figure 10: Map of MUD Rebates by Application Status



MUD rebate participants have been vocal about the satisfaction of the rebate and the value it has brought to their tenants:

- “The rebates allowed us to offset the cost of chargers to improve the specification quality of the chargers for greater charging capacity as well as add 2 additional chargers that were not originally budgeted. In a large community, the additional capacity will allow for future growth in EV users as well as accommodate peak capacity demands of our residents.”

The Company notes that it has proposed adjustments to its MUD rebate program in its 2027-2031 TEP Filing (e.g., reduced minimum EVSE capacity requirement, etc.).

Public On-Route DC Fast Charging

The [Public On-Route DCFC Program](#) is targeted to reduce range anxiety by incentivizing site hosts to install DC Fast Charging stations along major throughways within DTEE's service territory. The Public On-Route DCFC Program provides two rebate tiers: Disadvantaged Community (DAC)/Rural and other Non-DAC. Qualified site hosts may receive a \$50,000 rebate per charger installed at Non-DAC sites and a \$70,000 rebate per charger installed at DAC sites. DACs are identified using EGLE's Michigan Economic Justice (MiEJ) screening [map](#), which assigns a percentile score to each proposed address. Proposed fast charging locations with a score of 75 or greater qualify as DAC sites. To qualify as rural, a location must be outside a major urban area as defined by the U.S. Department of Transportation and have a population of fewer than 50,000.

DTEE requires all site hosts to install a dedicated company meter to enable monitoring the EV load at each site. Chargers for the Public On-Route DCFC Rebate Program must have a rated charging speed of at least 150 kW. Along with the minimum charging speed, charging sites must be located within one mile of a major throughway exit, and must be accessible to the public 24/7. Full eligibility requirements and terms and conditions to receive the rebate are detailed in the [Public Charger EV Rebate Agreement](#). All applications and corresponding information for the Public Charger EV Rebate Program are managed through the [PowerClerk® website](#).



DC Fast charging sites at high traffic points of interest to support Public On-Route EV charging.

Leveraging data from the [U.S. Department of Transportation's Alternative Fuels Data Center \(AFDC\)](https://afdc.energy.gov/stations#/analyze?access=public&access=private®ion=US-MI&fuel=ELEC&ev_levels=dc_fast&ev_connectors=J1772&ev_connectors=J1772COMBO&ev_connectors=CHADEMO&show_map=true)³¹ the Company estimates that 254 DCFCs were installed in 2025 across 68 sites in DTEE's service territory.

Spend for Public On-Route DCFC Program in 2025 is summarized in Table 11.

³¹ Alternative Fuels Data Center: Alternative Fueling Station Locator (energy.gov) available at https://afdc.energy.gov/stations#/analyze?access=public&access=private®ion=US-MI&fuel=ELEC&ev_levels=dc_fast&ev_connectors=J1772&ev_connectors=J1772COMBO&ev_connectors=CHADEMO&show_map=true

Table 11: Public On-Route DCFC Rebate Status and Spend by Sub-Segment

Customer Sub-Segment	Approved Rebates	Installed Rebates	Rejected / Withdrawn	Spend (\$M)
DAC Sites (Chargers)	95 (223)	20 (44)		\$3.1
Non-DAC Sites (Chargers)	133 (297)	17 (41)		\$2.0
Total Sites (Chargers)	228 (520)	37 (85)		199 (554)

For 2025, the Public On-Route DCFC program maintained a robust pipeline of approved projects. The program approved 223 DAC and 297 Non-DAC DCFC rebates.

The Public On-Route DCFC program achieved an installation rate equal to approximately 82% of the 2025 target goal. Installed Public On-Route projects have an average of two DCFCs per site. The average cost to install DCFC chargers is approximately \$188,000 per site, with an average utility make-ready upgrade cost of approximately \$32,000 for DAC sites and \$44,000 for Non-DAC sites. The average timeframe from application approval to an energized DCFC charger is approximately 160 days.

Table 12: Public On-Route DCFC Average CMR Cost

Type	Sites Installed	Average Ports per Site	Average CMR Costs per Site
DAC	20	2	\$195,168
Non-DAC	17	2	\$177,078

Installed Public On-Route sites have consumed over two gigawatt-hours (GWh) from program launch in 2025 through the end of December. This usage is equivalent to 6.5 million electric miles powered by DTEE and 187,000 gallons of gasoline avoided, which translates to over 1,600 metric tons of carbon emissions eliminated.

The installation of the mandatory, dedicated company meters at Public On-Route EV charging sites enables the Company to directly monitor site-level electric load at one-hour intervals. Review of interval meter data to date indicates that following energization and commissioning, no Public On-Route DCFC sites experienced a continuous zero-load period exceeding 24 hours

during the reporting period. This preliminary assessment suggests that the sites are consistently drawing at least standby load, which is generally indicative of operational status.

