



State Legislatures and Electrifying the Transportation Sector

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Transportation Electrification



Incentives

Financial incentives for vehicles and infrastructure



Charging

Regulating, improving access to charging infrastructure



Fees

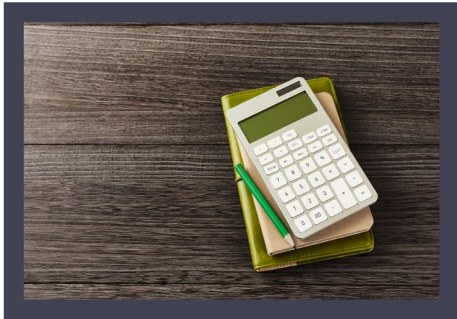
Special fees for plug-in electric vehicles



Vehicle Standards

Vehicle emissions standards and fleet requirements

Incentives



Credits & Rebates

Tax credits and rebates for electric vehicles



Charging Infrastructure

Installation rebates and expanding access to charging infrastructure



Utility Rates, Incentives

Price reductions for off-peak charging



Exemptions

Vehicle emissions inspections; preferential parking; HOV lanes



Fleet Electrification

Supporting conversion to electric fleet operations (public and private)

Electric Vehicle Grants, Rebates, and Incentives

State Incentives

- **Vermont** HB 433 (2021) expanded a PEV incentive program: \$1 million for incentives and EVSE in multi-unit dwellings; special EV charging rates by 2024.
- **Texas**’ Emissions Reduction Incentive Grants (ERIG) to improve air quality in nonattainment areas. Can be used for EVs and EVSE.
- Reduced sales and/or license tax on EVs in 10+ states

Utility Incentives

- Rebates are offered by many utilities.
 - Flat or tiered; most limit percentage of total cost.
- **Georgia** Power time of use (TOU) rates for EV charging; requires separately metering charger.
- **Alabama** Power time of use (TOU) rates for all electricity used by EV owners; does not require separate metering.

Expanding Electric Vehicle Infrastructure

State Incentives and Requirements

- Grants for workplaces, government facilities, multi-unit dwellings, etc.
- **Arkansas** SB 632: EV Infrastructure Grant Program
- **Colorado** EV Grant Fund: Charge Ahead CO program funds up to 80% of the cost of EVSE.
- **Washington** HB 1287: lays groundwork to electrify transportation system.
- **California's** Green Building Standards Code requires new construction and 10% of apartment spaces to be EV-ready. May soon require actual EV chargers.
- **Colorado** HB 1155, **Maryland** HB 784 require builders to offer EVSE or wiring as an option.

