# POLICY BRIEF ELECTRIC VEHICLES AND CHARGING STATIONS: CONSIDERATIONS FOR CRE



A significant transportation shift toward electric vehicles is underway, along with the promise of a wide range of societal benefits. While the potential is real—and may soon be accelerated due to interest from the Biden Administration—the country as a whole is only at the beginning stages of this transition, and the ramifications for commercial real estate continue to shift. Even as electric vehicles increase in popularity, the infrastructure to support them—primarily in the form of charging stations—barely exists in many parts of the country, and the availability of the electricity to run them remains an open question. A push to install charging stations has not always been carefully considered, and the benefits and consequences are often uncertain. While commercial real estate can and will be part of a successful transition to electric vehicles, there needs to be careful discussion about shortand long-term consequences to ensure that decisions don't create more harm than good.

## **ELECTRIC VEHICLES**



The electric vehicle (EV) revolution is underway, but the country is not yet prepared for it. The road ahead remains challenging, the issues are complicated, and some of the thorniest concerns have barely been considered. Demand for electric vehicles, however, cannot be questioned. While still a small percentage of total vehicles on the road, EV sales have been growing at a consistent rate of 50% per year since 2010. Projections vary, but some estimates suggest there will be one million electric vehicles travelling on North American roads by 2024, and nearly one-third of vehicles in North America will be electric by 2030.

The major automakers are finally opting to catch up to the high demand. All major auto manufacturers are making significant investments in the research and development of EV models. Recently, the industry has gone even further, as leading automakers including General Motors, Honda, Toyota and Volkswagen—and even luxury brands including Volvo and Jaguar—have all announced dates for the phaseout of production of vehicles with internal combustion engines. In yet another sign of where the market is, EV manufacturer Tesla is now a more valuable company than the next several car makers combined. An increase in mass manufacturing, along with advances in battery technology, will continue to drive down the vehicle cost and diminish price as a deterrent for many consumers. The State of Californiaoften a trend-setter on sustainability issueshas sent a very strong signal on EVs: by 2035, the state will outlaw the sale of new vehicles with internal combustion engines. Whatever hurdles remain for electric vehicles, their future is undeniably bright. It's no surprise given the potential benefits, particularly as the public and private sectors increasingly focus on sustainability goals. Transportation is one of the country's largest source of greenhouse gas emissions, EVs run on electrically powered engines that have no tailpipe emissions. Traditional internal combustion engines that run on gasoline or diesel not only produce carbon emissions, but utilize non-renewable resources, while contributing to air pollution that has a direct effect on air quality and public health.

## **CHARGING STATIONS**

Currently, there are three types of EV charging stations:

- A Level 1 charger is 120 volts and equivalent to charging from a household outlet. While it may be simple to run an extension cord to a vehicle, it's the slowest to operate and is inconvenient outside of overnight home charging.
- A Level 2 charger is 240 volts, equivalent to what is required by appliances such as ovens, water heaters or HVAC systems. While installed relatively easily, charging still takes many hours, providing only nominal improvement over Level 1.
- Direct Current Fast Charging stations (DCFCs), convert AC (alternating current) to DC (direct current), and can provide a full charge to most EVs in about 30 minutes.

Most EVs are "plug-in" models, meaning their batteries are recharged by plugging a charging cable into an external electric power source. Because EVs have limited range compared to traditional vehicles, they need to be recharged often, presenting a logistical challenge to drivers. Although the range of most EV models is improving, it can present challenges on longer drives as well as in colder weather, necessitating careful planning and additional stops.

Charging also takes time. While a traditional combustion vehicle can refuel in minutes, EVs must stay plugged into the charging stations, which can take anywhere from thirty minutes to twelve hours depending on the type of charging station. Compounding these hurdles, interoperability presents an additional challenge. Connectors on the fastest (DCFC) chargers are not compatible with all vehicles, so EV owners cannot simply find the closest charging station they have to find the closest station that's compatible with their vehicle.

If EVs are going to continue to expand in popularity and usage, the charging technology is going to have to evolve and the number of available chargers is going to have to ramp up exponentially. One oft-cited estimate comes from the National Renewable Energy Laboratory in 2017, projecting that 600,000 Level 2 and 27,000 fast chargers will be needed by 2030. Regardless of the exact figure, the country will soon need to have a vast network of EV infrastructure in place that bears little resemblance to what currently exists on the ground.

## **EV CHARGING AND CRE**

Because of the need for widespread charging infrastructure, some in the private and public sectors are pushing for the provision of EV offerings at commercial properties. In some commercial real estate settings this may be sensible, as tenants, employees, and consumers begin to factor the ability to charge their vehicles into decisions about where they work and shop. The connection to retail is particularly persuasive –a customer might as well charge their car conveniently while shopping at a store or dining at a restaurant.

But many of the costs and benefits remain unclear. This hasn't stopped a growing cadre of EV-related companies from pushing their services on properties while some state and local governments have introduced ill-considered legislation and mandates. The attached spreadsheet captures a wide variety of state laws and incentives, representing a current snapshot in time. Action by the federal government on EV infrastructure could theoretically create a national, planned network of charging stations and relieve some of the pressure on commercial real estate (CRE); this may finally have momentum, as the Biden Administration's early focus on infrastructure included a proposal to build 500,000 new charging stations.

As the pros-and-cons list on the following two pages details, the decisions for CRE are far from obvious. There are many trade-offs to consider, and the purported benefits aren't always what they seem—at least not yet—either for society as a whole or for the CRE industry. The future of EVs is coming, but the necessary planning is barely in its first stages. As a country, the planning needs to be accelerated now so the long-term, sustainable future of transportation is assured. For a variety of reasons, some CRE properties will determine that the installation of charging stations is the right move. In those cases, the resulting considerations can still be far from simple, from planning the installation to setting clear policies. Just as a few examples:

- How will the project be paid for?
- What hardware and software vendors should be engaged?
- How will future scalability and technological changes be factored in?
- Can or should users be charged a fee for the electricity?
- Who gets to use the chargers and in what order?
- How can vehicle turnover at the charging stations be ensured?
- Should there be separate facilities for property or fleet vehicles?

### RESOURCE

For additional information, visit the U.S. Department of Energy at: https://www.energy.gov/eere/ vehicles/batteries-charging-andelectric-vehicles

## **POSITIVES**

### **CHARGING STATIONS AS AN AMENITY**

All other issues aside, the provision of charging stations can be considered a building asset and a competitive advantage to attract tenants, customers, and employees. As EVs gain in popularity, the ability to charge vehicles conveniently could potentially act as a deciding factor for EV users concerned about their commute. Properties that offer charging at their facilities send the message that they are interested in providing solutions for their tenants' present and future needs.

### **PROMOTING SUSTAINABILITY**

If your property is already focused on sustainability, charging stations provide another opportunity to send a message about your values and promote a positive image. Your leadership on sustainability will be visible and may also inspire others. Charging stations may also reduce a property's greenhouse gas emission totals, assist with sustainability goals, and potentially help to comply with any related state and local regulations on emissions.

### **SOCIETAL BENEFITS**

Whether or not a property has sustainability goals to meet, there are benefits to encouraging EVs and participating in the societal transition away from nonrenewable fossil fuels. This includes reduced greenhouse gas emissions, improved air quality, improved public health, and an increase in local jobs. Additionally, while there are several energy-related concerns listed on the "negatives" page, a successful, widespread roll-out of EVs promises to provide some welcome stability to the energy market.

### **EV USERS SAVE MONEY**

Under current conditions, EVs are saving their users money compared to gasoline-powered vehicles. No matter where in the country you are, filling up on electricity is cheaper than gasoline —the Union of Concerned Scientists (UCS) estimates a median savings of \$770 per year. Maintenance costs are also less, without the need for oil changes, spark plugs, timing belts, or much of the traditional routine maintenance—UCS estimates this to be another \$1,500 savings over the life of the vehicle.

### FINANCIAL HELP IS AVAILABLE

Properties don't necessarily need to spend much of their own money to install charging stations. A variety of incentives, grants and rebates are available from governments and utilities. And a growing number of businesses will plan, install and launch systems customizable to your property. In some cases, these vendors can even eliminate installation and maintenance costs and provide some level of financial certainty.

## **NEGATIVES**

### **MORE ELECTRICITY, SAME SOURCES**

Absent other changes, widespread adoption of EVs would put a tremendous strain on the country's electrical grid, and the costs to make the necessary improvements would be astronomical. Just as importantly, the emissions benefits from EVs are questionable at best for a simple reason—the electricity predominantly comes from power plants that are reliant on coal or gas; while this may change in the long-term, nearly 80 percent of electricity in the United States currently comes from fossil fuels. Additionally, concerns have been raised about the methods used to mine the raw minerals needed to make EV batteries such as cobalt and lithium.

### **ENERGY USE AT PEAK TIMES**

Arguments to promote charging stations at office buildings are undermined by the fact that the vast majority of workers work during daylight hours when energy usage peaks—the same time when additional energy use should be avoided. Offering charging services at work can further strain the electrical grid instead of encouraging EV users to charge at night and during off-peak periods. Mid-day workplace charging could potentially work in rare locations where solar energy can meet the extra need, but generally daytime charging is not what should be promoted.

### **HIGH AND HIDDEN COSTS**

While financial arrangements can vary, there are many costs to be considered: upfront installation costs, ongoing maintenance, the opportunity costs of the utilized space, signage needs, etc. These costs can greatly escalate in existing buildings versus new construction. Additionally, the soft costs of installation can be significantly increased by permitting delays, inconsistent regulations and utility processes. As adoption becomes more widespread, improvements can be expected to streamline these processes and reduce bottlenecks, but that remains in the future.

### **CHANGING TECHNOLOGY**

As with any newer technology, it's challenging to build out infrastructure while the technology and the preferences of users are still evolving. In the case of fast chargers, the lack of interoperability is a high hurdle. Investments need to be protected, flexibility needs to be assured, and scalability needs to be accommodated. Some of the uncertainty can be resolved through agreements with hardware or software providers, but future changes in the EV industry are a certainty.

### **UNFUNDED MANDATES**

Mandates on the CRE sector are rarely a productive path forward, especially on an issue such as EVs where CRE can be a ready partner. As one example, BOMA Hawaii was reluctantly forced to oppose —with assistance from the BOMA Industry Defense Fund—two EV charging station mandate bills in the 2019 state legislature; the bills would have imposed extreme measures through building code changes, requiring 25% of parking spaces to be charging-station-ready. Both bills were narrowly defeated—the proponents then moved on to seek the same policies at Honolulu County.