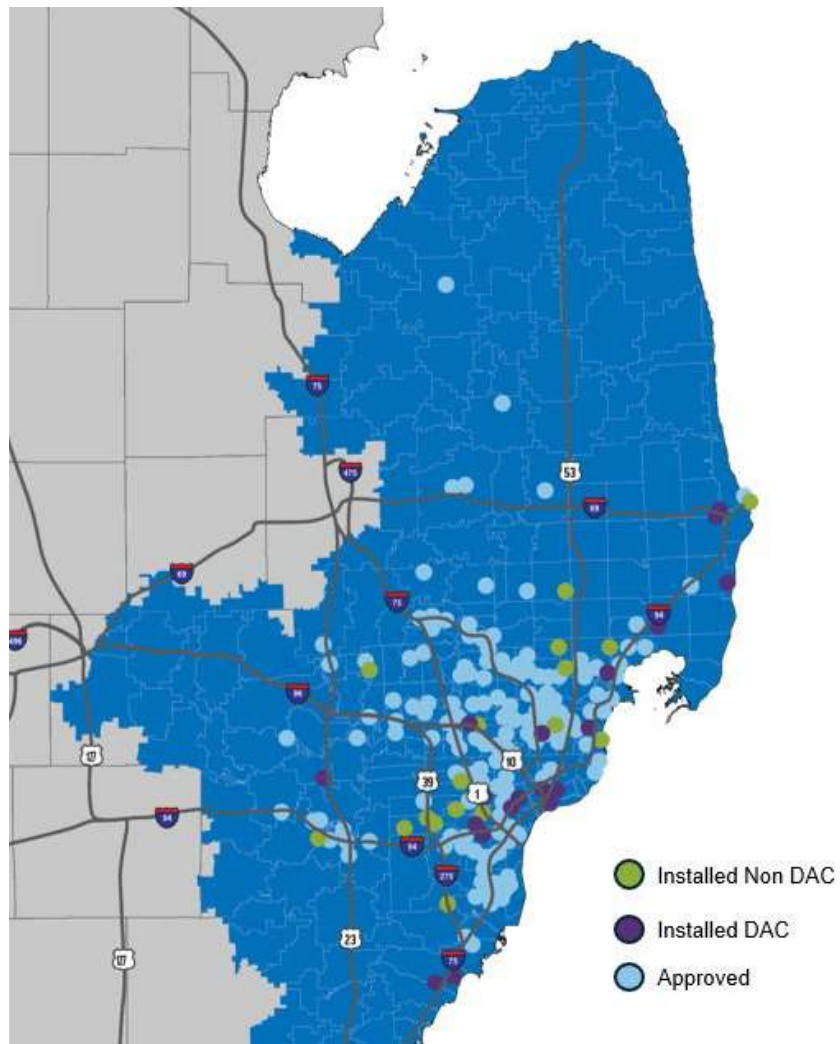
For the purposes of this report, DTEE uses one-hour interval meter data as a proxy for charger operational availability, allowing detection of short-duration interruptions and improved estimation of site-level uptime. While this meter-based approach reflects electrical availability rather than individual port performance, it provides a reasonable and objective basis for reporting charger uptime for the 2025 program year. As additional data accrues, and where supplemental telemetry from site hosts is available, DTEE will further refine uptime reporting by charging port type, including estimates of downtime, in future reports.

The Company continues to track the geographic spread of approved and installed Public On-Route DCFC projects. In 2025, DTEE approved projects across eight counties within its service territory. Three counties, Oakland (32%), Wayne (30%), and Macomb (22%), accounted for approximately 84% of approved sites.

Table 13: Public On-Route DCFC Rebates by Participating County

County	% of Rebates
Oakland	32%
Wayne	30%
Macomb	22%
Washtenaw	6%
Monroe	4%
St. Clair	3%
Lapeer	1%
Livingston	1%

Figure 11: MAP of Public On-Route DCFC Rebates by Application Status



Workplace Charger Rebate Program

Although not part of DTEE's 2024 TEP filing, the [Workplace](#) EV Charger Rebate Program was introduced during the Company's January 2025 rate case approval process and launched shortly thereafter in February 2025.

In alignment with MPSC guidance, the program added rebates for installing public L2 chargers at workplaces and retail destination locations where EV drivers typically park for extended periods. Focusing on longer dwell-time locations supports charging use cases where drivers can recover meaningful range during the course of typical activities.



Two Public Level 2 EV chargers for Walled Lake School

The Workplace charger rebate offers a \$2,500 per port rebate for installing publicly accessible L2 EV chargers. Full eligibility requirements and terms and conditions are detailed in the Workplace [rebate agreement](#). All applications and documentation are managed through the Workplace [PowerClerk® website](#). More information regarding the rebate and rebate process can be found on the [DTE Workplace & Retail EV Charger Rebate website](#).

Following program launch, initial interest was strong, with numerous applications submitted. Over time, application interest declined as installers, electricians, and prospective site hosts identified that the additional costs and extended timelines associated with installing a dedicated

second meter, as required under the program, outweighed the rebate value for certain sites. As a result, several applications were withdrawn, and others were rejected for failing to meet the dedicated meter requirement.

For 2025, 14 Workplace Charger Rebate applications were approved and two sites were installed. An overview of application status and program spending is shown in the Table below.

Table 14: Public L2 W&R EV Charger Rebate Application Statuses³² and Spend

Type	Approved	Installed	Rejected/Withdrawn	Spend (\$M)
Public L2 W&R Sites (Ports)	14 (67)	2 (4)	30 (166)	(\$0.2) ³³

Table 15 summarizes average customer make-ready (CMR) costs per site for the two installed Workplace Charger projects³⁴.

Table 15: Public L2 W&R EV Charger Rebate Installation Costs

Type	Sites Installed	Average Ports per Site	Average CMR Costs per Site
Public L2 W&R	2	2	\$15,000

Rebates were issued for projects located in Commerce Township and Walled Lake. Applications for the Workplace Charger program were received from 29 cities across the DTEE service territory, with Ann Arbor and Wixom accounting for approximately 34% of total submissions.

