Alliance for Transportation Electrification

2025 Annual Report

Steering EV Policy in the States

About the Alliance for Transportation Electrification

The Alliance for Transportation Electrification (ATE) is a member-driven organization advancing the reliable and equitable electrification of transportation.

ATE convenes utilities, charging providers, automakers, fleets, technology companies, policymakers, and public agencies to address the real-world challenges of scaling electric transportation. Through research, policy engagement, and cross-sector collaboration, ATE helps align infrastructure planning, regulatory frameworks, and market innovation.

Our members represent every segment of the transportation electrification ecosystem and operate across all regions of the United States. Together, they bring the technical expertise, operational experience, and policy insight needed to support informed decision-making and long-term system readiness.

Our Mission

The Alliance for Transportation Electrification, or ATE, is a broad and diverse coalition of organizations that advocate before state and provincial decision-makers for an acceleration of transportation electrification. The Alliance believes that a multi-stakeholder coalition educating customers about the many benefits of transportation electrification is vital for success. Electric vehicle (EV) programs should be designed in a way to advance a reliable, equitable, and satisfying charging experience for the residential EV owners and business and fleet customers.

Our Vision

The Alliance believes that electric vehicles will become the dominant choice of transportation for most customers and use cases in North America. Transportation electrification, including reliable and affordable infrastructure, will become ubiquitous across all states and geographies. ATE will continue to advance this vision through thought leadership and advocacy before state and provincial decision-makers to make this a tangible reality.

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A Note from Our Executive Director

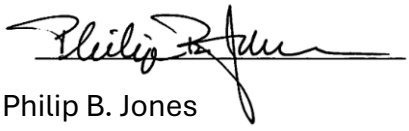
The past year brought significant challenges for electric transportation and charging infrastructure, including major policy shifts at the federal level. Throughout this period, ATE remained focused on its core mission: working with state leaders and public utility commissions to support utilities, automakers, and industry stakeholders toward a clean transportation future. As federal incentives and grant programs shifted, the importance of state-level leadership grew. In response, ATE strengthened partnerships, aligned efforts with peer organizations, and remained active in utility filings and EV proceedings across nearly 30 states.

Despite policy headwinds, market fundamentals remain strong. EV adoption continues to grow, with the expanding used-vehicle market improving affordability and access. Battery technology is advancing, costs continue to decline, and emerging chemistries promise further gains. Infrastructure deployment progressed as NEVI investments advanced, litigation reinforced the lawful obligation of IIJA funds, and private-sector investment accelerated deployment of both DC fast and Level 2 charging. Utilities, charging providers, and site hosts continued expanding capacity and improving reliability to support long-term growth.

ATE reinforced its role as a trusted convener and technical resource across the EV ecosystem. In collaboration with partners including RMI, SEPA, the Electrification Coalition, RAP, Veloz, and the Vehicle Grid Integration Council, ATE advanced practical solutions to industry challenges. Our publications this year addressed rate design and affordability, managed charging best practices, and flexible service connection strategies to accommodate large EV loads while grid upgrades are underway.

While data center and AI-driven load growth have dominated recent utility discussions, ATE continued to support balanced planning that includes transportation electrification and broader end-use electrification. As regulators turn their attention back towards a more holistic view of energy concerns, we remain focused on providing regulators and decision-makers with objective analysis and actionable insights, while engaging international partners to exchange technical and policy expertise in a rapidly evolving global market.

We are grateful for our members' leadership and support during this pivotal period. Together, we will continue advancing practical solutions, strengthening collaboration, and accelerating progress toward a cleaner, more affordable, and more resilient transportation future.



Philip B. Jones
Executive Director

The Year in Context: Transportation Electrification Landscape

Policy Trends

Federal Policy

The biggest story in TE this year was the rapidly shifting federal policy landscape. Policies supporting EVs—tax credits, Advanced Clean Cars II, and federal greenhouse gas emission standards—were gutted. Tariffs impacted both automakers and utilities, and the Joint Office of Energy and Transportation was effectively shuttered. The administration tried to end the NEVI and CFI programs that were part of the IIJA but eventually relented to successful court cases on NEVI (and may yet do the same for CFI). All in all, it was a rollercoaster. The good news: we can only go up from here.

TE Plans and Programs

In states from Washington and Oregon on the West Coast and Minnesota and Michigan in the middle of the country to Massachusetts, Virginia, New Jersey, and Maryland on the East Coast, utilities continue to file the next generation of TE Plans and programs. Utilities are streamlining their customer-facing TE programs, focusing on education and outreach, commercial EVSE and make-ready rebates, fleet advisory services, residential managed charging, and underserved communities.