STATE	STATE LAWS AND REGULATIONS	HOW STATE DEFINES OPERATORS	STATE INCENTIVES	UTILITY/PRIVATE INCENTIVES
Alabama			Department of Transportation is authorized to administer the Electric Transportation Infrastructure Grant Program to distribute grants for EVSE infrastructure expansion. (Reference Code of Alabama 40-12-242)	
			Alternative Fuel and Idle Reduction Revolving Loan Program for Public Entities: The Alabama Department of Economic and Community Affairs (ADECA) offers low-	
			Increase energy encoded yours without a second operation of the second program to local governments and educational institutions. Eligible energy efficiency improvement projects include those involving idle reduction equipment and natural gas and propane	
			vehicle conversions or purchases. Dedicated and bi-fuel vehicles are eligible. Loans may cover both incremental and conversion costs. Local governments and public colleges and universities may borrow up to \$350,000, and K-12 public schools may	
	Autonomous Vehicle (AV) Operation Requirements: https://afdc.energy.gov/laws/12475		borrow up to \$350,000 per campus or \$500,000 per school system. The minimum loan amount is \$50,000 and the maximum loan term is five years. For more information, including application availability, see the ADECA's Energy Division website.	
	Public Utility Definition: https://afdc.energy.gov/laws/12015		Medium- and Heavy-Duty Diesel Vehicle Replacement Rebates: The Alabama	
	Plug-In Electric Vehicle (PEV) Fee: https://afdc.energy.gov/laws/12205	Docket No. 32694: A person who owns, operates, leases or controls EV charging stations in AL is not a utility under Code Section 37.4-1, and thus is not subject to the jurisdiction of the Commission, pursuant to Title 37, Code of Alabama.	Department of Economic and Community Antark, RADE-Ay Durins grains for the replacement of qualified medium- and heavy-duty disesel vehicles with new disesel or alternative fuel vehicles. Grants are available for medium- and heavy-duty trucks; school, shuttle, and transit buses; freight switchers; airport ground support equipment; and forklifts and port cargo handling equipment. Vehicles must meet model year requirements. Funding amounts are based on vehicle type, fuel type, and applicant type. The program is funded by Alabama's portion of the Volkswagen Environmental Mitigation Trust. For more information, including program guidance and the	Plug-In Electric Vehicle (PEV) Charging Rate Incentive - Alabama Power:
	Alternative Fuel Taxes: https://afdc.energy.gov/laws/4153			Alabama Fower offers a IOU rate to residential customers that own or lease a PEV and commercial customers to charge fleet-owned PEVs. To be eligible, commercial and residential customers must separately meter electricity used for PEV charging. For more information, see the Alabama Power Business Pricing & Rates and Residential Time Advantage Energy Plan websites.
	Fuel-Efficient Green Fleets Policy and Fleet Management Program Development: https://afdc.energy.gov/laws/6546			
Alaska Arizona				Residential Electric Vehicle Supply Equipment (EVSE) Credit - Chugach Electric Association (CEA) updated 5/11/2021: CEA provides eligible residential customers a \$200 bill credit per residential charger, up to two chargers per household, for sharing information on plug-in electric vehicles, EVSEs, and average miles driven per year.
		ement: //aws/8481 se Plate: ulations: ion: entation Plan:		Commercial Electric Vehicle Supply Equipment (EVSE) Rebates - Chugach Electric Association (CEA) added 5/11/2021: CEA offers rebates to commercial customers for the purchase and installation of Level 2 EVSE. Fleet recipients must agree to share observations regarding the use and economy of an electric vehicle in their fleet with CEA. Workplace recipients must agree to provide information about the usage of EVSE with CEA for 36 months after installation. For more information, including eligibility requirements, see the CEA Electric Vehicles page.
	https://afdc.energy.gov/laws/6403		Idle Reduction Weight Exemption: A commercial vehicle equipped with qualified idle reduction technology may exceed the state's gross, total axle, or bridge formula vehicle weight limits by up to 550 pounds to compensate for the additional weight of the idle reduction technology. Upon request, vehicle operators must be able to provide written proof of idle reduction technology weight and demonstrate or certify that that the idle reduction technology is fully functional at all times. (Reference Attorney General File JU2017200674, and Alaska Administrative Code 17.25.013)	Electric Vehicle (EV) Rebate - Alaska Power and Telephone (AP&T) added 5/11/2021: AP&T offers a rebate of \$1 000 to residential customers who own a
	Low-Speed Vehicle Access to Roadways: https://afdc.energy.gov/laws/6085			new or used EV, including electric motorcycles, with a minimum battery size of at least 16 kilowatts.
	Alternative Fuel Vehicle Acquisition Requirement: https://afdc.energy.gov/laws/5197			Plug-In Electric Vehicle (PEV) Time-of-Use (TOU) Rate - Alaska Electric Light & Power (AELP) added 5/11/2021: AELP offers a TOU rate to sciencistic unstronger that to use of loase DEV(with horizone present than 16
	State Energy Policy: https://afdc.energy.gov/laws/8481 https://afdc.energy.gov/laws/11881		https://afdc.energy.gov/laws/state_summary?state=ak	kilowatts. offers a time-of-use (TOU) rate for residential customers that own or lease a plug-
	Alternative Fuel Vehicle (AFV) Special License Plate: https://afdc.energy.gov/laws/5872			in hybrid electric or plug-in electric vehicle. The TOU rate applies to daily super off-peak hours and additional off-peak hours on weekends, holidays, and some weekday hours. Eligible customers must be able to separately meter EV charger
	Autonomous Vehicle (AV) Council:		Alternative Fuel Vehicle (AFV) Parking Incentive: An individual driving a dedicated AFV may park without penalty in parking areas that are designated for carpool operators, provided the vehicle is using alternative fuel. Recognized alternative fuels include propane, natural gas, electricity, hydrogen, and a blend of hydrogen with propane or natural gas.	usage.
	https://afdc.energy.gov/laws/12078 Autonomous Vehicle (AV) Safe Testing Regulations:			Electric Vehicle Supply Equipment (EVSE) Rebate - Salt River Project (SRP): SRP offers a rebate of \$1,500 per port for commercial, workplace, and multifamily customers who install networked Level 2 EVSE. EVSE must be installed between Mort 1.2002 and Autif 20, 2021. Eventually have and an an
	Flastria Vahiala (EV) Barking Space Barylation		Alternative Fuel and Alternative Fuel Vehicle (AFV) Use Tax Exemption: Arizona	first-come, first-served basis.
	https://afdc.energy.gov/laws/5596		Use taxes do not apply to natural gas or propane used in an AFV, AFVS converted to operate on alternative fuels, or the equipment used to convert a diesel vehicle to an AFV. Recognized alternative fuels include propane, natural gas, electricity, hydrogen, and a blend of hydrogen with propane or natural gas. Alternative Fuel Vehicle Emissions Test Exemption: Qualified AFVs registered for	Electric Vehicle Supply Equipment (EVSE) Rebate - Tucson Electric Power (TEP): TEP provides a rebate to residential customers that covers up to 75% of
	Electric Vehicle (EV) Definition and Implementation Plan: https://afdc.energy.gov/laws/12349			the cost of EVSE installation. The maximum rebate awards are \$500 for a two- way charger and \$250 for a one-way charger.
	Biofuels Definitions and Specifications:	Docket No. RU-00000A-18-0284: Arizona Corporation	the first time in Arizona are not required to complete emissions testing. This exemption	Plug-In Electric Vehicle (PEV) Charging Rate - Tucson Electric Power (TEP):
	https://afdc.energy.gov/laws/8384	Commission finds "the service engaged by companies to	does not apply after the first registration year. All AFVs, excluding electric, solar, and	TEP offers a time-of-use (TOU) rate for residential customers with PEVs. The

Joint Use of Government Fueling Infrastructure: https://afdc.energy.gov/laws/6206

State Vehicle Acquisition and Fuel Use Requirements: https://afdc.energy.gov/laws/5188

concludes "based on our constitutional mandate and case 542 and 49-542.05) law that electric charging providers should not be considered public service corporations."

Commission finds "the service engaged by companies to charge batteries for electric vehicles does not qualify does not apply after the first registration year. All AFVs, excluding electric, solar, and hydrogen vehicles, used to commute into Phoenix or Tucson, are required to be electric charging providers as public service corporations emissions tested before they are registered. For more information, visit the Arizona under the Arizona Constitution." Further the Commission Department of Environmental Quality website. (Reference Arizona Revised Statutes 49-

https://afdc.energy.gov/laws/state\_summary?state=az

Commercial Electric Vehicle Supply Equipment (EVSE) Rebate - Tucson Electric Power (TEP): TEP offers rebates and technical support to businesses, multi-family dwellings, and non-profit customers that purchase and install

TOU rate guarantees participating customers a 5% rate reduction during off-

peak periods.

Public Utility Definition: https://afdc.energy.gov/laws/11930

Autonomous Vehicle (AV) Pilot Program: https://afdc.energy.gov/laws/12181

Alternative Fuel Vehicle Conversion Notification: https://afdc.energy.gov/laws/5817

Liquefied Natural Gas (LNG) and Propane Tax and User Permit: https://afdc.energy.gov/laws/6152

Arkansas

California

#### Alternative Fuels Tax and Reporting: https://afdc.energy.gov/laws/5815

Natural Gas Metering: https://afdc.energy.gov/laws/5816

Alternative Fuel Definition and Specifications: https://afdc.energy.gov/laws/9218

#### Low-Speed Vehicle Definition:

https://afdc.energy.gov/laws/11581 \_\_\_\_ https://afdc.energy.gov/laws/12515

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Grants: https://afdc.energy.gov/laws/6132

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Requirement: https://afdc.energy.gov/laws/12473

Electric Vehicle Supply Equipment (EVSE) Billing Requirements: https://afdc.energy.gov/laws/12511

Zero Emission Vehicle (ZEV) and Infrastructure Support: https://afdc.energy.gov/laws/12512

Electric Vehicle Supply Equipment (EVSE) Pilot Programs: https://afdc.energy.gov/laws/11884

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12457

#### Zero-Emission Airport Shuttle Requirement: https://afdc.energy.gov/laws/12258

Zero-Emission Transit Bus Requirement: https://afdc.energy.gov/laws/12257 Deployment Support: https://afdc.energy.gov/laws/12458

Zero Emission Vehicle (ZEV) Sales Requirements and Low **Emission Vehicle (LEV) Standards:** 

https://afdc.energy.gov/laws/12122

Colorado Electric Vehicle (EV) Plan: https://afdc.energy.gov/laws/11911

Regional Electric Vehicle (REV) West Plan: https://afdc.energy.gov/laws/11869

Colorado **Public Electric Utility Services Authorization:** https://afdc.energy.gov/laws/12250

> Transportation Electrification Workgroup: https://afdc.energy.gov/laws/12163

Transportation Impacts Stakeholder Group: https://afdc.energy.gov/laws/12251

Zero Emission Vehicle (ZEV) Transportation Plan: https://afdc.energy.gov/laws/12164

Support for Autonomous Vehicle (AV) Testing and

SB 272 (2017)/Arkansas Code 23-1-101(9); The term Biodiesel Use Requirement: https://afdc.energy.gov/laws/6193 "public utility" as defined does not include a person or corporation that purchases electricity from a utility, furnishes electricity exclusively to charge EVs and PHEVs for compensation, and is not otherwise a public utility.

Quality (ADEQ) provides small business loans at 80% of the current prime interest rate to institute pollution control and prevention measures. Idle reduction technologies for heavy-duty trucking applications are eligible. The maximum loan amount is \$45,000. with a \$65,000 lifetime maximum for one business, with loan terms up to 10 years.

Idle Reduction Technology Loans: The Arkansas Department of Environmental

https://afdc.energy.gov/laws/state\_summary?state=ar of-sale rebates of up to \$1,500 for the purchase or lease of a new all-electric or plug-in TID offers commercial customers \$1,000 rebate for the purchase of a new, allhybrid electric vehicle through the Clean Fuel Reward Program. Eligible EVs must have a minimum battery capacity of 5 kilowatt-hours and be purchased from participating retailers. Fligible customers must reside in California and register the EV in California. For more information, including vehicle eligibility requirements, see the Clean Fuel

Reward website.

Plug-In Hybrid and Zero Emission Light-Duty Vehicle Rebates: The Clean Vehicle Rebate Project (CVRP) offers rebates for the purchase or lease of qualified vehicles. Qualified vehicles are light-duty battery electric vehicles (BEVs), fuel cell electric vehicles (FCEVs), and plug-in hybrid electric vehicles (PHEVs) the California Air Resources Board (ARB) has approved or certified. The rebates are for up to \$4,500 for FCEVs, \$2,000 for BEVs, \$1,000 for PHEVs, and \$750 for zero emission motorcycles. Rebates are available on a first-come, first-served basis to individuals, business owners and government entities in California that purchase or lease new eligible vehicles. Residents of San Diego County may be eligible for a preapproved rebate through the CVRP Rebate Now pilot. Manufacturers must apply to ARB to have their vehicles included in the CVRP.

Electric Vehicle Supply Equipment (EVSE) Incentive Program Support: The California Electric Vehicle Infrastructure Project (CALeVIP), funded by the California Energy Commission, provides guidance and funding for property owners to develop and implement EVSE incentive programs that help meet regional needs for Level 2 and Plug-In Electric Vehicle (PEV) Time-of-Use (TOU) Rate - Liberty Utilities direct current (DC) fast EVSE. Level 2 EVSE must be ENERGY STAR certified. CALeVIP evaluates proposed EVSE incentive programs and solicits input from stakeholders to in hybrid electric vehicles (PHEVs) titled and registered in Colorado are eligible for a tax Association (SIEA): SIEA offers residential customers a \$500 rebate for the credit. Light-duty PEVs purchased, leased, or converted before January 1, 2026, are eligible for a tax credit.

eligible for a tax credit. For the purpose of the credit, AFVs are defined as dedicated or residential customers a \$500 rebate for the purchase of qualified EVs. For more bi-fuel natural gas and propane vehicles. Eligible purchased vehicles must be new, and information, including how to apply, see the SIEA Electric Vehicle Education eligible leased vehicles must have a lease with a term of not less than two years. A purchaser may assign the tax credit generated through the purchase, lease, or conversion to any of the above categories of vehicle to the financing entity, allowing the Residential Electric Vehicle Supply Equipment (EVSE) Rebate - Black Hills purchaser to realize the value of the tax credit at the time of purchase. lease. or conversion. The financing entity may collect an administrative fee of no more than \$150

Fuel Reduction Technology Tax Credit: Fuel reduction technologies are eligible for a Electric Vehicle Supply Equipment (EVSE) Rebate - Gunnison County tax credit equal to a percentage of the actual cost paid for the technology.