In response to observed installation constraints during the first year of program implementation, DTEE removed the minimum charger output requirement of 11.5 kW (48A) in November 2025. This update allows for increased charger density per meter and expanding feasible configurations for publicly accessible L2 workplace charging.

³² **Approved:** Applications that have been reviewed and approved by DTEE to proceed with installation, including those subsequently installed, since program start in February 2025; **Installed:** Approved applications for which charging infrastructure has been installed and issued rebates; **Rejected / Withdrawn:** Applications that were determined not to meet program eligibility requirements or were withdrawn by the customer prior to installation

³³ Credit due to workplace charger installation project incompletions

³⁴ Small sample is not an accurate depiction of L2 EV charger installation cost

In addition, as described in the 2027-2031 TEP, DTEE proposes to increase the Workplace Charger Rebate amount from \$2,500 to \$3,750 per port to help better offset the customer costs associated with infrastructure upgrades and second meter installations. This proposed update is intended to expand the viability of public L2 workplace charging installations going forward.

Fleet Charger Rebates

The [Fleet Charger Rebate program](#) is designed to complement DTEE's FAS by facilitating the deployment of necessary fleet charging infrastructure, while supporting customers as they evaluate and implement fleet electrification strategies. The program offers rebates of up to \$70,000 per DCFC and up to \$2,500 per L2 charging port, helping fleets reduce the upfront cost of installing essential EV charging equipment. Full eligibility requirements and terms and conditions to receive the rebate are detailed in the Fleet Charger [Rebate Agreement](#). All Fleet applications and supporting documentation are managed through the Fleet Charger Rebate [PowerClerk® platform](#).



A DC fast charging installation supports rapid turnaround for University of Michigan Ann Arbor fleet vehicles, enabling multiple high-power sessions throughout the day while optimizing site energy use.



A Level 2 fleet charging installation supports daily operations for University of Michigan Ann Arbor vehicles, enabling reliable overnight charging and efficient energy use.

The Fleet Charger Rebate Program ended in 2025 with 181 approved charger installations across L2 ports and DCFCs. An overview of the application status and program spending is shown in Table 16.

Table 16: Fleet Charger Rebate 2025 Application Statuses³⁵ and Spend³⁶

Type	Approved	Installed	Spend (\$M)
L2 sites (ports)	16 (146)	10 (115)	\$2.3
DCFC Fleet Other sites (chargers)	11 (20)	11 (12)	
DCFC Schools (chargers)	3 (15)	1 (3)	(\$0.6)
Total sites (chargers/ports)	30 (181)	22 (130)	\$1.6

Approximately 84% of Fleet Charger Rebates have been awarded to business customers across four primary fleet segments:

- College (70%)
- Government (11%)
- School (3%)
- Other (16%)

Participating universities and colleges frequently cited sustainability commitments as a key driver for fleet electrification.

Within the government fleet segment, three cities accounted for more than 80% of approved ports, reflecting more advanced transportation electrification strategies within those jurisdictions.

Demand in the school DCFC segment continued to be driven primarily by districts receiving funding through the MDE CBEG program. However, a noticeable slowdown in early 2025 coincided with the absence of EPA CSB grant awards, resulting in a temporary funding gap.

On average, Fleet Charger Rebate projects included eight L2 chargers and two DCFCs per site, as shown in Table 17. The average CMR costs were approximately \$130,000 per site, primarily driven by higher-powered charging equipment and site-specific electrical upgrades required to support fleet operations.

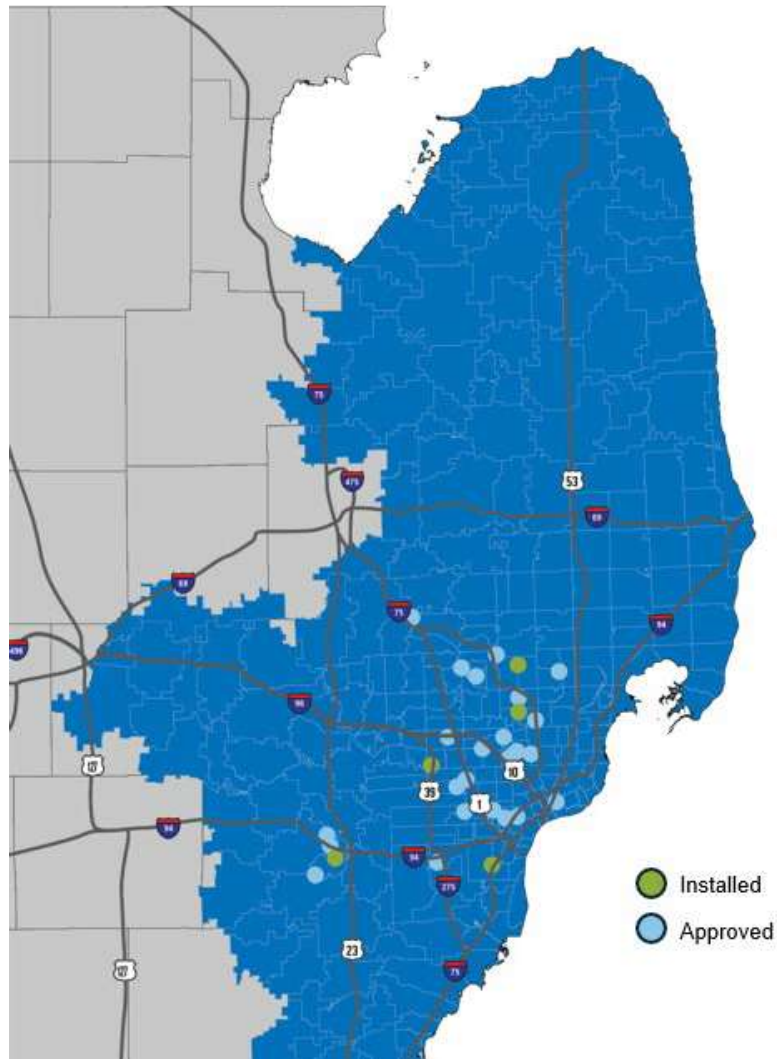
³⁵**Approved:** Applications that have been reviewed and approved by DTEE to proceed with installation, including those subsequently installed, since program start in February 2025; **Installed:** Approved applications for which charging infrastructure has been installed and issued rebates; **Rejected / Withdrawn:** Applications that were determined not to meet program eligibility requirements or were withdrawn by the customer prior to installation