Proactive Investment

In 2025, proactive grid investments were approved in California, New York, Colorado, and Massachusetts, and frameworks were developed in California, New York, and Minnesota. ATE hosted two convenings (one in March 2025; the second in January 2026) of consumer advocates and utilities to explore proactive frameworks. That said, it's not clear whether new states will begin picking up this topic, and when.

Load Flexibility

While flexible service connections (FSCs) are currently only implemented in California, they are garnering interest from across the country. We featured FSCs on a joint panel at our 2025 Annual Meeting in March and followed it up with a white paper published in December. Regulators are interested, too: the topic was addressed at the NARUC Annual Meeting in November, and at a NARUC EV State Working Group meeting mid-year. Meanwhile, managed charging and V2G continue to be areas of interest, particularly as mechanisms for downward rate pressure.

Technical Trends

Open Charge Point Protocol (OCPP) and Open Charge Point Interface (OCPI)

OCPP and OCPI continue to be the bedrock of ATE's efforts to promote open standards and interoperability. OCPP testing and certification continues to evolve, with a "core" profile signaling baseline compliance with critical features, while providing flexibility for optional features which do not affect interoperability. The most recent iteration, OCPP 2.0.1, supports V2G, including the ability to meet global grid codes which require DERs to adjust behavior based on frequency and voltage and detect islanding. OCPI is on a similar trajectory. The latest version, OCPI 3.0, contains support for MHD fleets, splits static and dynamic data for efficiency and improved security, and better supports V2X. Other developments include a test tool to facilitate OCPI development, support for drivers with disabilities, and a white paper aiming to reduce the complexity of pricing for charging. Each of these developments will result in more and better EV charging.

Weights and Measures

State weights and measures regulations are emerging as a significant challenge to charging station development, consumer access, and reliable operations. Several states have begun applying processes designed for gas pumps to EV chargers, with the result being a heavy burden on the industry for little clear benefit. The risk of these onerous regulations remains little known across the industry, but EVSE owners will increasingly face a raft of registration fees, added costs for station commissioning and maintenance, and nontrivial compliance costs. In extreme cases charging stations have even been "condemned" for administrative oversights. ATE is actively working with charging industry stakeholders across the country to raise awareness of the risks associated with weights and measures regulations. We advocate for reasonable standards that protect consumers and merchants while mitigating impact to burgeoning and vital infrastructure and avoiding excessive cost increases to the consumer.

National Electric Code

In 2025 the National Fire Protection Association proposed a change to certain ground fault circuit interrupter (GFCI) standards establishing a lower trigger threshold resulting in frequent and unnecessary nuisance tripping for charging stations. ATE and members opposed the idea, finding it failed to acknowledge that EVSE and existing receptacles are already equipped and certified with built-in ground-fault protection to handle the specific electrical characteristics of EV charging. Fortunately, the proposal did not move forward but ATE will continue to monitor NFPA proposals and advocate for effective safety standards.

Deliverables

Educational Resources

Making Electricity More Affordable with Electric Vehicles: This issue brief from ATE's Rate Design Task Force shows how smart EV charging strategies can generate utility revenue, reduce grid costs, and help lower electricity rates for all customers.

Driving Participation in Managed Charging: This white paper highlights case studies from Con Edison, Consumers Energy, DTE Energy, Pacific Gas and Electric Company, and Xcel Energy — unpacking the lessons they've learned and best practices for increasing enrollment and sustaining engagement with EV customers.

Recent Literature on EV Energization for Small Fleets & Multifamily Housing: This document provides a summary of recent publications exploring small fleet and multi-family housing electrification market trends, barriers, and strategies to support development, interconnection, and energization.

Energizing EV Charging Stations - New and Flexible Approaches to Capacity Constraints: This paper explores a range of solutions that utilities are pursuing to address two key challenges to charging infrastructure development—the time and cost required to upgrade the distribution grid to serve a new customer.

Webinars

ATE Webinar: Simplifying Utility Service Connections for Small Fleets: This webinar unpacks the unique challenges faced by small fleets when establishing service connections for EV charging and examines effective strategies to streamline processes for these customers.

ATE Webinar: Simplifying Utility Service Connections for Multifamily Housing: In this webinar, presenters walk through key findings from EPRI's Simplifying Utility Service Connections for Small Fleet and MFH EV Charging report that unpacks these barriers and examines pathways to better support these customers.

Media Appearances

Hedgepeth, L., Azhar, A., Bolster, J., Sorg, L., & Mattalian, S. (2025, February 13). *Trump has thrown a wrench into a national EV charging program. Can he make it disappear?* Inside Climate News. (Link)

Noblet, S. (2025, April 24). *The utility's evolving role in America's EV ecosystem*. Forbes. (Link)

Strategic Engagement

Public Comments

ATE filed **28 public comments** in state regulatory proceedings, as well as comments in one federal regulatory proceeding. Our team also participated in regulatory discussions and workshops in New York, Massachusetts, Minnesota, Oregon, Michigan, California, Colorado, Washington, and Maryland, as well as Commission meetings, delivering prepared oral testimony in several of these.