Alternative Fuel Vehicles and Infrastructure Grant Program: The Colorado Energy Office (CEO), the Regional Air Quality Council (RAQC), and the Colorado Department House Bill 12-1258/Col. Rv. Stats Ch. 40 101-104: Persons of Transportation (CDOT), have partnered to provide grants through the ALT Fuels Colorado program for new, publicly accessible compressed natural gas (CNG) fueling equipment; co-located electric vehicle charging and propane station equipment at funded CNG stations; and CNG, and electric vehicles. CNG must be 100% renewable natural gas. CEO will administer the station grants to advance infrastructure development along major state-wide transportation corridors. RAQC will administer the

electric Class 1 or Class 2 forklift. For more information, including eligibility requirements, see the TID Commercial Electric Vehicles Rebates website.

Commercial Plug-in Electric Vehicle (PEV) and Electric Vehicle Supply Equipment (EVSE) Rebates - TID added 6/14/2021: Turlock Irrigation District (TID) offers commercial customers a rebate for the purchase or lease of a gualifying new or used PEV. Customers may also be eligible for a \$1.000 rebate per Level 2 EVSE. Up to ten rebates may be claimed for PEVs and EVSE per commercial account, respectively. For more information, including vehicle category details and eligibility requirements, see the TID Commercial Electric Vehicles Rebates website.

Plug-in Electric Vehicle (PEV) and Electric Vehicle Supply Equipment (EVSE) Rebates - TID added 6/14/2021: Turlock Irrigation District (TID) offers residential customers a \$500 rebate for the purchase or lease of a qualifying new or used PEV. Customers may also be eligible for a \$300 rebate for the installation of a gualifying Level 2 EVSE. Low-income customers enrolled in the TID CARES Program are eligible for additional rebates of \$700 per vehicle and \$100 per charger. For more information, including eligibility requirements, see the TID Residential Electric Vehicle Rebates and CARES Program website.

added 6/11/2021: Liberty Utilities offers residential and commercial customers TOU rates for charging PEVs. For more information, see Liberty's purchase and installation of Level 2 EVSE. For more information, including how to apply, see the SIEA Electric Vehicle Education website.

Alternative Fuel Vehicle (AFV) Tax Credit: AFVs titled and registered in Colorado are Electric Vehicle (EV) Rebate - San Isabel Electric Association (SIEA): SIEA website

> Energy: Black Hills Energy offers residential customers a \$500 rebate for the purchase and installation of a Level 2 EVSE. For more information, including application details, see the Ready EV website.

Electric Association (GCEA): GCEA provides rebates to residential customers toward the purchase of Level 2 EVSE. Eligible customers who purchase and install EVSE can receive a rebate of 70% of the cost of the EVSE, up to \$500. Customers who purchase the EVSE directly through GCEA may receive a 5% discount on the equipment. To qualify, applicants must also sign up for a time-ofuse rate. For more information, see the GCEA EVSE Rebate website.

Non-Residential Electric Vehicle Supply Equipment (EVSE) Rebate - Black Hills Energy: Black Hills Energy offers non-residential customers rebates for the purchase and installation of Level 2 and publicly available direct current (DC)

AB 631/PU Code 216(i): Amends section 216 of the PUC Code and places into law CPUC decision 09-08-009 exempting electric vehicle charging equipment or providers from regulation as a utility.

selling electricity...to the public for use as a fuel in

a public utility and are not subject to the jurisdiction.

public regulatory body

control, and regulation of the Commission or any other

alternative fuel vehicles ... are not subject to regulation as

Public Electric Vehicle Supply Equipment (EVSE) Requirements: https://afdc.energy.gov/laws/11708

State Building Electric Vehicle Charging Station Standards: https://afdc.energy.gov/laws/12283

Plug-In Electric Vehicle (PEV) Parking Requirement: https://afdc.energy.gov/laws/12280

Electric Vehicle (EV) Registration Data: https://afdc.energy.gov/laws/11709

Connecticut

Delaware

District of

Columbia

State Fleet Greenhouse Gas Emissions Reduction: https://afdc.energy.gov/laws/12282

Utility Company Electric Vehicle (EV) Charging Load Projection Requirement: https://afdc.energy.gov/laws/11711

HB 5510 (2016)/Section 16-1 of the 2016 supplement to

gen. statutes: c) An owner of an electric vehicle charging

such owner is an owner of an electric vehicle charging

PSC Docket No. 19-0377 -- Order No. 9516: "The

that supplies electricity to the public only for use to

Council Bill 19-749: Energy Innovation and Savings

or entity that owns or operates electric vehicle supply

equipment but does not sell or distribute electricity...

or management."

charge plug-in electric vehicles does not make the entity

corporation or person a public utility under 26 Del. C §

102 solely because of that ownership, control, operation,

station.

Utility Company Plug-In Electric Vehicle (PEV) Rates: https://afdc.energy.gov/laws/11712

Integrated Resources Plan Report: https://afdc.energy.gov/laws/11713

Public Utility Definition: https://afdc.energy.gov/laws/12376

**Connected and Autonomous Vehicles (CAVs) Advisory** Council: https://afdc.energy.gov/laws/11878

Regional Transportation and Climate Initiative (TCI): https://afdc.energy.gov/laws/12455

Low-Speed Vehicle Access to Roadways: https://afdc.energy.gov/laws/6258

Idle Reduction Requirement: https://afdc.energy.gov/laws/6452

Electric Cooperative Investments: https://afdc.energy.gov/laws/12302

Smart Grid Infrastructure Development: https://afdc.energy.gov/laws/12304

Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12156

**Regional Transportation and Climate Initiative (TCI):** https://afdc.energy.gov/laws/12456

Utility Electric Vehicle Supply Equipment (EVSE) Program Authorization: https://afdc.energy.gov/laws/12155

**Emissions Reduction Plan for Transportation Network** Companies: https://afdc.energy.gov/laws/12157

Autonomous Vehicle (AV) Study: https://afdc.energy.gov/laws/12088

Alternative Fuel Vehicle and Infrastructure Support: https://afdc.energy.gov/laws/12089

Alternative Fuel Vehicle Acquisition Requirements: https://afdc.energy.gov/laws/4323

Hydrogen and Plug-In Electric Vehicle (PEV) Rebate: The Connecticut Hydrogen and Electric Automobile Purchase Rebate Program (CHEAPR) offers rebates for the incremental cost of the purchase or lease of a hydrogen fuel cell electric vehicle (FCEV), all-electric vehicle (EV), or plug-in hybrid electric vehicle (PHEV).

Loans for Residential Charging or Natural Gas Fueling Infrastructure: The Connecticut Green Bank offers Smart-E low-interest loans for Connecticut PEV drivers to purchase Level 2 and DC fast electric vehicle supply equipment (EVSE) or natural gas Customers may also be eligible for a \$600 rebate for the installation of a vehicle fueling equipment. To qualify, applicants must own and occupy the residence at qualifying Level 2 EVSE. which the EVSE or fueling equipment will be installed.

Reduced Registration Fee for Electric Vehicles (EVs): EVs are eligible for a reduced Norwich Public Utilities: Norwich Public Utilities (NPU) offers eligible biennial vehicle registration fee of \$38. For more information, refer to the Connecticut customers rebates for the purchase or lease of a new or used PEV and the Department of Motor Vehicles Vehicle Registration Fees website.

station, as defined in section 16-19f, as amended by this act, shall not be deemed to be a "utility", "public utility" or Electric Vehicle Emissions Inspection Exemption: Vehicles powered exclusively by "public service company" solely by virtue of the fact that electricity are exempt from state motor vehicle emissions inspections.

> https://afdc.energy.gov/laws/state\_summary?state=ct Department of Natural Resources and Environmental Control (DNREC) provides funding for medium- and heavy-duty on-road and limited off-road emission reduction projects. This grant program is funded by Delaware's portion of the Volkswagen Environmental Mitigation Trust.

> Alternative Fuel Vehicle (AFV) Rebates: As part of the Delaware Clean Transportation Incentive Program, the Delaware Department of Natural Resources and Environmental Control (DNREC) offers rebates for new or leased AFVs.

> Electric Vehicle Supply Equipment (EVSE) Rebates: As part of the Delaware Clean Transportation Incentive Program, Delaware Department of Natural Resources and Environmental Control (DNREC) offers rebates for new Level 2 EVSE purchased for use at public, workplace, commercial, and multi-unit dwelling (MUD) locations

Vehicle-to-Grid Energy Credit: Retail electricity customers with at least one gridintegrated electric vehicle (EV) may qualify to receive kilowatt-hour credits for energy discharged to the grid from the EV's battery at the same rate that the customer pays to charge the battery. A grid-integrated EV is defined as a battery-powered motor vehicle that has the ability for two-way power flow between the vehicle and the electric grid as Plug-In Electric Vehicle (PEV) Charging Rate - Delmarva Power: Delmarva ownership, control, operation, or management of a facility well as communications hardware and software that allow for external control of battery charging and discharging.

> Alternative Fuel Tax Exemption: Taxes imposed on alternative fuels used in official vehicles for the United States government or any Delaware state government agency including volunteer fire and rescue companies, are waived. Alternative fuel retailers Businesses and individuals are eligible for an income tax credit of 50% of the equipment and labor costs for the conversion of qualified AFVs, up to \$19,000 per vehicle. A tax credit is also available for 50% of the equipment and labor costs for the purchase and installation of alternative fuel infrastructure on qualified AFV fueling property

> Reduced Registration Fee for Alternative Fuel and Fuel-Efficient Vehicles: A new motor vehicle with a U.S. Environmental Protection Agency estimated average city fuel economy of at least 40 miles per gallon is eligible for a reduced vehicle registration fee of \$36. This reduced rate applies to the first two years of registration and only the original purchaser, as denoted by the Manufacturer Certificate of Origin, is eligible.

> Plug-In Electric Vehicle (PEV) Title Excise Tax Exemption: Qualified PEVs are exempt from the excise tax imposed on an original certificate of title. The original purchaser and subsequent purchasers of the same vehicle are eligible for the excise tax exemption. The District of Columbia Department of Motor Vehicles (DMV) determines which PEVs gualify.

Alternative Fuel Vehicle Exemption from Driving Restrictions: Certified clean fuel vehicles are exempt from time-of-day and day-of-week restrictions and commercial vehicle bans if the vehicles are part of a fleet that operates at least 10 vehicles in the District of Columbia. This exemption does not permit unrestricted access to High Amendment Act of 2012": Public Utility excludes a person Occupancy Vehicle lanes, except for covered fleet vehicles that have been certified by the U.S. Environmental Protection Agency as Inherently Low Emission Vehicles (ILEV) and continue to be in compliance with applicable ILEV emission standards.

#### Plug-In Electric Vehicle (PEV) and EV Supply Equipment (EVSE) Rebates -

Groton Utilities: Groton Utilities offers a limited number of \$2,000 rebates for the purchase of a new PEV and \$1,000 rebates for the lease of a new PEV.

#### Plug-In Electric Vehicle (PEV) and EV Supply Equipment (EVSE) Rebates -

purchase and installation of gualified EVSE.

Public Plug-In Electric Vehicle Charging Rate Pilot Program - Eversource:

Eversource offers a voluntary rate program for public, separately metered, Level 2 or direct current (DC) fast electric vehicle supply equipment. Eligibility for this rate is subject to the review and approval of Eversource.

Power offers a time-of-use rate option to residential customers that own PEVs.

Electric Vehicle Supply Equipment (EVSE) Incentive - Delaware Electric

Cooperative (DEC): DEC offers a one-time \$200 billing credit and an additional \$5 monthly billing credit to customers if they do not charge their plug-in electric vehicles during Beat the Peak alerts.