³⁶ Actual total fleet spend variance due to rounding

Table 17: Average Fleet Charger Rebate CMR Installation Costs

Type	Sites Installed	Average Ports / Chargers per Site	Average CMR per Site
L2	8	8	\$14,890
DCFC	12	2	\$130,350

Figure 12: Map of Fleet Rebates by Application Status



Fleet Charger Rebate participants also received a post-rebate survey. Customer feedback indicates that rebate support has contributed to project feasibility and reduced upfront cost barriers for fleet charging installations:

- “It is beneficial to the expansion of the EV charging infrastructure to have extra funds that the rebates provide,”
- “The eFleet charger rebate program helps facilitate the installation of EV chargers.”

Notable Fleet Charger Rebate projects operationalized in 2025 include:

- Dearborn Public Schools, which deployed one of the largest single school bus deployments in the state adding [18 new zero-emission additions to their existing bus fleets](#)³⁷ with plans to add more buses in the future.
- [University of Michigan](#)³⁸, which continued its campus sustainability initiatives through expanded EV charging infrastructure deployment, including plans to install up to 400 EV charging spaces across its Ann Arbor campus.

In the 2027–2031 TEP Refresh, DTEE proposes to enhance Fleet Charger Rebates by increasing School Bus DCFC tiered rebate amounts, increasing Transit DCFC rebates from \$70,000 to \$100,000, offering a rebate of up to \$25,000 per Fleet DCFC installation, and increasing the Fleet L2 rebate from \$2,500 to \$5,000 per charging port. These proposed updates are intended to balance support for cost-burdened fleet customers with portfolio-level considerations related to affordability and positive benefit-cost outcomes.

Other Programs

Emerging Technology Fund

Since its launch in 2023, the ETF has positioned DTEE as a leader in proactive transportation electrification partnerships, distinguishing it from other utilities’ grant programs. Through 2025, the ETF has awarded more than \$2.2 million to support innovative practices and technologies that advance EV grid integration, accelerate adoption, including outreach to underserved communities, and deliver electrification benefits for both DTEE and its customers. As approved

³⁷ Kelly. April 2025. *Dearborn schools roll out new electric buses for cleaner transportation*. Fox 2 Detroit. Available at <https://www.fox2detroit.com/news/dearborn-schools-roll-out-new-electric-buses-cleaner-transportation>

³⁸ University of Michigan. Facilities & Operations Logistics, Transportation and Parking available at <https://ltp.umich.edu/parking/electric-vehicle-charging/>

with Case No. U-21860 in February 2026, DTEE will continue the ETF spend through 2026 with \$1.0 million annually, subject to Advisory Committee review and pilot milestones.



Joule Labs provides automated EV car charging service, including capabilities for autonomous services for disability needs.



FORTH Amp Car Sharing program ribbon cutting ceremony to provide low-cost EV car sharing options to customers in SE Michigan.



2025 ribbon-cutting ceremony for It's Electric.

Organizations seeking ETF support undergo a rigorous three-stage review process: initial screening by the EV team, cross-functional evaluation, and final approval by the ETF Advisory Committee (AC). Formed in March 2023, the AC includes representatives from Ford, GM, MPSC Staff, the Ecology Center, EPRI and NextEnergy. This process ensures that selected projects align with ETF objectives and deliver meaningful impact.

The ETF AC played a critical role in shaping the six projects funded in 2023 and the three funded in 2024, providing feedback that influenced project scope and design. Several of these projects have already concluded, while others continue to progress toward completion.

