

# EV CHARGING ACTIVITY AT THE STATE LEVEL

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# Infrastructure Investment & Jobs Act

- IIJA provided \$7.5 billion to install EV charging infrastructure via the National Electric Vehicle Formula Program (NEVI Program) and the Charging and Fueling Infrastructure Program.
- IIJA included statutory parameters that are favorable for fuel retailers.
- IIJA also directed states to consider ways to offset demand charges and create a wholesale electricity market.
- NATSO wants to work with state association executives and local fuel retailers to ensure that states implement the programs as Congress intended. Fuel retailers should be able to offer electricity in their suite of fueling options and identify a pathway to profitability to do so.



# NATIONAL ELECTRIC VEHICLE FORMULA PROGRAM

- States should consider locations...with publicly accessible restrooms, appropriate lighting, and sheltered seating areas **such as travel centers, food retailers, convenience stores...**
- The purpose is not to discourage private investment, but instead to **catalyze additional private investment** and supplement and fill gaps to provide a convenient, reliable, affordable, and equitable national EV charging network.





# NATIONAL ELECTRIC VEHICLE FORMULA PROGRAM

- The NEVI program will cover 80 percent of eligible charging infrastructure costs.
- State DOTs, along with state energy offices, were required to submit their plans for distributing the NEVI grants to FHWA by August 1, 2022.
- FHWA approved all state plans and will issue a final rulemaking on the minimum requirements for the NEVI program.
- States have already starting accepting applications for the first round of grant funds.
- Biden Administration wants to see chargers before November 2024.



# Fuel Retail Industry's Message to States

- The retail fuel industry wants to participate in the NEVI grant program, **but** funds should be distributed in a manner that drives policy and market reforms to enhance the business case for EV charging station investments.
- The market dynamics that govern today's liquid retail fuel sector **should be replicated** to facilitate greater EV charging investment.
- State DOTs should **prioritize grant applications** that involve companies putting private capital at risk to own and operate charging stations.



# Fuel Retail Industry's Message to States

- The NEVI Program is an opportunity to not just invest public funds, but to drive policies that will shape the future of vehicle fast-charging markets.
- Market-oriented states will see high-quality chargers at fueling stations, restaurants, and other locations where consumers have a demonstrable interest in stopping while refueling.
- States that accommodate utility ownership of the charging stations or ratepayer subsidization of electricity being dispensed into EVs will not attract private investment at the most optimal locations.





# STATE PUBLIC UTILITY COMMISSIONS

- Retailers must be able to buy electricity without punitive demand charges.
- This must include State PUCs adopting electricity tariffs that support those partnerships through simple, controllable electricity costs.
- A bipartisan, bicameral letter directed FERC to look at the electricity market for transportation energy.
- Regulated utilities are proposing to ratebase the cost of DC fast chargers in many states.



# STATE LEGISLATURES

- In light of IIJA passage and State DOT activity, many state legislatures have introduced EV charging bills that would impact our industry – in both positive and negative ways.
- We anticipate a greater number of states will engage on this topic in 2023 and beyond.







# NATSO RESOURCES ON EV CHARGING

## HOW CAN WE HELP?

- Model EV Charging Legislation
- Template Letter to State PSC on Electricity Tariffs
- Template Letter to State DOTs on NEVI Grant Program
- Charge Ahead Partnership



# CONTACT INFORMATION

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