State Highway Transportation Plan: https://afdc.energy.gov/laws/12404

Autonomous Vehicle (AV) Testing and Operation: https://afdc.energy.gov/laws/12243

Electric Vehicle (EV) Charging Regulation Exemption: https://afdc.energy.gov/laws/10193

Florida

Electric Vehicle Supply Equipment (EVSE) Policies for Condominiums: https://afdc.energy.gov/laws/11927

Electric Vehicle Supply Equipment (EVSE) Rules: https://afdc.energy.gov/laws/10194

Authorization for Alternative Fuel Infrastructure Incentives: https://afdc.energy.gov/laws/10192

Electric Vehicle (EV) Insurance Regulation: https://afdc.energy.gov/laws/5124

Alternative Fuel Economic Development: https://afdc.energy.gov/laws/6552

Georgia

Hawaii

#### Autonomous Vehicle Operation: https://afdc.energy.gov/laws/11956

Alternative Fuel Vehicle (AFV) Annual Fee: https://afdc.energy.gov/laws/11602

Alternative Fuel Excise Tax: https://afdc.energy.gov/laws/4345 Deployment Support: https://afdc.energy.gov/laws/12461

Electric Vehicle Supply Equipment (EVSE) Rebate Program Authorization: https://afdc.energy.gov/laws/12422

Vehicle Performance Contracts: https://afdc.energy.gov/laws/12423

Alternative Fuel Vehicle (AFV) Registration: https://afdc.energy.gov/laws/12227

Autonomous Vehicle (AV) Task Force: https://afdc.energy.gov/laws/12228

> Plug-In Electric Vehicle (PEV) Parking Requirement: https://afdc.energy.gov/laws/6566

Electric Vehicle Supply Equipment (EVSE) Requirements: https://afdc.energy.gov/laws/8482

Alternative Fuel Standard Development: https://afdc.energy.gov/laws/6078

Alternative Fuel and Advanced Vehicle Acquisition Requirements: https://afdc.energy.gov/laws/6567

El. Rev. Stat. 27-366.94: Passed into law in 2012. Chapter 27-366.94 is amended to specify that provision of electric vehicle charging to the public by a nonutility is not considered a retail sale of electricity. In addition rates, terms and services of electric vehicle charging services are not subject to regulation by the Florida Public Service Commission

### Electric Vehicle Supply Equipment (EVSE) Financing Authorization: Local

governments may offer funding to property owners within their jurisdiction to help finance EVSE installations on their property or enter into a financing agreement for the same purpose

https://afdc.energy.gov/laws/state\_summary?state=fl

Alternative Fuel and Advanced Vehicle Job Creation Tax Credit: A business that manufactures alternative energy products for use in battery, biofuel, and electric vehicle enterprises may claim an annual tax credit for five years. The amount of the tax credit is based on the number of eligible new full-time employee jobs. Qualified entities must be defined as business enterprises, which do not include retail businesses.

Electric Vehicle Supply Equipment (EVSE) Tax Credit: An eligible business enterprise may claim an income tax credit for the purchase and installation of qualified EVSE. The Electric Vehicle Supply Equipment (EVSE) Rebate - Georgia Power: Georgia EVSE must be located in Georgia and accessible to the public. The tax credit is for 10% of the cost of the EVSE, up to \$2,500.

High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) Lane Exemption:

Alternative fuel vehicles (AFVs) displaying the proper alternative fuel license plate may use HOV and HOT lanes, regardless of the number of passengers. Qualified AFVs may also use the HOT lanes toll-free. AFVs include plug-in electric vehicles and bi-fuel or dual-fuel vehicles that operate on natural gas or propane.

https://afdc.energy.gov/laws/state\_summary?state=ga

#### Plug-in Electric Vehicle (PEV) Rebate - JEA: Jacksonville Electric Authority (JEA) offers rebates for the purchase or lease of new PEVs. PEVs with a battery less than 15 kilowatt-hours (kWh) in capacity receive \$500, and PEVs with larger battery capacity are eligible for \$1,000.

All-Electric Vehicle (EV) and Electric Vehicle Supply Equipment (EVSE)

Rebates - KUA: Kissimmee Utility Authority (KUA) provides rebates of \$100 to residential customers for the purchase of a new EV and \$100 for the purchase and installation of a home EVSE.

Plug-In Electric Vehicle (PEV) Rebate - OUC: Orlando Utilities Commission (OUC) provides rebates of \$200 to residential customers who purchase or lease an eligible new or preowned PEV.

#### Electric Vehicle Supply Equipment (EVSE) Incentives - Brickell Energy:

Brickell Energy's aFLoat Program offers two different incentives to facilitate the installation of EVSE in Florida. Through the aFLoat Host Agreement, Brickell Energy will cover the cost of hardware, network service plans, management service, and warranties. Eligible hosts include commercial real estate property owners and managers.

#### Electric Vehicle Supply Equipment (EVSE) Pilot Program - Duke Energy:

Duke Energy offers free Level 2 and direct current (DC) fast EVSE, installation, warranty, and network connection services to its customers through the Park & Plug pilot program.

Power offers residential customers a \$250 rebate for Level 2 EVSE installed between January 1, 2020, and December 31, 2020. For more information,

including eligible EVSE and how to apply, see the Georgia Power Electric Vehicles website.

### Plug-In Electric Vehicle (PEV) Charging Rate Incentive - Georgia Power:

Georgia Power offers a time-of-use electricity rate for residential customers who own a PEV. Eligible customers must own a smart charger capable of separately metering charger usage. For more information, see the Georgia Power Electric Vehicles website.

Electric Vehicle Supply Equipment (EVSE) Rebates - Hawaii Energy: Hawaii

Energy administers the Electric Vehicle Charging Station rebate program on behalf of the Hawaii Public Utilities Commission, which offers rebates to commercial and multifamily dwelling customers for the installation of Level 2 and direct current (DC) fast EVSE.

### Plug-In Electric Vehicle (PEV) Charging Rate Incentive - Hawaiian Electric

Company: Hawaiian Electric Company and its subsidiaries, Maui Electric fleet facilities. The TOU rates are available to customers on Oahu, Molokai, Maui, and Hawaii Island. Hawaiian Electric also offers a TOU rate for customers who charge their PEV at Hawaii Electric's publicly available direct current (DC) fast stations. For more information, see the Hawaiian Electric Vehicles website.

Ha. Rev. Stat. 269-1: Hawaii Revised Statutes states that owners and operators of facilities used primarily to charge thermal units (BTUs) of renewable fuels sold for distribution in Hawaii vehicle batteries for electric vehicles are exempt from the definition of utility. https://afdc.energy.gov/laws/state\_summary?state=hi

Renewable Fuels Production Tax Credit: Renewable fuels produced from renewable Company and Hawaii Electric Light Company, offer time-of-use (TOU) rates for feedstocks, such as ethanol, hydrogen, biodiesel, and biofuel, renewable diesel, biogas, commercial customers with electric vehicle supply equipment and electric bus and biofuel may qualify for an income tax credit equal to \$0.20 per 76,000 British

Electric Vehicle Supply Equipment (EVSE) Funding: The Idaho Department of Environmental Quality (IDEQ) is accepting applications for funding of direct current (DC) fast charging EVSE in strategic locations within Idaho. EVSE along specific highway corridors will be prioritized, as will stations within 0.5 miles of a major highway with 24 hour public access.

#### Plug-In and Hybrid Electric Vehicle Exemption from Vehicle Testing

Requirements: Electric vehicles, plug-in hybrid electric vehicles, and hybrid electric vehicles are exempt from state motor vehicle inspection and maintenance programs. For more information, see the Idaho Vehicle Inspection Program website. (Reference Idaho Statutes 39-116B)

#### Alternative Fuels Tax Exemption and Refund for Government Fleet Vehicles: State excise tax does not apply to special fuels, including gaseous special fuels, when used in

state or federal government owned vehicles. Special fuels include natural gas, propane hydrogen, and fuel suitable for use in diesel engines. In addition, state excise tax paid Commercial Electric Vehicle Supply Equipment (EVSE) Incentive - Idaho on special fuels used in state or federal government vehicles is subject to a refund, as long as the tax was originally paid directly to a special fuel vendor.

https://afdc.energy.gov/laws/state\_summary?state=id (IEPA) administers the Driving a Cleaner Illinois program for diesel emission reduction projects. Projects are funded by Illinois' portion of the Volkswagen Environmental Mitigation Trust, the U.S. Environmental Protection Agency's Diesel Emission Reduction Act (DERA) Program, and the U.S. Department of Transportation Federal Highway Administration's Congestion Mitigation and Air Quality Improvement (CMAQ) Program

All-Electric Vehicle (EV) Emissions Inspection Exemption: EVs are exempt from state motor vehicle emissions inspections. For more information, see the Illinois Environmental Protection Agency's Vehicle Emissions Testing Program website. (Reference 625 Illinois Compiled Statutes 5/13C)

School Bus Retrofit Reimbursement: The Illinois Department of Education will reimburse any qualifying school district for the cost of converting gasoline buses to more fuel-efficient engines or to engines using alternative fuels. Restrictions may apply. (Reference 105 Illinois Compiled Statutes 5/29-5)

Biofuels Tax Exemption: Through December 31, 2023, a sales and use tax of 6.25% applies to 100% of the proceeds from the sale of fuel blends containing 10% ethanol (E10) and fuel blends containing between 1% and 10% biodiesel (B1-B10). If at any time 220 ILCS 5/3-105 cha 1112/3 par 3-104 enacted 1-24-12: the sales and use tax is 1.25%, the tax on biodiesel blends will apply to 100% of the Amends Public Utilities Act. Provides that a company that proceeds of sales.

to the public for the purpose of charging electric vehicles Fleet User Fee Exemption: Fleets with 10 or more vehicles located in defined areas of the state must pay an annual fee of \$20 per vehicle in addition to registration fees.

Power: Eligible Idaho Power business customers may apply for funding to install EVSE for electric passenger vehicles, forklifts, or other transportation technologies. Incentives are offered in the following amounts for the purchase and installation of EVSE:

#### **Regional Electric Vehicle (REV) West Plan:**

https://afdc.energy.gov/laws/11870

Support for Connected and Autonomous Vehicles (CAVs): https://afdc.energy.gov/laws/11928

> **Electric Vehicle Supply Equipment Regulation Exemption:** https://afdc.energy.gov/laws/11604

Plug-In Electric Vehicle (PEV) Fee: https://afdc.energy.gov/laws/11607

Neighborhood Electric Vehicle (NEV) Access to Roadways: https://afdc.energy.gov/laws/5824 https://afdc.energy.gov/laws/12254

Idaho Code Section 61-119: Exempts electricity

an electric motor vehicle

purchased from a public utility to charge the batteries of

owns or operates a facility that furnishes or sells electricity

is not and shall not be deemed a public utility.

Connected and Autonomous Vehicle (CAV) Initiative: https://afdc.energy.gov/laws/12096

Autonomous Vehicle Testing Program: https://afdc.energy.gov/laws/12097

Alternative Fuels Tax and Reporting: https://afdc.energy.gov/laws/11885

Highway Electric Vehicle Supply Equipment (EVSE) Installation Authorization: https://afdc.energy.gov/laws/11020

Toll Highway Electric Vehicle Supply Equipment (EVSE) Installation Requirement: https://afdc.energy.gov/laws/12144

Electric Vehicle Supply Equipment (EVSE) Installation Requirements: https://afdc.energy.gov/laws/9773

Plug-In Electric Vehicle (PEV) Parking Space Regulation added 5/4/2021: https://afdc.energy.gov/laws/12567

**Fuel-Efficient Vehicle Acquisition Goals:** https://afdc.energy.gov/laws/6623

Indiana

Idaho

Illinois

Support for Plug-In Electric Vehicle (PEV) Production added 6/10/2021: https://afdc.energy.gov/laws/12588

**Electric Drive Vehicle Registration Fee:** https://afdc.energy.gov/laws/11931

**Clean Vehicle Acquisition Requirements:** https://afdc.energy.gov/laws/6528

Certified Technology Park Designation: https://afdc.energy.gov/laws/5200

Vehicle Research and Development Grants: The Indiana 21st Century Research and Technology Fund provides grants and loans to support economic development in high technology industry clusters. Incentives are available for gualified alternative fuel technologies and fuel-efficient vehicle development and production. For more information, see the Indiana Venture Development website. (Reference Indiana Code 5- customers who own a licensed PEV. Customers who are considering purchasing 28-16-2)

https://afdc.energy.gov/laws/state\_summary?state=in

#### Plug-In Electric Vehicle (PEV) Charging Rate - Indiana Michigan Power:

Indiana Michigan Power offers a time-of-use (TOU) rate to residential customers for PEV. Indiana Michigan Power may require customers to install a metering system that is capable of separately tracking PEV charging. For more information, see the Indiana Michigan Power Rates and Tariffs website.

Electric Vehicle Supply Equipment (EVSE) Rebate - Indiana Michigan

Power added 6/10/2021: Indiana Michigan Power offers commercial, fleet, and multi-unit dwelling customers a rebate of \$250 per Level 2 EVSE port installed or five years' worth of revenue credits to apply against construction costs of new business facilities to serve newly installed EVSE. Incentives are available on a first-come, first-served basis. For more information, see the Indiana Michigan Power Charge at Work in Indiana website.