Table 18: Summary of Projects and Lessons Learned 2023-2024

Organization	Description	Results / Lesson Learned	Award Year
Rainforest Automation	Residential load management devices enabling L2 charging without service upgrades	Successful load management lab testing and demonstration with final field test to be conducted in Q2 2026.	2023
EPRI	Participation in EV research through EPRI's Transportation Electrification membership program	EPRI data served as basis for our baseline EV forecast assumptions and analysis work that informed the TEP published in 2024.	
It's electric	Public-facing, curbside, bring-your-own cord, L2 charging model exploring subsidized infrastructure and revenue sharing with site hosts	Project faced obstacles that resulted in several off-street installations instead of curbside. Two successful curbside installs aiding remaining 15 planned chargers by end of 2026.	
Forth	Low-cost, EV carsharing pilot at 5 MUD sites in Detroit and Ann Arbor.	Through December 2024, the pilot had 133 active users, provided 760 trips totaling 43,344 EV miles and 8,005 hours.	
V2H Residential Pilot	Collaboration with Ford and GM to evaluate home-backup V2H charging and future V2G potential	Ford pilot is officially activated with 10 Ford employees. GM pilot is underway – all contracts have	

		been signed and executed between GM and DTE. Working on 15-20 GM employees for interconnection process	
Liberas	Demonstration of scalable interconnection processing, detection of interconnection faults, and remediation of those faults	Successful development & demonstration of a proof-of-concept hardware prototype Digital Interconnection system that was integrated with production DTEE systems (across variety of L2/DCFC/V2G chargers)	
JouleLabs	Autonomous robotic EV charging solutions to support ADA and fleet applications	Productionized robots in place with expected operation and demonstration by end of Q2 2026.	2024
Forth	EV carsharing pilot expanded to 9 MUD sites in Detroit and Ann Arbor.	January through December 2025, the pilot more than doubled 2024 to 271 active users, provided 1,541 trips totaling 62,060 EV miles and 14,420 hours.	
Liberas	Large scale V2G software integration of utility and energy market infrastructure technologies for fleets to improve energy equity	Late kick-off in Q4 2025, but on track to have transit partner in place by Q3 2026. Software integration and demonstration in Q2-Q3 2026.	

In 2025, we dispatched six pilots, as shown in the Table below:

Table 19: Summary of Projects Awarded in 2025

Metro Consulting Associates	Grosse Ile Airport - Multi-Modal eMobility (Land, Marine & Aviation fixed L2 Charging & IonDynamics FlashBot)
Voltpost	Lamppost Level 2 Chargers - Voltpost seeks ETF grant as additional capital to enable planned Michigan deployments in 2025. Voltpost would use ETF funding to cover make-ready costs for charger installation at the remaining 11 locations allocated for our Michigan deployments across the greater Detroit area.
Ev.Energy	This is a turnkey pilot including comprehensive reporting and business intelligence tools to capture learning and inform future DTE program design. The pilot provides insights from both site hosts through direct L2 charger integrations and tenants through telematics data.
Volt Harbor	Deploy/test a commercial-scale, inverter-less battery energy storage system (BESS) at UM Mcity test facility. 300 kWh / 75 kW system interconnected to DTE grid, with MAC-BESS™ architecture (outputs AC power directly from heterogeneous mix of battery modules with no need for a traditional grid inverter).
It's electric	Deploy ~12 It's Electric EV chargers over 2-3 sites to validate a managed charging program in Detroit to: (1) Test & validate managed EV charging in public parking; (2) Collect charging performance data and potential energy savings; (3) Model and deploy managed charging driver incentives (charging discounts or payback); and (4) Gather feedback from drivers on program participation.
Forth	Continuation of AMP Car Sharing program - continued operation of carshare locations and vehicles through Q2 2026. Marketing and outreach processes ongoing in Ann Arbor and Detroit sites while providing monthly utilization reporting through Q2 2026

Data Reporting & Regulatory Compliance

Equity Metric Outcomes

Consistent with the 2025–2028 TEP and MPSC Annual Progress Report requirements, this section consolidates equity-focused participation metrics across TEP programs. Program design, eligibility criteria, and implementation details are described in the relevant program sections above. The metrics below summarize 2025 participation outcomes for Low-Income (LI), Disadvantaged Community (DAC), and other priority customer segments.

Equity-focused participation reflected with Table 20 includes:

Residential LI EV Charger Rebates; MUD LI EV Charger Rebates; Public On-Route DCFC Rebates in DAC and rural locations; and Fleet (Transit and School Bus) charging programs.

Table 20: 2025 Equity-Focused Rebate Participation

Customer Segment	EV Chargers Installed & Rebates Issued	Rebate Investment (\$M)
Residential LI	294	0.5
Multi-Unit Dwelling LI	22	0.2
On-Route Public DAC	44	3.1
Fleet Transit Bus	-	-
Fleet School Bus	3	0.1
Total	363	3.9