Expanding EV Charging Infrastructure

Requiring EVSE in New Construction



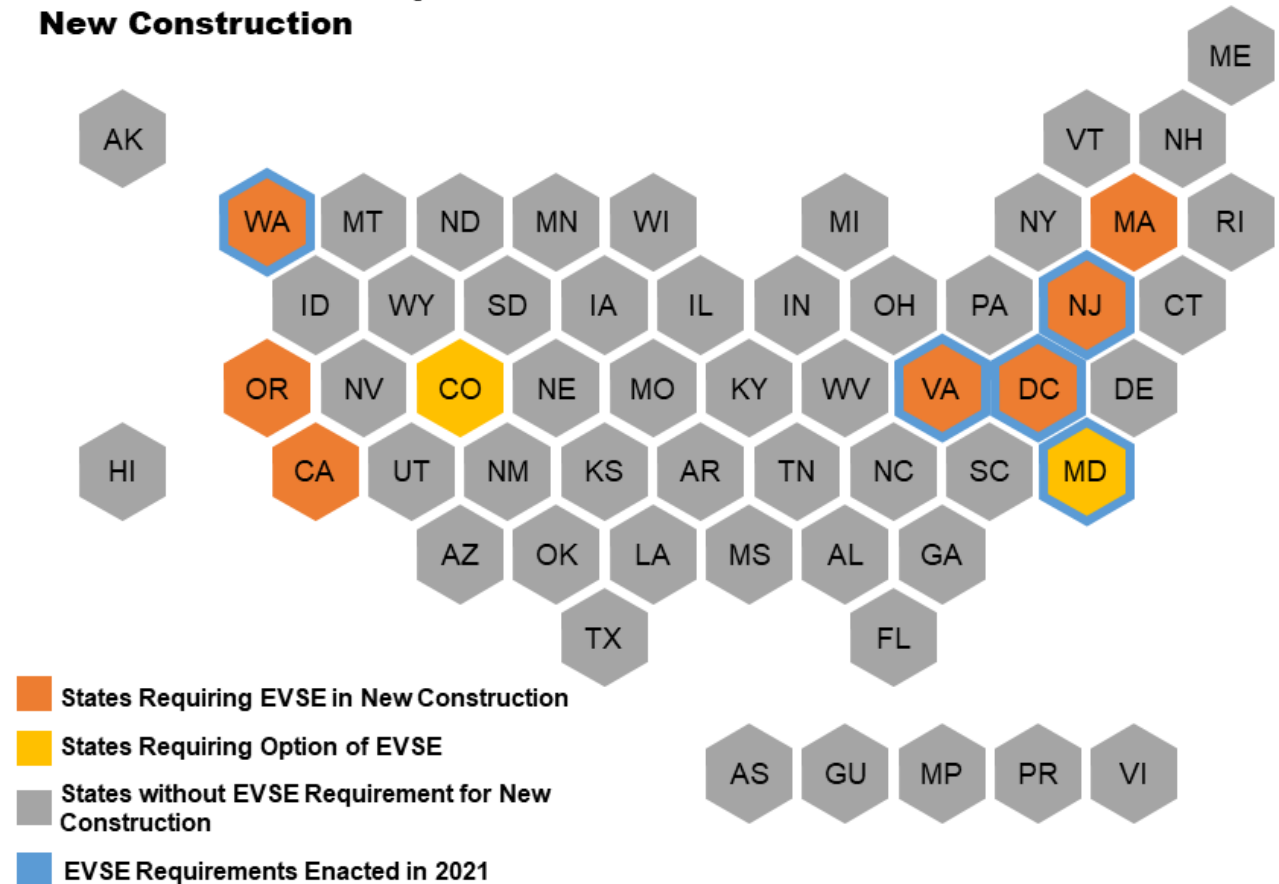
Increased Activity in 2021

7 full EVSE/EV-ready mandates

2 require an option

5 enacted in 2021

States with EVSE Requirements for New Construction



Vehicle Emissions Standards & Fleet Requirements

State Clean Car Programs

- Requiring a certain percentage of new vehicle sales be electric or zero-emission vehicles.
- Section 177 of the Clean Air Act.
- 14 states have adopted LEV and ZEV standards for passenger cars.
 - At least 2 since spring of 2021: Virginia, Minnesota

Fleets (public & private)

- Many states have public fleet requirements. Some lay out 100% EV target (CA, CO executive action), some aim to reduce emissions by a certain percentage each year (AL).
 - **Vermont** – (29 V.S.A. § 903) 75% of state vehicle purchases EVs/hybrids beginning July 1, 2021.
 - **Hawaii** – HB 552 all new state vehicles zero emission by 2030.
- Others looking to private fleets and Transportation Network Companies (TNC).

Other Policies to Increase Electric Vehicle Adoption

Medium- and Heavy-Duty Vehicles

- 15 states and DC agreement
 - 30% by 2030, 100% by 2050
- CA Advanced Clean Truck rule, related to CAA Sec. 177
- Transitioning to EV school buses

Exemptions

- At least 18 states exempt EVs, AFVs from emissions tests, other inspections.
- At least 10 HOV lane exemptions
- Weight exemptions – usually natural gas, but a couple for EVs

Low Income Access

- Grants/rebates for used EVs
- Prioritized EV funding for underserved areas
- **California (AB 841)**: 35% of utility transportation electrification investment in underserved communities.