#### Plug-In Electric Vehicle (PEV) Charging Rates - Applied Energy Services

(AES) Indiana: AES Indiana offers a TOU rate for residential and business Level 2 electric vehicle supply equipment should contact AES Indiana to discuss the benefits and requirements of participating in the program. Restrictions apply. For more information, see the AES Indiana Electric Vehicles website.

Plug-In Electric Vehicle (PEV) Fee: https://afdc.energy.gov/laws/12213

Electricity Dealer License: https://afdc.energy.gov/laws/12248

Alternative Fuel Vehicle (AFV) Demonstration Grant Authorization: https://afdc.energy.gov/laws/5236

Autonomous Vehicle (AV) Operation Requirements: https://afdc.energy.gov/laws/12214

lowa

**Renewable Fuel Labeling Requirement:** https://afdc.energy.gov/laws/5432

Alternative Fuel Tax: https://afdc.energy.gov/laws/11480

**Alternative Fuel Vehicle Acquisition Requirements:** https://afdc.energy.gov/laws/4413

Alternative Fuel Vehicle (AFV) Conversion Registration: https://afdc.energy.gov/laws/5574

Plug-In Electric Vehicle (PEV) Infrastructure Study: https://afdc.energy.gov/laws/11976

electric vehicle charging station is not a public utility electric power from the electric utility in whose service area the charging station is located. If an electric vehicle charging station obtains electric power from a source other than the electric utility, the determination of whether the commercial or public electric vehicle charging station is a public utility shall be resolved by the board."

HB 2145 (2021)/K.S.A 66-104: The term "public utility" shall not include...: (2) electricity that is purchased

terms are defined in K.S.A. 66-1,170, and amendments

thereto, for the sole purpose of the provision of electric

such retail electric supplier, as such

vehicle charging service to end users

through a retail electric supplier in the certified territory of

Docket No. RMU-2020-2020: "A commercial or public

Kansas

Study of Electric Vehicle Supply Equipment (EVSE) Rates: https://afdc.energy.gov/laws/12474

> Plug-In Electric Vehicle and Hybrid Electric Vehicle (HEV) Fees: https://afdc.energy.gov/laws/12268

Kentucky

Volkswagen (VW) Settlement Allocation: https://afdc.energy.gov/laws/11778

Alternative Fuel and Conversion Definitions: https://afdc.energy.gov/laws/10741

Low-Speed Electric Vehicle Access to Roadways: https://afdc.energy.gov/laws/6487

Louisiana

under lowa Code 476.1 if the charging station receives all tax incentives to business projects for the production of biomass or alternative fuels. Incentives may include an investment tax credit equal to a percentage of the qualifying for the purchase or lease of a new PEV. For more information, see the investment, amortized over five years; a refund of state sales, service, or use taxes paid MidAmerican Energy Electric Vehicle Rebates website. to contractors or subcontractors during construction; an increase of the state's refundable research activities credit; and a local property tax exemption of up to 100% Electric Vehicle Supply Equipment (EVSE) Rebate - MidAmerican Energy of the value added to the property.

https://afdc.energy.gov/laws/state\_summary?state=ia

#### https://afdc.energy.gov/laws/state\_summary?state=KS

(KEIA): Companies engaged in energy-efficient alternative fuel production, alternative fuel production, and gasification may be eligible for an incentive through KEIA. KEIA provides a refund of Kentucky sales and use tax paid by approved companies for building and construction materials for the acquisition, construction, or expansion of a new or existing facility or eligible equipment used in research and development. Energy-efficient alternative fuels are defined as homogeneous fuels that are produced from processes designed to densify feedstocks such as coal, waste coal, or biomass resources and have an energy content that is greater than the feedstock.

#### Alternative Fuel Production Tax Incentives - Kentucky Business Investment (KBI)

Program: Companies engaged in energy-efficient alternative fuel production, alternative fuel production, and gasification may be eligible for the KBI Program. The KBI Program provides income tax credits and wage assessment incentives to eligible companies that locate or expand operations in Kentucky.

Alternative Fuel Research, Development, and Promotion: The Kentucky New Energy Ventures (KNEV) program provides matching grants and investments to companies for research, development, and commercialization of alternative fuels and renewable energy. KNEV is designed to: 1) grow Kentucky-based alternative fuel and renewable energy companies to promote commonwealth-wide, innovation-driven economic growth; 2) stimulate private investment in Kentucky-based alternative fuel and renewable energy enterprises: 3) expand the alternative fuel and renewable energy knowledge base, talent force, and industry in Kentucky; 4) develop an alternative fuel and renewable energy resource network to build the technical and business capacity of entrepreneurs through informal and formal strategic support; and

### Vehicle Emissions Reduction and Electric Vehicle Supply Equipment (EVSE)

Project Funding: The Louisiana Department of Environmental Quality's (DEQ) Volkswagen Eligible Mitigation Action Project program provides up to 80% of the cost of new diesel or alternative fuel replacements and repowers for eligible government entities. For eligible non-government entities, the Program provides up to 40% of the cost of a new diesel or alternative fuel repower, up to 25% of the cost of a new diesel or alternative fuel vehicle, and up to 75% of the cost of an all-electric repower or replacement, with associated charging infrastructure.

Provision for Green Jobs Tax Credit: Pending available funding, the Louisiana Department of Economic Development will offer a corporate or income tax credit for qualified capital infrastructure projects in Louisiana that are directly related to industries rebate for the installation of an ENERGY STAR certified Level 2 EVSE. Additional including, but not limited to, the advanced drivetrain vehicle and biofuels industries.

#### https://afdc.energy.gov/laws/state\_summary?state=LA

#### Alternative Fuel Production Tax Credits: The High Quality Jobs Program offers state Plug-In Electric Vehicle (PEV) Rebate - MidAmerican Energy added

5/11/2021: MidAmerican Energy offers residential customers a rebate of \$500

added 5/11/2021: MidAmerican energy offers commercial customers a rebate of \$1,500 for the purchase of Level 2 EVSE for workplace charging. For more information, see the MidAmerican Energy Electric Vehicle Rebates website.

Electric Equipment and Electric Vehicle Supply Equipment (EVSE) Incentive - Entergy: Qualified Entergy customers are eligible to receive incentives in varying amounts for the purchase Level 2 and DC Fast Charging EVSE. For more information, including eligible technologies, see the Entergy

eTech website.

Electric Vehicle Supply Equipment (EVSE) Rebate - Southwestern Electric Power Company (SWEPCO):SWEPCO offers residential customers a \$250 terms and conditions apply. For more information, including how to apply and funding availability, see the SWEPCO Level 2 Home EV Charging Station Rebate Program website.

Case No. 2018-00372: "An EVCS that receives electric service from a jurisdictional electric utility or that obtains electricity from a behind the meter source is not an electric utility as defined by KRS 278.010(3)(a), is not subject to the certification requirements of KRS 278.020(1

), and is not subject to the Commission's jurisdiction.\*

#### Emissions Reductions Requirements added 4/29/2021: https://afdc.energy.gov/laws/12562

Plug-In Electric Vehicle (PEV) Deployment and Emissions Reduction Roadmap added 4/29/2021: https://afdc.energy.gov/laws/12563

**Recognition Program for Plug-In Electric Vehicles added** 4/29/2021: https://afdc.energy.gov/laws/12564

Plug-in Electric Vehicle (PEV) Charging Regulation Exemption: https://afdc.energy.gov/laws/11603

Plug-In Electric Vehicle (PEV) Infrastructure Development: https://afdc.energy.gov/laws/8440

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12462

LD 593 Sec. 1. 35 - A MRSA § 313-A; " 'Competitive

provider."

but does not include an electric vehicle charging station

SB 997, HB/1280 Chapters 631 and 632, Acts 2012 State

Govt. Code 1-101(j): Electric Vehicle Users and Charging

excluding them from the definition of "electricity supplies

regulated by the Maryland Public Service Commission.

Case D.P.U. 13- 182-A: Massachusetts Department of

Public Utilities order (August 4, 2014) determines that

owners and operators of EVSE are "not subject to the

Department's jurisdiction under the current statutory

structure either as distribution companies, electric

companies, or otherwise,

Stations-Exclusions Provides regulatory clarification for owners and operators of PEV Charging Stations and PEV

Charging station service companies or provider by

or a "public service company" as defined in law and

Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12421

**Regional Transportation and Climate Initiative (TCI):** https://afdc.energy.gov/laws/12444

Electric Vehicle Supply Equipment (EVSE) Regulation Exemption: https://afdc.energy.gov/laws/10032

Plug-In Electric Vehicle (PEV) Information Disclosure: https://afdc.energy.gov/laws/9992

Zero Emission Vehicle (ZEV) Infrastructure Promotion: https://afdc.energy.gov/laws/9303

Maryland

Maine

Regional Transportation and Climate Initiative (TCI): https://afdc.energy.gov/laws/12445

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12463

Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/11082

Zero Emission Vehicle (ZEV) Sales Requirements and Low Emission Vehicle (LEV) Standards: https://afdc.energy.gov/laws/6412 4/29/2021: https://afdc.energy.gov/laws/12565

State Zero Emission Vehicle (ZEV) and Infrastructure Deployment Requirements added 6/8/2021: https://afdc.energy.gov/laws/12585

Support for Plug-In Electric Vehicles (PEVs) and Autonomous Vehicles (AVs): https://afdc.energy.gov/laws/11935

Public Electric Vehicle Supply Equipment (EVSE) Requirements: https://afdc.energy.gov/laws/11756

Massachusetts Zero Emission Vehicle (ZEV) Parking Space Regulations: https://afdc.energy.gov/laws/11757

#### Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12464

Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/11083

**Regional Transportation and Climate Initiative (TCI):** https://afdc.energy.gov/laws/12446

Electric Vehicle Supply Equipment (EVSE) Building

Plug-In Electric Vehicle (PEV) Rebates: Efficiency Maine's Electric Vehicle Accelerator provides rebates to Maine residents, businesses, government entities, and tribal governments for the purchase or lease of a qualified PEV or plug-in hybrid electric vehicle (PHEV) at participating Maine dealerships.

Electric Vehicle Supply Equipment (EVSE) Funding: Efficiency Maine Trust

(Efficiency Maine) offers government entities and non-profit organizations rebates for the purchase of Level 2 EVSE. A rebate of up to \$500 is available for the first plug installed, and a rebate of up to \$250 is available for the second plug installed. EVSE electricity provider' means a marketer, broker, aggregator along specific roads and at locations that will likely experience a high frequency of use or any other entity selling electricity to the public at retail, will be prioritized.

https://afdc.energy.gov/laws/state\_summary?state=ME

Department of Environment (MDE) offers grants of up to 80% of the cost for the installation of direct current (DC) fast charging stations along Federal Highway Administration designated alternative fuel corridors through the Electric Corridors Grant Program (ECGP) ECPG funding is available for up to \$150,000 per DC fast EVSE \_ EV Driven website for \$600.000 per total applicant. Eligible entities include non-profits and private businesses. Grant awards vary based on total kilowatts per charging port. The program is funded by Maryland's portion of the Volkswagen Environmental Mitigation Trust. For Potomac Edison: Potomac Edison offers residential customers the opportunity more information, including program guidance and application, see the MDE's Volkswagen Settlement website. (EXPIRED)

#### Electric Vehicle Supply Equipment (EVSE) Workplace Charging Grant: The

Maryland Department of Environment (MDE) offers grants of up to \$4,500 per charger, \$600,000 total per applicant for the installation of EVSE at workplaces through the Charge Ahead Grant Program (CAGP). CAGP funding is available for costs directly attributable to the design, installation, and operation of eligible workplace EVSE. Eligible entities include non-profits, private companies, and government agencies. The customers that purchase and install eligible EVSE after December 1, 2019, are program is funded by Maryland's portion of the Volkswagen Environmental Mitigation Trust. For more information, including program guidance and application, see the MDE's Volkswagen Settlement website. (EXPIRED)

Electric Vehicle Supply Equipment (EVSE) Rebate Program: The Maryland Energy Administration (MEA) offers a rebate to individuals, businesses, or state or local government entities for the costs of acquiring and installing gualified EVSE. Between July 1, 2020, and June 30, 2021, the rebate may cover 40% of the costs of acquiring and installing qualified EVSE.

Environmental Protection's (MassDEP) Volkswagen Open Solicitation Grant Program (Program) provides up to 80% of the cost of new diesel or alternative fuel replacements make-ready installation costs for non-residential customers to install approved and repowers for eligible government entities. For eligible non-government entities, the Program provides up to 40% of the cost of a new diesel or alternative fuel repower, up to 25% of the cost of a new diesel or alternative fuel vehicle, and up to 75% of the cost of an all-electric repower or replacement, with associated charging infrastructure.