Charging Profiles & Utilization

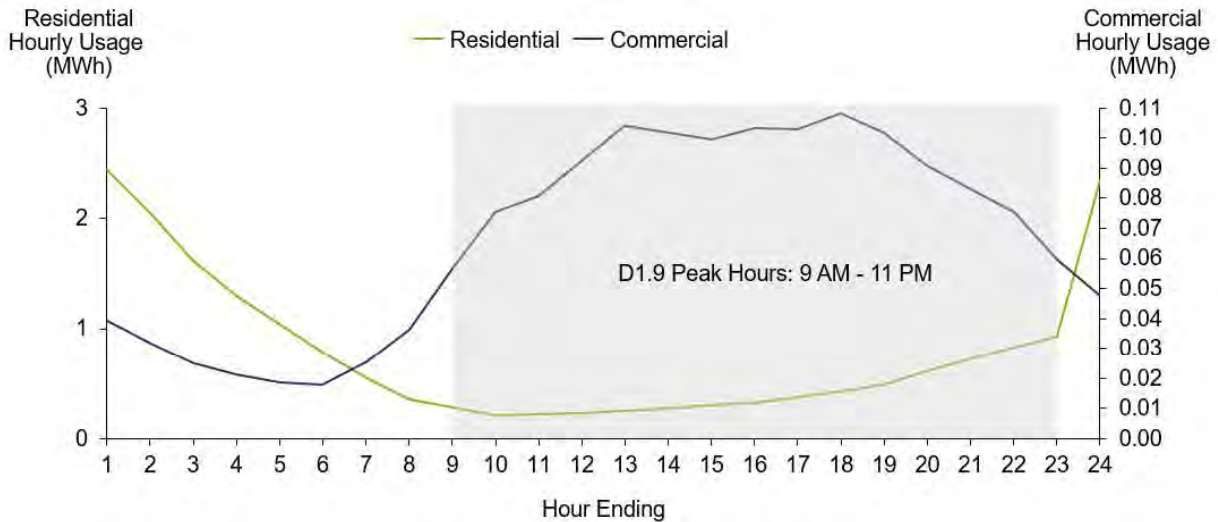
DTEE can only directly measure dedicated EV load where second meters are installed or for the small share of customers on the D1.9 EV rate. Table 21 outlines the forecasted 2025 load derived from the prior TEP compared to a calculated estimate of actual 2025 load. The variance between the Estimated Actual 2025 Load and Prior TEP Forecasted 2025 Load is attributable to DTE over-performing in 2025 registrations and year-end VIO expectations.

Table 21: 2025 Estimated Actual and Forecasted Load

	2025 Estimated Annual kWh per Vehicle ³⁹	2025 Year-End VIO ⁴⁰	2025 Estimated Actual Load (GWh) ⁴¹	2025 Forecasted VIO ⁴²	2025 Forecasted Load (GWh) ⁴³
Personal	2,956	103,732	306.6	94,691	279.9
LD Fleet	4,314	10,233	44.1	3,476	15.0
MD Fleet	43,701	1	0.0	99	4.3
HD Fleet	246,094	74	18.2	1	0.2
Bus	42,614	75	3.2	59	2.5
Total	n/a	114,115	372.2	98,326	302.0

Appendix C presents average 8,760 hourly EV charging load detail and profiles for D1.9 residential and commercial customers. Based on analysis of these average hourly load profiles, the Company estimates that approximately 82% of D1.9 residential charging occurs during off-peak hours, compared to approximately 42% for commercial customers⁴⁴. Figure 13 illustrates these differences in hourly charging patterns by customer class.

Figure 13: D1.9 Residential and Commercial Hourly Load Profile⁴⁵



³⁹ TEP Appendix I DTE EV Forecast, Tab “KWH per Car” 2025 values

⁴⁰ S&P Global procured data

⁴¹ Calculated as 2025 Year-End VIO multiplied by 2025 Estimated Annual Kwh/Vehicle

⁴² From 2024 TEP Market Model

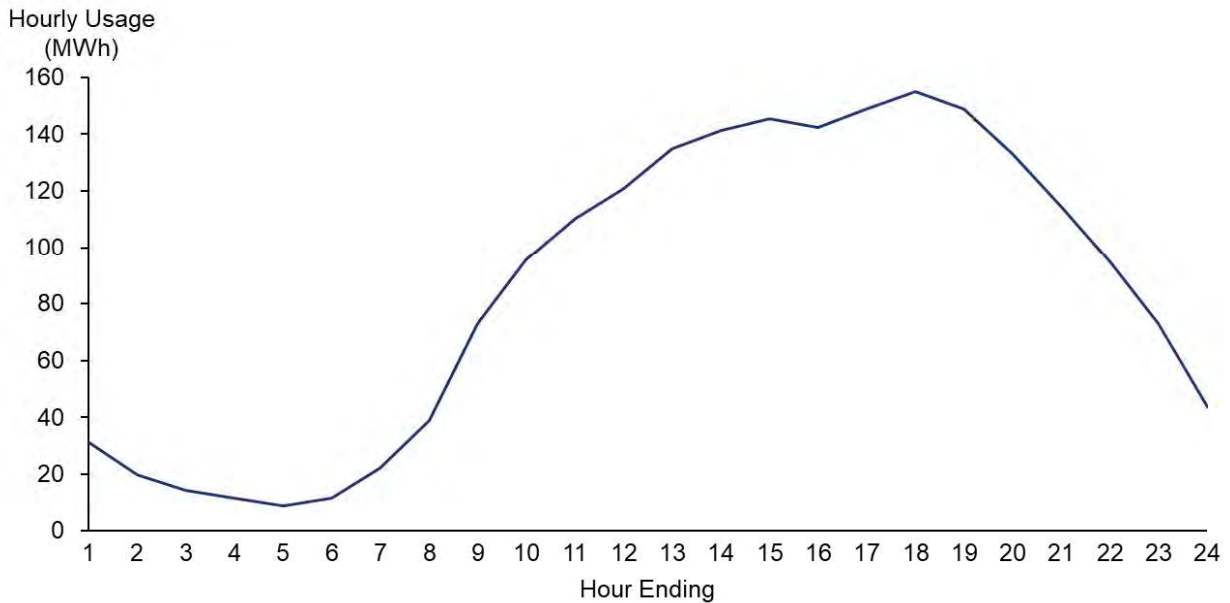
⁴³ From 2024 TEP Market Model

⁴⁴ D1.9 requires installation of a second meter, and the 5,000 customer cap for this rate was reached in 2025

⁴⁵ Hourly load profiles reflect aggregate average 8,760-hour EV charging load for customers enrolled on the D1.9 rate. Residential results are based on approximately 5,267 customers, while commercial results are based on approximately 37 customers.