Transportation Funding Mechanisms



Fees

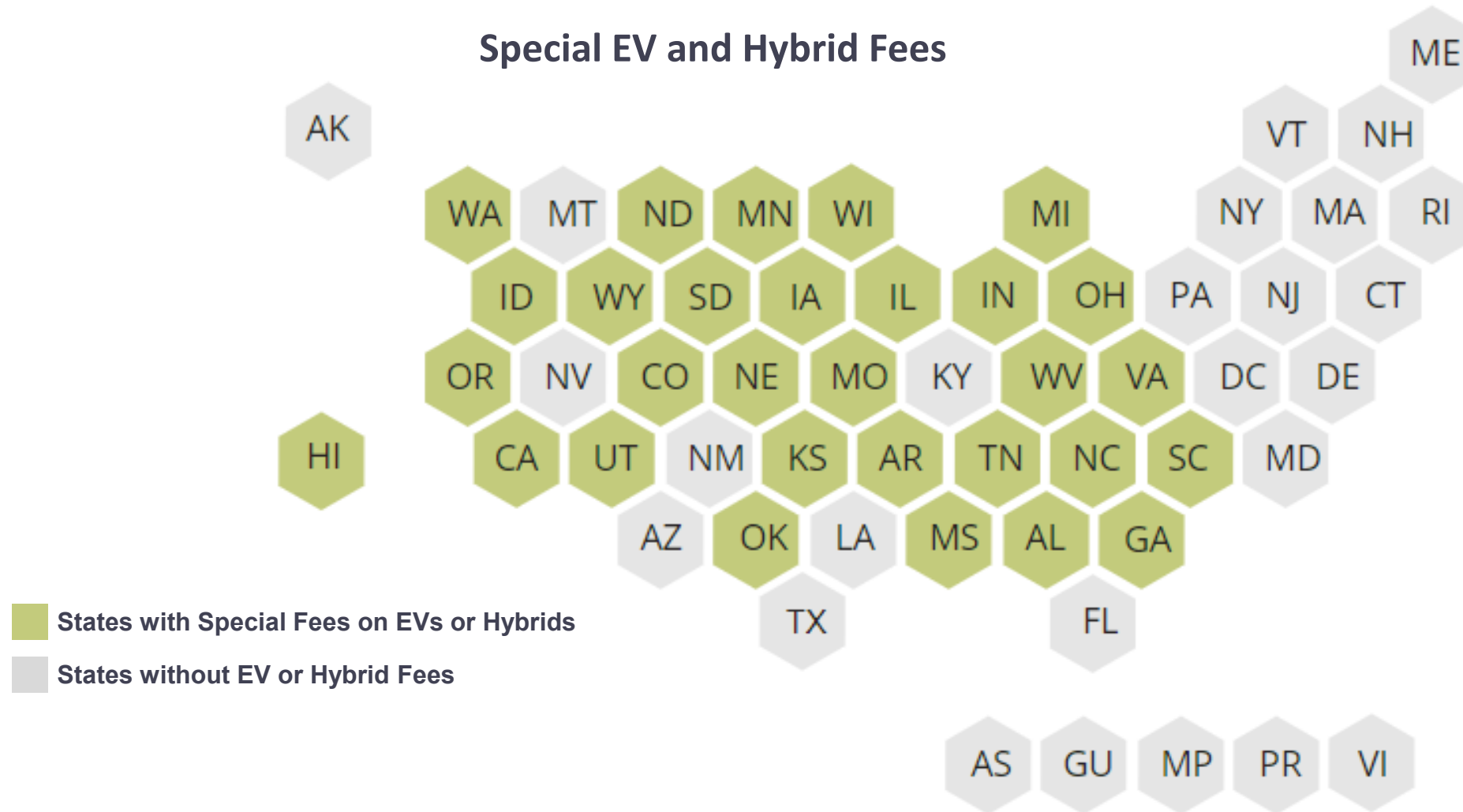
- 30 states require additional EV fees. EV Trucking Fees emerging.
- Range: \$50 in CO, SD (new) & HI to \$225 in WA.
- Revenue allocation: transportation fund, some dedicated for EV infrastructure.



RUCs

- Compared to fees, road user charges more closely link taxes to use of roadways.
- In 2019 and 2020, at least 19 states considered 34 pieces of legislation addressing road user charges.

States with Electric Vehicle/Hybrid Fees



Federal Infrastructure Bill and Electric Vehicles

1. **\$5 Billion: formula funds for electric vehicle charging, interconnected networks**

- A. Designated alternative fuel corridors
- B. States must submit plans for each year 2022-2026

2. **\$2.5 Billion total: competitive grants for charging and refueling infrastructure**

- A. \$300M, then increasing by \$100M each year
- B. Opportunity for rural areas, non-NHS roads
 - i. Locals and other entities can apply: what could make your application competitive?

3. **\$6.5 Billion total: new Carbon Reduction Formula Grants**

- A. Can be used on charging infrastructure

4. **Changes to existing programs (STBG, CMAQ)**

Final Thoughts: Preparing for Incoming Federal \$\$

- Have a plan to take advantage of formula funds (DOT or other agencies as appropriate).
- Plan for how the state will fill out any non-federal funding requirements.
- Will contractors be used (utilities, EV companies, others)?
- Will you be applying for competitive funds?
- Engage with your federal delegation on goals, plans.



NCSL Resources

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