You can now find and sort ATE's public comments by state and year at ate-ev.org/resources.

ATE in the Field

ATE presented at and supported more than 30 industry events and stakeholder convenings in 2025, championing member interests and educating decision makers across the country.

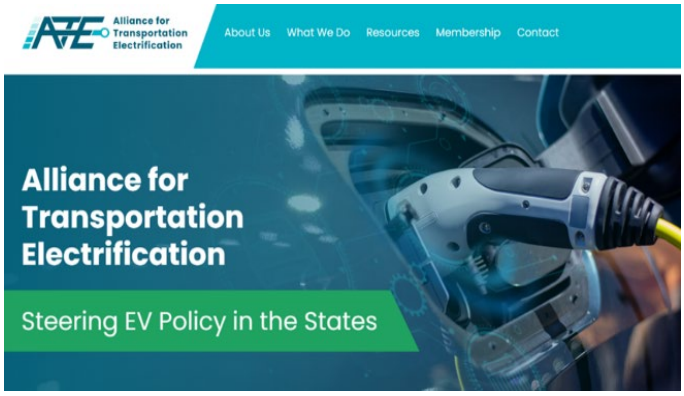
1. 30th Annual Electric Power Conference
2. EVs2Scale conference
3. NARUC Winter Policy Summit
4. US Energy Foundation Convening
5. PACT Policy Summit
6. American Trucking Association Annual Meeting and Expo
7. ATE-RMI Ratepayer Advocate Convening
8. EVCS 2025
9. NARUC Current Issues 2025
10. Fleet Electrification US
11. New Mexico State University Current Issues 2025
12. Fleet Electrification U.S.
13. Northwestern University Electricity Dialogue
14. SF Climate Week
15. NAFA 2025 Institute & Expo
16. ACT Expo
17. ChargeEVC EV Conference and Show
18. Transportation Energy Institute 2025
19. Western Conference of Public Service Commissioners
20. NASUCA 2025 Mid-Year Meeting
21. EPRI EVs2Scale Advisory Board Meeting
22. Mid-American Regulatory Conference
23. Mid-Atlantic Conference of Regulatory Utilities Commissioners
24. 2025 Fall CREPC-WIRAB
25. 2025 Citizens Utility Board (CUB) - Energy Policy Conference
26. Energize in Action
27. Forth Roadmap Conference
28. EV Infrastructure Conference US
29. Northwestern University Electricity Dialogue
30. Drive Electric Florida Annual Meeting
31. NASUCA Annual Meeting
32. NARUC Annual Meeting
33. Open Charge Alliance & EV Roaming Foundation North American Meeting
34. TEI EVC Winter Meeting

Expanding Our Reach

New Website & Expanded Social Media Presence

ATE got a new look in 2025 with the launch of our new website at **ate-ev.org**. With expanded access to resources and easier navigation ATE is reaching new and wider audiences.

- **55% increase** in average monthly visitors
- **3600+ new users**
- **7000+ page views** in the first 6 months
- **49% growth** in social media followers



Growing Our Community

ATE was excited to welcome three new members in 2025. ATE now represents **over 50 member companies, trade associations, and NGO's** from across North America.

Ameren
American Honda Motor Company
APPA
Avista Corporation
Burns & McDonnell
CalETC
CenterPoint Energy
ChargeLab
ChargerHelp!
ChargeScape
CMS Energy Corp
ConEdison NY
Detroit Edison
Dominion Energy
Duke Energy
EEI
EPRI
EnergyHub
Enterprise Mobility
EV Noire
Evergy
Exelon Utilities
Ford Motor Company
Forth
Fortis Inc.
General Motors
Greenlane Infrastructure
Hawaiian Electric
ITC Holdings
ICF
National Grid
NRECA
New York Power Authority (NYPA)
Open Charge Alliance
Pacific Gas & Electric
PacifiCorp
Plug in America
Portland General Electric
Public Service Electric & Gas
Puget Sound Energy
RMI
Salt River Project
Seattle City Light
Smart Electric Power Alliance
Southern California Edison
Southern Company
SWTCH Energy
Tucson Electric Power
VGIC
Voltera Power
Volvo Group North America
Walker-Miller Energy Services
WeaveGrid
WRI
Xcel Energy

Member Driven

ATE is grateful to all our members and looks forward to continued success through collaboration in 2026!