Average 8760 hourly load for Public On-Route DCFC rebate program meters can be found in Appendix D. Figure 14 presents the average hourly load profile for Public On-Route DCFC chargers during the 2025 reporting period.

Figure 14: Public On-Route Hourly Load Profile for DCFCs



Although DTEE no longer requires EV chargers to be networked, the Company continues to maintain relationships with legacy network providers, which supplement interval meter data with charging session characteristics. In 2025, more than 80% of DCFC charging sessions lasted under one hour, while publicly available L2 charging session times exhibited longer dwell times, with approximately 43% of charging sessions extending at least four hours. Average DCFC sessions delivered 47.11 kWh at an average cost of \$24.23 per session. Table 22 summarizes observed charging session characteristics for publicly available DCFC and Level 2 chargers between January and December 2025.

Table 22: Charging Session Characteristics (January 2025 – December 2025)

Type	Average Charging Time (Minutes)	Average Usage per session (kWh)	Average Fee to Driver (\$)	Average Fee to Driver (\$/kWh)
DCFC	42:31	47.11	\$24.23	\$0.51
L2	344:00	26.00	\$9.13	\$0.35

Grid Impact Mitigation and Planning Tools

In addition to reporting observed EV charging load and utilization, DTEE applies standard interconnection review practices and planning tools to inform understanding of potential grid impacts from new EV charging infrastructure. These include engineering review of proposed EV charging projects⁴⁶ and use of the [EV hosting capacity map](#)⁴⁷ to support efficient integration of charging resources into the distribution system.

Program Participation by Customer Rate Class

Participation in TEP EV rebate programs is tracked by customer rate class to understand adoption patterns across residential, fleet and other commercial customers. Table 23 summarizes the distribution of rebated customers by primary rate classification for program participants in 2025.

Table 23: Rebated Customer Participation by Rate Class

Residential Rate Class	D1.11	D1.2	D1.8	D1.9	Total
Residential Rebates	77%	12%	9%	2%	100%
Commercial Rate Class	D3	D11	R3	D4	Total
Fleet Rebates	35%	36%	24%	5%	100%
MUD, Workplace, and Public On-Route Rebates	100%				100%

⁴⁶ Customers and site hosts are required to submit a New Service Application, Site Plan, Load Sheet, Riser Diagram, and a legal Property Deed verifying site ownership, consistent with DTE [Electric’s Checklist and Guides](#)

⁴⁷ DTEE EV Load hosting maps available at <https://dte.maps.arcgis.com/apps/webappviewer/index.html?id=15bba98a360740929f0d5c6bec8fdd6c>

Program Measure Spend

In 2025, DTEE continued to invest in TEP measures supporting EV adoption, charging infrastructure deployment, and customer affordability. Table 24 summarizes annual spending by program measure and customer segment, consistent with TEP reporting categories.

Table 24: 2025 TEP Spending⁴⁸ by Measure and Customer Segment

Segment	Measure	Spend (M)
Residential	LI	\$0.5
Multi-Unit Dwelling	LI	\$0.2
	Non-LI	\$0.5
Public	DAC	\$3.1
	Non-DAC	\$2.0
Workplace	Public L2	(\$0.2)
Fleet	Schools, Transit & Other	\$1.6
Education & Outreach		\$1.5
Emerging Tech Fund		\$1.0
Total		\$10.2

Consistent with amended MPSC filing requirements, DTEE filed its updated [TEP](#) with the Commission in April 2026. The Annual Progress Report focuses on program implementation and observed outcomes during the first year of the TEP, while the filed TEP Refresh details proposed long-term strategies, stakeholder engagement results, and forward-looking program adjustments.

⁴⁸ Total variance due to rounding.

Appendices

Appendix A MPSC Annual Progress Report Requirements

Number	Filing Requirement	Section of Report
9a	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:	N/A
9b	These annual reports will replace the current EV Annual Report the public utilities file in various dockets;	N/A
9c	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:	N/A
i	an estimate of EV adoption, including estimated changes in EV adoption since the electric utility's last TEP;	✓ Michigan Trends
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;	✓ Michigan Trends
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;	<ul style="list-style-type: none"> ✓ Public On-Route DC Fast Charging ✓ Charger Profiles and Utilization ✓ Appendix C Average-8760 load for Customers D1.9 Customers ✓ Appendix D Average-8760 load Dedicated Public DCFC Meters
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;	<ul style="list-style-type: none"> ✓ Charger Profiles and Utilization ✓ Appendix C Average-8760 load for Customers D1.9 Customers
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;	<ul style="list-style-type: none"> ✓ Executive Summary ✓ Public On-Route DC Fast Charging
vi	The number of participants in TEP programs, including: (a) estimated LI customer participation; (b) number of participants in priority EJ communities as	<ul style="list-style-type: none"> ✓ Executive Summary ✓ Equity Metric Outcomes ✓ Residential Customer Programs ✓ Multifamily EV Charger Rebates ✓ Public On-Route DC Fast Charging