Diesel Emissions Reductions Grants added 6/11/2021: The Massachusetts Department of Environmental Protection (MassDEP) provides U.S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) funding for projects that reduce diesel emissions in Massachusetts. Funding for eligible project costs is available for local or state agencies and public colleges and universities that reduce diesel emissions by converting engines to alternative fuels, retrofitting exhaust controls, purchasing new vehicles, or adding idle reduction equipment. MassDEP prioritizes projects that benefit environmental justice communities.

Public Access Electric Vehicle Supply Equipment (EVSE) Grants: The Public Access Charging Program provides grants to non-residential entities for 80% of the cost of Level 2 EVSE and installation, and a maximum of \$50,000 per street address for hardware and installation costs. Installations at government property qualify for 100% of Department (BELD): BELD's Smart Charging Program offers a bill credit of \$8 the cost, up to \$50,000. Qualified EVSE must be available to the public at least 12 hours per month to customers that charge their PEVs between 9pm and 12pm the per day.

Multi-Unit Dwelling (MUD) and Educational Campus Electric Vehicle Supply Equipment (EVSE) Grants: The Massachusetts Electric Vehicle Incentive Program

Edison: Potomac Edison offers residential customers a \$300 rebate for the purchase and installation of a qualified Level 2 EVSE through the EV Driven Program. For more information, including eligibility and gualifying EVSE, see the

#### Electric Vehicle Supply Equipment (EVSE) Charging Rate Incentive -

to earn 2 cents per kilowatt-hour when charging with eligible EVSE during offpeak hours through the EV Driven Off-Peak Rewards Program. For more information, see the EV Driven website.

#### Electric Vehicle Supply Equipment (EVSE) Multifamily Rebate - Potomac

Edison: Potomac Edison offers multifamily property owners a rebate up to \$20.000 for the purchase and installation of qualified Level 2 or direct current (DC) fast chargers on their property through the EV Driven Program. Only eligible. For more information, including eligibility and qualifying EVSE, see the FV Driven website.

Plug-In Electric Vehicle (PEV) Charging Rate Reduction - BGE: Baltimore Gas and Electric Company (BGE) offers time-of-use (TOU) rate for residential customers that own or lease a PEV. Residential customers with qualified Level 2 electric vehicle supply equipment (EVSE), capable of separately tracking PEV charging data, may apply for a TOU rate applicable only to EVSE usage. For more information, see the BGE EVsmart website.

Eversource: Eversource's Electric Vehicle Charging Station program provides Level 2 or direct current (DC) fast EVSE at businesses, multi-unit dwellings, workplaces, and fleet facilities.

Plug-In Electric Vehicle (PEV) Charging Incentive - Eversource: Eversource Electric Vehicle (EV) Home Charger Demand Response program offers an incentive of up \$300 to residential customers that charge their PEV during offpeak periods. Additional terms and conditions apply. For more information, see the Eversource EV Charger Demand Response website.

Electric Vehicle Supply Equipment (EVSE) Discount - Braintree Electric Light Department (BELD): BELD offers customers a discount of \$250 for the purchase of a qualified Level 2 EVSE. To qualify, customers must enroll in the Bring Your Own Charger Program. Additional terms and conditions apply. For more information, including eligible EVSE criteria, see the BELD Charging Incentives website

Plug-In Electric Vehicle (PEV) Charging Incentive - Braintree Electric Light next day on weekdays or at any time during the weekend. Additional terms and conditions apply. For more information, see the BELD Rebates and Incentives (Charging) website.

Michigan

Minnesota

Mississippi

Missouri

Case Nos. U-17990 & U-20162 Final PSC Order Consumers & DTF service areas: "The proposal indeed appears to be non-controversial, and the Commission agrees with the Staff that the sale of electricity by charging station owners should not be treated as a resale of electricity under the tariff, or as a sale by regulated utilities. This is a necessary change to the tariff language which the Commission approves. "The Commission...finds that DTE Electric should be required to file amended tariffs allowing sale-for-resale for commercial EV charging site hosts."

Plug-In Electric Vehicle (PEV) Fee: https://afdc.energy.gov/laws/11673

All-Electric Vehicle (EV) Fee: https://afdc.energy.gov/laws/11840

Electric Vehicle Supply Equipment (EVSE) Requirements: https://afdc.energy.gov/laws/6573

Medium-Speed Electric Vehicle (EV) Access to Roadways: https://afdc.energy.gov/laws/6442

Neighborhood Electric Vehicle (NEV) Access to Roadways: https://afdc.energy.gov/laws/6096

Plug-In Electric Vehicle (PEV) Charging Tariff: https://afdc.energy.gov/laws/11483

Plug-In Electric Vehicle (PEV) and Natural Gas Vehicle (NGV) Initiatives: https://afdc.energy.gov/laws/6097

State Agency Sustainability Plan and Requirements: https://afdc.energy.gov/laws/9399

State Agency Vehicle Procurement and Management Requirement: https://afdc.energy.gov/laws/11503 Energy Performance Contract Authorization:https://afdc.energy.gov/laws/12207

Plug-In Electric Vehicle and Hybrid Electric Vehicle (HEV) Fees: https://afdc.energy.gov/laws/12141

Fuel-Efficient and Alternative Fuel Vehicle Use: https://afdc.energy.gov/laws/6049

#### **Renewable Fuel Distributor and Vehicle Manufacturer** Liability Protection: https://afdc.energy.gov/laws/11721

Alternative Fuel Tax: https://afdc.energy.gov/laws/11501

Alternative Fuel Vehicle (AFV) Decal: https://afdc.energy.gov/laws/5607

Alternative Fuel Vehicle (AFV) Acquisition and Alternative Fuel Use Requirements: https://afdc.energy.gov/laws/5253

Alternative Fuel Promotion: https://afdc.energy.gov/laws/4538 charging stations.

Alternative Fuel Development Property Tax Exemption: Industrial property that is used for high-technology activities or the creation or synthesis of biodiesel fuel may be EVSE. Commercial customers installing qualified, publicly accessible EVSE are eligible for a tax exemption. High-technology activities include those related to advanced vehicle technologies such as electric, hybrid electric, or alternative fuel vehicles and their components

Medium- and Heavy-Duty Grant Program: The Michigan Department of Environment, Great Lakes, and Energy (EGLE) offers grants for eligible on- and off-road Energy: Consumers Energy offers a special time-of-use rate option for PEV vehicles and equipment. Projects must reduce nitrogen oxide emissions, improve air quality, and increase adoption of zero emission or alternative fuel vehicles and equipment.

Charge Up Michigan Placement Project: The Michigan Department of Environment. Great Lakes, and Energy provides funding for public or private organization for the installation of direct current (DC) fast chargers, site preparation, and networking fees and signage. Applicant must be enrolled in a utility electric vehicle (EV) program.

Alternative Fuel Vehicle (AFV) Emissions Inspection Exemption: Dedicated AFVs powered by compressed natural gas, propane, electricity, or any other source as defined by the Michigan Department of Transportation are exempt from emissions inspection requirements. (Reference Michigan Compiled Laws 324.6311 and 324.6512) customers that purchase or lease a plug-in electric vehicle (PEV) and enroll in

https://afdc.energy.gov/laws/state\_summary?state=MI of Transportation is piloting a three-year program to give a one-time MnPass account credit to eligible PEV drivers for use in MnPass toll lanes. Drivers who purchase or lease residential customers with plug-in electric vehicles (PEV). The TOU rate only a new or used plug-in hybrid electric vehicle receive a \$125 credit or a \$250 credit for \_\_\_\_applies to electricity used to charge the PEV. Otter Tail Power Company also an all-electric vehicle. Vehicles must be purchased or leased between November 1 2019 and October 31, 2022 to be eligible for the credit.

Electric School Bus Pilot: The Minnesota Pollution Control Agency (MPCA) is accepting applications through October 13, 2020, to partially fund the replacement of approximately six model year 1998-2009 diesel-powered school buses and required charging infrastructure. A total of \$275,000, or 75% of the total project cost, is available the TOU rate, vehicles must use a separate sub-metered circuit. LREC also offers for the purchase of an electric school bus with charging infrastructure

Off-Road Diesel Replacement Grants: The Minnesota Pollution Control Agency (MPCA) provides funding to public, private, and nonprofit fleet owners for the replacement of eligible off-road diesel equipment. Eligible equipment includes trailer refrigeration units, terminal tractors/drayage trucks, and more. MPCA is accepting applications until September 18, 2020. For more information, including how to apply, see the MPCA Diesel Emission Reduction Act website.

Advanced Technology Business Incentives: The Minnesota Department of Employment and Economic Development's Launch Minnesota program will provide Statute states that the definition of a public utility does not business development and financial assistance to high technology Minnesota businesses, including cellulosic ethanol businesses. For more information, see the Launch Minnesota website (Reference House File 2, 2019)

https://afdc.energy.gov/laws/state\_summary?state=MS

.... -----Consumers Energy PowerMIDrive program offers rebates to residential and commercial customers who install Level 2 or direct current (DC) fast EVSE. Residential customers are eligible for a \$500 rebate to install a gualified Level 2 eligible for rebates up to \$5,000 per Level 2 EVSE and up to \$70,000 per DC fast EVSE installed. Rebates are available on a first-come, first-served basis. For more information, see the PowerMIDrive website.

Plug-In Electric Vehicle (PEV) Charging Rate Reduction - Consumers

owners. For more information, see the Consumers Energy Smart Hours website.

Plug-In Electric Vehicle (PEV) Charging Rate - Indiana Michigan Power:

Indiana Michigan Power offers a special time-of-use rate option to residential customers who own a qualified PEV.

Plug-In Electric Vehicle Charging Rates - DTE Energy: DTE Energy offers three rate options to qualified residential customers for charging PEVs. For rate information, including how to qualify, see the DTE Energy PEV Rates website.

Electric Vehicle Supply Equipment (EVSE) Rebate - DTE Energy: DTE Energy offers a \$500 rebate for the installation of a Level 2 EVSE for qualified residential the PEV Charging Rates. For more information, including eligibility, see the DTE

Energy Charging Forward website. Otter Tail Power: Otter Tail Power Company offers a time-of-use (TOU) rate to offers a \$400 rebate for the installation of a Level 2 EVSE. For more information see the Otter Tail Power Company Electric Vehicles website.

Plug-In Electric Vehicle (PEV) Charging Rate Reduction and EVSE Rebate -

LREC: Lake Region Electric Cooperative (LREC) offers a time-of-use (TOU) rate to members with PEVs enrolled in the ChargeWise program. To be eligible for a rebate of up to \$500 for the installation of Level 1 or Level 2 electric vehicle supply equipment (EVSE). For more information, see the LREC ChargeWise

Plug-In Electric Vehicle (PEV) Charging Rate Incentive - Xcel Energy: Xcel Energy offers an electric vehicle (EV) rate and a time-of-use (TOU) rate to qualified residential customers for charging PEVs. Both rates require a separate meter. For rate information, including how to qualify, see Xcel Energy's EV Rate Options website.

Residential Plug-In Electric Vehicle (PEV) Charging Pilot Program - Xcel Energy: Xcel Energy offers a pilot program for residential customers who own or lease a PEV. The program provides discounted Level 2 electric vehicle supply equipment, installation, and charging costs. For more information, including enrollment, see the Xcel Energy EV Service Pilot website.

Electric Equipment and Electric Vehicle Supply Equipment (EVSE) Incentive - Entergy: Qualified Entergy customers are eligible to receive incentives in varying amounts for the purchase of select on- and off-road electric vehicles and Level 2 EVSE. For more information, including eligible technologies, see the Entergy eTech website.

Alternative Fuel Vehicle (AFV) Emissions Inspection Exemption: Vehicles powered

exclusively by electricity, including low-speed vehicles, hydrogen, or fuels other than corporation" shall not include: Persons or corporations not gasoline that are exempt from motor vehicle emissions inspection under federal regulation, are exempt from state emissions inspection requirements. (Reference Missouri Revised Statutes 643.315)

https://afdc.energy.gov/laws/state\_summary?state=MO

#### Electric Vehicle Supply Equipment (EVSE) Incentives - Ameren Missouri:

Ameren Missouri's Charge Ahead program offers competitive incentives to nonresidential customers for the installation of Level 2 EVSE or direct current (DC) fast EVSE at gualifying workplaces, multi-unit dwellings (MUDs), and public areas. Sites must be located in Ameren Missouri's service territory and require no electrical upgrades.

### Minn, Stat. § 216B.02 Subdivision 4.[3]): Minnesota include a retail seller of electricity used to recharge a battery that nowers an electric vehicle and that is not otherwise a public utility.