	identified by the MiEJScreen tool; and (c) participation by customer rate class	<ul style="list-style-type: none"> ✓ Fleet Charger Rebates ✓ Program 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;	<ul style="list-style-type: none"> ✓ Charger Profiles and Utilization ✓ Appendix C Average-8760 load for Customers D1.9 Customers
viii	TEP spending by measure;	<ul style="list-style-type: none"> ✓ Executive Summary ✓ Education & Outreach ✓ Residential Customer Programs ✓ Public On-Route DCFC Charging ✓ Multifamily EV Charger Rebates ✓ Workplace Charger Programs ✓ Fleet Charger Rebates ✓ Emerging Technology Fund ✓ Program Measure Spend
ix	Geographical distribution of participants and infrastructure investments;	<ul style="list-style-type: none"> ✓ Residential Customer Programs ✓ Public On-Route DCFC Charging ✓ Multifamily EV Charger Rebates ✓ Workplace Charger Programs ✓ Fleet Charger Rebates
x	A report of DC fast charger energization timelines;	<ul style="list-style-type: none"> ✓ Public On-Route DCFC Charging
xi	A report of the average cost of publicly available charging ports by type and use;	<ul style="list-style-type: none"> ✓ Public On-Route DCFC Charging ✓ Workplace Charger Rebate Program ✓ Charger Profiles and utilization
xii	A report of the average cost of make-ready infrastructure investment at these sites;	<ul style="list-style-type: none"> ✓ Public On-Route DCFC Charging ✓ Workplace Charger Programs
xiii	A report of average uptime per charging port, by charging port type, for publicly available charging ports;	<ul style="list-style-type: none"> ✓ Charger Profiles and Utilization
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;	<ul style="list-style-type: none"> ✓ Education & Outreach
xv	Readily available data that may inform future measures to help better understand the impact of EV charging on the electric grid;	<ul style="list-style-type: none"> ✓ Charger Profiles and Utilization ✓ Grid Impact Mitigation and Planning Tools

xvi / 6r	Progress toward the program performance indicators required in 6r (Strategies and measures for expanding transportation electrification among DAC, LI customers, and underserved communities including;)	✓ Executive Summary
6ri	an analysis, to the extent available, of the adoption of plug-in EVs or installation of charging stations by income;	✓ Michigan Trends
6rii	the utilization of both the EV Charging Justice ⁴⁰ 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;	✓ Public On-Route DCFC Charging
6riii	list(s) of any programs currently in place to assist equitable adoption of EV charging infrastructure.	<ul style="list-style-type: none"> ✓ Residential Customer Programs ✓ Multifamily EV Charger Rebates ✓ Public On-Route DCFC Charging ✓ Fleet Charger Rebates ✓ Equity Metric Outcomes
xvii	Any significant programmatic changes in its TEP programs since the preceding year.	<ul style="list-style-type: none"> ✓ Customer Outreach ✓ Residential Customer Programs ✓ Business Customer Programs ✓ Emerging Technology Fund

Multifamily EV Charger Rebate Guide **DTE**

Legend: - Site Host

Check List:

Initial Contact & Timing

<input type="checkbox"/> Determine Tenant Interest (ie: survey, letters from tenants, community discussion)		
<input type="checkbox"/> Determine Program Eligibility		
<input type="checkbox"/> Select Electrical Contractor		
<input type="checkbox"/> Determine Charger Configuration and Software		
<input type="checkbox"/> Submit Forms for Step 1 of Rebate Application via PowerClerk		
<input type="checkbox"/> DTE EV Team Reviews Submission	DTE	~2 Days*
<input type="checkbox"/> Submit Required Documentation to DTE Planning for Work Order via Email		
<input type="checkbox"/> DTE Planning Schedules Site Visit	DTE	2-6 Weeks*
<input type="checkbox"/> Complete Necessary Site Upgrades and Obtain Permits with Electrician		
<input type="checkbox"/> Provide DTE Pre-Payment for Line Side Work		
<input type="checkbox"/> DTE Planning to Complete Final Site Evaluation Prior to Utility Construction Work	DTE	~1 Week*
<input type="checkbox"/> DTE to Complete Work on Utility Side of Meter	DTE	4-6 Weeks*
<input type="checkbox"/> Submit Forms for Step 2 of Rebate Application via PowerClerk		
<input type="checkbox"/> DTE EV Team to Review Rebate Form and Mail Payment with Email Confirmation	DTE	4-6 Weeks*

PowerClerk

Provided Required Documents:

1) Foreign Corrupt Practices Act Questionnaire

2) Multifamily EV Charger Rebate Agreement

Other Required Documents:

3) Charger Specification Sheet
4) W9 Form

Provided Required Documents:

1) Load-Sheet Form

2) Request for New Electric Service Form

Other Required Documents:

3) Copy of Property Deed
4) Proposed Site Plan
5) Riser Diagram

Email all documentation to NRREQUEST_Account@dteenergy.com

PowerClerk

Required Documents:

1) Pictures of Installed & Functioning Chargers
2) Account number or meter number associated with EV Charger Installation
3) Copy of final electrical invoice for installed chargers
4) ESVE information (ie. Model number, serial number, or IDs)

Other Resources:

For additional advisory services and support on Multifamily please contact EVInfo@dteenergy.com

*All timing is strictly an estimate and may differ based on site characteristics

Appendix C Average-8760 Load for D1.9 Customers

[This Appendix](#) provides the 2025 average hourly load data for residential and commercial customers on the D1.9 EV-only TOD rate.

Appendix D Average-8760 Load for Dedicated Public On-Route DCFC Meters

[This Appendix](#) provides 2025 average hourly load data for TEP-participating Public On-Route DCFCs with dedicated second meters.