HB 355 (2019) RSMo 386.020: Term "electrical

otherwise engaged in the production or sale

of electricity at wholesale or retail that sell, lease, own,

control, operate, or manage one or more electric vehicle

Carbon Penalty Prohibition added 6/11/2021: https://afdc.energy.gov/laws/12596

Public Utility Electric Vehicle Supply Equipment (EVSE) Authorization: https://afdc.energy.gov/laws/12220

#### Public Utility Definition added 6/11/2021

**Regional Electric Vehicle (REV) West Plan:** https://afdc.energy.gov/laws/11871

Fuel-Efficient Vehicle Acquisition Requirements: https://afdc.energy.gov/laws/6197

Energy Performance Contract Authorization: https://afdc.energy.gov/laws/12187

Low-Speed Electric Vehicle (EV) Access to Roadways: https://afdc.energy.gov/laws/9298

Medium-Speed Electric Vehicle (EV) Access to Roadways: https://afdc.energy.gov/laws/6198

Nebraska

Nevada

Montana

Alternative Fuel Vehicle (AFV) Registration: https://afdc.energy.gov/laws/9455

Alternative Fuel Excise Tax: https://afdc.energy.gov/laws/5270

Electric Vehicle Supply Equipment (EVSE) Grant Authorization: https://afdc.energy.gov/laws/12241

Alternative Fuel Vehicle (AFV) and Infrastructure Grants Authorization: https://afdc.energy.gov/laws/11855

Electric Vehicle Supply Equipment (EVSE) Demonstration Program Requirements: https://afdc.energy.gov/laws/11856

Regional Electric Vehicle (REV) West Plan: https://afdc.energy.gov/laws/11872

> Electric Vehicle Manufacturer Franchise Exemption: https://afdc.energy.gov/laws/11527

Funds for School District Alternative Fuel Use: https://afdc.energy.gov/laws/6251

Alternative Fuel Tax: https://afdc.energy.gov/laws/5264

Plug-in Electric Vehicle (PEV) Parking Space Regulation: https://afdc.energy.gov/laws/12277

(DEQ) offers grants for the replacement of gualified medium- and heavy-duty diesel transit buses with new all-electric, diesel hybrid, compressed natural gas, or propane transit buses. The program is funded by Montana's portion of the Volkswagen Environmental Mitigation Trust. For more information, including program guidance and the application, see the DEQ Volkswagen Settlement website.

Alternative Fuel Vehicle (AFV) Conversion Tax Credit: Businesses and individuals are eligible for an income tax credit of up to 50% of the equipment and labor costs for converting vehicles to operate using alternative fuels. Qualified alternative fuels include natural gas, propane, hydrogen, electricity, and fuels containing at least 85% ethanol, methanol, ether, or another alcohol. The maximum credit is \$500 for the conversion of vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds (lbs.) or less and \$1,000 for vehicles with a GVWR of more than 10,000 lbs. The credit is only available for the year the business or individual converts the vehicle. An alternative fuel seller may not receive a credit for converting its own vehicles to operate on the alternative fuel it sells. (Reference Montana Code Annotated 15-30-2320)

Alternative Fuel and Vehicle Production Property Tax Incentive: Alternative fuel production facilities, including biodiesel, biomass, biogas, and ethanol production facilities, may qualify for a reduced property tax rate of 3% of market value. Renewable energy manufacturing facilities, including those manufacturing plug-in electric vehicles or hybrid electric vehicles, also qualify. In addition, temporary property tax rate abatements are available for qualified biodiesel, biomass, biogas, and ethanol production facilities. The tax abatements are available during facility construction and for the first 15 years after the facility begins operation. The total time of the qualifying

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Loans: The Nebraska Energy Office administers the Dollar and Energy Saving Loan Program, which makes

low-cost loans available for a variety of alternative fuel projects, including the replacement of conventional vehicles with AFVs; the purchase of new AFVs; the conversion of conventional vehicles to operate on alternative fuels; and the construction or purchase of fueling stations or equipment. The maximum loan amount is \$500,000 per borrower, and the interest rate is 5% or less. For more information, see the Dollar and Energy Saving Loans website.

Alternative Fuel Tax Refund: The Nebraska Department of Revenue will refund taxes Rebate - SPPD: Southern Public Power District (SPPD) offers residential paid on compressed natural gas, liquefied natural gas, and propane when the fuel is used to operate buses capable of carrying seven or more passengers within or near a municipality. (Reference Nebraska Revised Statutes 66-6,100 and 66-6,109.01)

https://afdc.energy.gov/laws/state\_summary?state=NE

Rebate - OPPD: Omaha Public Power District (OPPD) offers residential customers rebates of \$2,500 toward the purchase of a new EV and qualified Level 2 EVSE, \$500 toward the purchase of gualified Level 2 EVSE, and \$100 for the pre-wiring pecessary for EVSE installation. Participants must purchase the EVSE through OPPD. Eligible EVs and EVSE must be purchased after January 31, 2020. Rebates are available on a first-come, first-served basis. For more information, including rebate availability, see the OPPD EV Rebate Program website

All-Electric Vehicle (EV) and Electric Vehicle Supply Equipment (EVSE)

Rebate - NPPD: Nebraska Public Power District (NPPD) offers residential and commercial customers a \$4,000 rebate for the purchase of a new EV and a \$500 rebate for the installation of an eligible Level 2 EVSE. Participants must purchase the EVSE through NPPD. NPPD also offers residential customers an additional \$200 rebate for the pre-wiring necessary for EVSE installation. Rebates are available on a first-come, first-served basis. For more information, including eligible EVSE and how to apply, see the NPPD Incentives & Programs website.

All-Electric Vehicle (EV) and Electric Vehicle Supply Equipment (EVSE) customers a \$4,000 rebate for the purchase of a new EV and a \$500 rebate for the installation of an eligible Level 2 EVSE. SPPD also offers residential customers an additional \$100 rebate for the pre-wiring necessary for EVSE installation. Existing EV owners installing Level 2 EVSE are eligible for a \$200 rebate. Rebates are available on a first-come, first-served basis. For more

Idle Reduction Technology, Natural Gas Vehicle, and Plug-in Electric Vehicle

Weight Exemption: Any motor vehicle equipped with an auxiliary power unit or other qualified idle reduction technology may exceed the maximum gross vehicle weight limit by up to 550 pounds (lbs.) to compensate for the additional weight of the idle reduction technology. Natural gas vehicles and plug-in electric vehicles may exceed the maximum gross vehicle weight limit for comparable conventional fuel vehicles by up to 2,000 lbs. (Reference Nevada Revised Statues 484D.635)

Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Emissions

Inspection Exemption: AFVs are exempt from Nevada's emissions testing requirements. A new HEV is exempt from emissions inspection testing for the first five model years, after which the vehicle must comply with emissions inspection testing requirements on an annual basis. For more information, see the Nevada Emissions SB145, NRS 704.021 (11.): Nevada statutory definition of a Control Program website. (Reference Nevada Revised Statutes 445B.770 and 445B 825)

https://afdc.energy.gov/laws/state\_summary?state=NV

"public utility" or "utility" does not include: "Persons who

own, control, operate or manage a facility that supplies

electricity only for use to charge electric vehicles."

Electric School Bus Incentive - NV Energy: NV Energy offers public school customers rebates of up to 75% of expected costs for the purchase of electric school buses and electric vehicle supply equipment (EVSE). Eligible EVSE include Level 2 and DC fast charging stations. Rebates are awarded on a firstcome, first-served basis. For more information, including application requirements and materials, see the NV Energy Electric School Bus Incentives website

Electric Vehicle Supply Equipment (EVSE) Rebates - NV Energy: Nevada Energy (NV Energy) offers rebates to eligible business customers for the purchase and installation of Level 2 EVSE and direct current (DC) fast EVSE.

Plug-In Electric Vehicle (PEV) Charging Rate Incentive - NV Energy: Nevada Energy (NV Energy) offers discounted electricity rates to residential and commercial customers in the northern and southern service territories who charge PEVs during off-peak hours. For more information, see the NV Energy

Electric Vehicles website

-----Fueling Station Signage: https://afdc.energy.gov/laws/12035

Public Electric Vehicle Supply Equipment (EVSE) **Requirements and Restriction Authorization** https://afdc.energy.gov/laws/12036

Public Utility Definition: https://afdc.energy.gov/laws/12038

Public Utility Requirements: https://afdc.energy.gov/laws/12039

Plug-In Electric Vehicle (PEV) Parking Requirement: New Hampshire https://afdc.energy.gov/laws/12040

> Plug-In Electric Vehicle (PEV) and Charging Infrastructure Promotion: https://afdc.energy.gov/laws/12006

Fossil Fuel Use Reduction: https://afdc.energy.gov/laws/11733 RSA 236:133 as amended by SB 575 of 2018: "IV. An

**Regional Transportation and Climate Initiative (TCI):** https://afdc.energy.gov/laws/12447

State Agency Plug-In Electric Vehicle (PEV) and Electric Vehicle Supply Equipment (EVSE) Procurement: https://afdc.energy.gov/laws/11734

Plug-In Electric Vehicle (PEV) and Electric Vehicle Supply Equipment (EVSE) Deployment Goals:

https://afdc.energy.gov/laws/12369

Electric Vehicle Supply Equipment (EVSE) Rebate Program Authorization: https://afdc.energy.gov/laws/12371

Electric Vehicle Supply Equipment (EVSE) Policies for Condominiums added 5/10/2021: https://afdc.energy.gov/laws/12569

New Jersey **Residential Electric Vehicle Supply Equipment (EVSE)** Installation Policies added 5/10/2021: https://afdc.energy.gov/laws/12570

Public Utility Definition: https://afdc.energy.gov/laws/12372

Zero Emission Vehicle (ZEV) Initiative: https://afdc.energy.gov/laws/12229

Volkswagen (VW) Settlement Allocation: https://afdc.energy.gov/laws/12025

Alternative Fuel Vehicle (AFV) Access to Tunnels: https://afdc.energy.gov/laws/12380

Public Utility Definition: https://afdc.energy.gov/laws/12194

Utility Support for Plug-In Electric Vehicles (PEVs): https://afdc.energy.gov/laws/12195

State Emissions Reduction Strategy: https://afdc.energy.gov/laws/12149

Regional Electric Vehicle (REV) West Plan: https://afdc.energy.gov/laws/11873

Energy and Fuel Cost Savings Contracts: https://afdc.energy.gov/laws/12201

New Mexico

Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Acquisition Requirements https://afdc.energy.gov/laws/4605

Neighborhood Electric Vehicle (NEV) Access to Roadways: https://afdc.energy.gov/laws/5711

Alternative Fuel Definition: https://afdc.energy.gov/laws/5391

owner of an electric vehicle charging station shall not be deemed to be a "utility," "public utility," or "public service company" solely by virtue of the fact that such an owner is an owner of an electric vehicle charging station. All electricity distribution companies shall make available in tariffs terms and rates for electronic vehicle charging stations and offer such information to the public." ere Emissions Femilie (EEF) fax Exemption EEFs sold, rented, or leased in re-Jersey are exempt from state sales and use tax. This exemption does not apply to

S. 2252 (c. 362, 2019): Unless otherwise provided in Title

48 of the Revised Statutes, or any other federal or State

electric vehicle service equipment shall not be deemed

control, operation, or management. The charging of a

HB 521 (2019): A. The term "public utility" or "utility",

when used in the Public Utility Act, shall not include:

the service or commodity only to that person or that

engages in the retail distribution of natural gas or

electricity for vehicular fuel."

person's employees or tenants, when such service or

commodity is4 not resold to or used by others, or who

(1) any person not otherwise a public utility who furnishes

generation service provider

a sale of electricity by an electric power supplier or basic

partial ZEVs, including hybrid electric vehicles, ZEVs are defined as vehicles that meet California Air Resources Board zero emission standards for that model year. For a list of qualified ZEV, see the New Jersey Department of the Treasury ZEV Sales Tax Exemption website. (Reference New Jersev Statutes 54:32B-8.55)

Plug-In Electric Vehicle Toll Discount Program: New Jersey Turnpike Authority's Green Pass Discount Plan provides a 10% discount on off-peak New Jersey Turnpike and Garden State Parkway toll rates for drivers of vehicles that have a fuel economy of 45 miles per gallon or higher and meet the California Super Ultra Low Emission Vehicle standard. Vehicles must register with New Jersey E-ZPass. For more information, including application instructions, see the E-ZPass Discount Programs website.

Electric Vehicle Supply Equipment (EVSE) Grants: The New Jersey Department of Environmental Protection provides grants through the It Pay\$ to Plug In: New Jersey's Electric Vehicle Workplace Charging Grant Program (Program) to support plug-in electric vehicle adoption and EVSE installation. Reimbursement grants are offered on a first-come, first-served basis for the cost and installation of eligible EVSE at workplaces, law, an entity owning, controlling, operating, or managing government and educational facilities, non-profits, and multi-unit dwellings.

an electric public utility solely because of such ownership, Plug-In Electric Vehicle (PEV) Fleet Grant Program: The New Jersey Board of Public Utilities provides county and municipal government entities with grants up to \$4,000 for plug-in electric vehicle shall be deemed a service and not the purchase of a new PEV. PEVs must be purchased after December 1, 2019. Funds are awarded on a rolling basis and limited to two PEVs per eligible applicant. For more information, including eligibility requirements and how to apply, see the Clean Fleet Department (NMED) provides funding for eligible mitigation projects for nitrogen oxides (NOx) emissions. NMED may provide funds up to 100% of the cost to purchase, install, and maintain eligible light-duty EVSE. Additional requirements may apply.

> Diesel Emission Reduction Funding: The New Mexico Environment Department (NMED) is accepting applications for funding for heavy-duty on-road new diesel or alternative fuel repowers and replacements, as well as off-road all-electric repowers and replacements.

Alternative Fuel and Advanced Vehicle System Manufacturing Incentive: The Alternative Energy Product Manufacturers Tax Credit provides credit against combined reporting taxes (gross receipts, compensating, and withholding) for qualified manufacturers of alternative energy products, including hydrogen and fuel cell vehicle systems, and electric and hybrid electric vehicles. The credit is limited to 5% of qualifying expenditures, and manufacturers must fulfill job creation requirements to be eligible. Qualified manufacturers must apply for and receive approval from the New Mexico Taxation and Revenue Department before they may claim the credit. For more information, including eligibility and application details, refer to the Alternative Energy Product Manufacturers Tax Credit website. (Reference New Mexico Statutes 7-9J-1 through 7-9.1-8)

Alternative Fuel Tax Exemption: Alternative fuel distributed by or used for federal government, state government, or Indian nation, tribe, or pueblo purposes is exempt from the state excise tax. (Reference New Mexico Statutes 7-16B-5)

Hampshire Electric Co-op (NHEC): NHEC offers rebates for commercial and municipal customers for the purchase and installation of up to two Level 2 or direct current fast EVSE. Customers may receive an incentive of 50% of the installed costs, up to \$2,500 for each charger. For more information, see the NHEC Drive Electric website

#### Plug-In Electric Vehicle (PEV) Rebates - New Hampshire Electric Co-op

(NHEC): NHEC offers rebates of \$1,000 for the purchase or lease of a new or used electric vehicle (EV), \$600 for the purchase or lease of a new or used plugin hybrid electric vehicle, and \$300 for the purchase or lease of a new or used electric motorcycle. The PEV must be purchased or leased between January 1, 2020, and December 31, 2020. For more information, including how to apply, see the NHEC Drive Electric website.

### Electric Vehicle Supply Equipment (EVSE) Rebates - New Hampshire

Electric Co-op (NHEC): NHEC offers rebates for residential customers to install up to two Level 2 EVSE. Customers may receive a rebate of up to \$300 per EVSE and a separate electric meter. For more information, including how to apply, see the NHEC Drive Electric website.

#### Plug-In Electric Vehicle (PEV) Charging Rate Incentive - New Hampshire

Electric Co-op (NHEC): NHEC offers a residential off-peak rate program for electricity purchased to charge PEVs. The electricity used for vehicle charging is metered separately from all other electricity use. For more information, see the NHEC Drive Electric website.

Support: https://afdc.energy.gov/laws/12002

Plug-In Electric Vehicle (PEV) and Electric Vehicle Supply Equipment (EVSE) Study: https://afdc.energy.gov/laws/12523

Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/11084

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12466

**Regional Transportation and Climate Initiative (TCI):** https://afdc.energy.gov/laws/12449

Electric Vehicle Supply Equipment (EVSE) Policies for Condominiums: https://afdc.energy.gov/laws/12525

Plug-In Electric Vehicle (PEV) Charging Signage and Parking Space Regulation: https://afdc.energy.gov/laws/12526

Utility Electric Vehicle Supply Equipment (EVSE) Programs Authorization: https://afdc.energy.gov/laws/12481

Electric Corporation Definition: https://afdc.energy.gov/laws/11676

Public Utility Definition: https://afdc.energy.gov/laws/12416

Zero Emission Vehicle (ZEV) Requirements: https://afdc.energy.gov/laws/12121

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12467

Support for Zero Emission Vehicles (ZEVs): https://afdc.energy.gov/laws/12120

Volkswagen (VW) Settlement Allocation: North Carolina https://afdc.energy.gov/laws/11984

> Electric Vehicle (EV) Annual Fee: https://afdc.energy.gov/laws/11265

State Highway Electric Vehicle Supply Equipment (EVSE) Regulations: https://afdc.energy.gov/laws/10413

Plug-In Electric Vehicle (PEV) Definition: https://afdc.energy.gov/laws/9355

Electric Vehicle Performance Dashboard: https://afdc.energy.gov/laws/12489

North Dakota

New York

Plug-In Electric Vehicle (PEV) Fee: https://afdc.energy.gov/laws/12199

Plug-In Electric Vehicle (PEV) Charging Signage and Parking service is provided, and the resale is for the charging of Space Regulation: https://afdc.energy.gov/laws/12200 electric vehicles exclusively

Ohio

Public Utility Definition: https://afdc.energy.gov/laws/12486

**Electric Drive Vehicle Registration Fee:** https://afdc.energy.gov/laws/12203

and Development Authority (NYSERDA) provides rebates of up to \$2,000 for the purchase or lease of a new eligible PEV.

Electric Vehicle Supply Equipment (EVSE) Rebate: The New York State Energy Research and Development Authority's (NYSERDA) Charge Ready NY program offers rebates for public and private entities toward the purchase and installation of Level 2 EVSE at public parking facilities, workplaces, and multi-unit dwellings. Rebates are available for \$4,000 per port. Additional terms and conditions apply. For more information, including application guidelines, see the NYSERDA Charge Ready NY website.

Heavy-Duty Alternative Fuel and Advanced Vehicle Purchase Vouchers: The New

York State Energy Research and Development Authority (NYSERDA) provides incentives for alternative fuel trucks and buses. Incentives are released on a staggered schedule and are distributed. Eligible vehicles must be in operation 80% of the time and for a minimum of five years. Additional terms and conditions apply. For information provides non-residential Upstate New York customers with installation and about voucher availability and vehicle eligibility, see the NYSERDA New York Truck Voucher Incentive Program website

#### Vehicle Emissions Reduction and Electric Vehicle Supply Equipment (EVSE)

Project Funding: The New York State Department of Environmental Conservation (NYSEDEC) provides funding for diesel vehicle replacement projects detailed in the Clean Transportation NY Beneficiary Mitigation Plan (Plan). The projects are funded by New York's portion of the Volkswagen (VW) Environmental Mitigation Trust. The Plan provides funding for the replacement or repower of diesel medium- and heavy-duty

Alternative Fuel Vehicle (AFV), Idle Reduction Technologies, and Diesel Retrofits Funding: The Clean Fuel Advanced Technology (CFAT) project provides grant funding purchase of qualified Level 2 electric vehicle supply equipment (EVSE). Eligible,

to reducing transportation-related emissions in nonattainment and maintenance counties for National Ambient Air Quality Standards. A project that is adjacent to these areas may also be eligible for funding if the project will reduce emissions in eligible counties. For more information, including current requests for proposals, see the CFAT website

#### Plug-In Electric Vehicle (PEV) and Fuel Cell Electric Vehicle (FCEV) Emissions

Inspection Exemption: Qualified PEVs and FCEVs are exempt from state emissions inspection requirements. Other restrictions may apply. (Reference North Carolina General Statutes 20-4.01 and 20-183.2)

https://afdc.energy.gov/laws/state\_summary?state=NC

-----Central Hudson added 4/12/2021: Central Hudson Gas & Electric Level 2 and Direct Current (DC) Fast Charger Make Ready Program provides business and municipal customers with installation and funding support to install approved Level 2 or DC fast EVSE. Additional funding is available for eligible projects located within disadvantaged communities

#### Non-Residential Electric Vehicle Supply Equipment (EVSE) Program

ConEdison added 4/12/2021: ConEdison PowerReady Electric Vehicle (EV) Charging Infrastructure Program provides business and municipal customers with installation and funding support for the installation of approved Level 2 or direct current (DC) fast EVSE. Additional funding is available for eligible projects located within disadvantaged communities.

#### Non-Residential Electric Vehicle Supply Equipment (EVSE) Program -

National Grid: National Grid's Electric Vehicle Charging Station Program funding support to install approved Level 2 or direct current (DC) fast charger EVSE at businesses, multi-unit dwellings and workplaces. Additional funding is available for eligible projects located within disadvantaged communities.

#### Non-Residential Electric Vehicle Supply Equipment (EVSE) Program -

NYSEG: New York State Electric and Gas (NYSEG) Level 2 and Direct Current (DC) Fast Charger Make Ready Program provides business and municipal customers with installation and funding support to install approved Level 2 or DC fast EVSE. Additional funding is available for eligible projects located within Cooperative (CHEC): Cape Hatteras Electric Co-Op (CHEC) offers a bill credit of \$100 to residential customers who install a Level 2 EVSE. For more information, including how to apply, see the CHEC Electric Vehicles website.

### Plug-In Electric Vehicle (PEV) Charging Rate Incentive - Cape Hatteras

Electric Cooperative (CHEC): Cape Hatteras Electric Co-Op (CHEC) offers timeof-use (TOU) electricity rates to residential customers that own or lease a PEV. For more information, see the CHEC Electric Vehicles website.

#### EVSE Rebate and Charging Rate Reduction - Randolph Electric

Membership Corporation (EMC): Randolph EMC's Electric Vehicle Utility Program (REVUP) offers residential customers rebates of \$500 towards the residents must be a registered owner of an electric vehicle (EV), purchase and install a Wi-Fi connected Level 2 EVSE, and agree to share the data collected by the EVSE. Rebates are available to the first 25 applicants. REVUP also offers residents an EV time-of-use rate. For more information, see the REVUP website

#### Plug-In Electric Vehicle (PEV) Rebate and Time-Of-Use (TOU) Rate -Roanoke Electric Cooperative added 6/11/2021: Roanoke Electric

Cooperative offers member a TOU rate to charge PEVs during non-peak hours. Members pay a flat fee of \$50 per month for a Level 2 charging station and up to 450kW of electricity. In addition to the discounted rate, the first 10 participants will receive a \$1,000 rebate. For more information, see the EV Program website.

https://afdc.energy.gov/laws/state\_summary?state=ND

PUCO Case No. 20-434-EL-COI: "The Commission finds that any person, firm, copartnership, voluntary association, joint-stock association, company, or corporation, wherever organized or incorporated, which is providing electric vehicle charging service in this state, is not engaged in the business of supplying electricity for light, heat, or power purposes to consumers within this state, and, therefore, does not qualify as an 'electric light company' or public utility pursuant to R.C. 4905.02 and 4905.03. Consequently, the Commission's jurisdiction does not extend to an entity's provision of electric vehicle charging service. https://afdc.energy.gov/laws/state\_summary?state=OH

Case 13-E-0199 NY PSC Declaratory Ruling on

public.

Jurisdiction: NY State Public Service Commission

declaratory ruling finds that the PSC does not have

jurisdiction over (1) charging stations; (2) owners or

operators of charging stations; or (3) the transaction

HB 329: The term "public utility" shall not include a

resell electricity to the public for compensation [...].

electricity to the public if the reseller has procured

the service area in which the electric vehicle charging

electricity from an electric service provider that is authorized to engage in the retail sale of electricity within

(Some conditions apply).

person who uses an electric vehicle charging station to

ND Code § 49-03-01.5 as amended by SB 2091 of 2021: "Electric public utility" means a privately-owned supplier of electricity offering to supply or supplying electricity to the general public. The term does not include a person that uses an electric vehicle charging station to resell

between such owners or operators and members of the

Commercial Electric Vehicle Supply Equipment (EVSE) Incentive Program -

AEP Ohio: American Electric Power (AEP) Ohio offers financial incentives for the hardware, network services, and installation of EVSE for up to 300 Level 2 and 75 direct current (DC) fast EVSE. Incentives in varying amounts are available to all non-residential customers that have a valid AEP Ohio account. EVSE must be installed at a workplace, government facility, multi-unit dwelling, or other publicly available charging location served by AEO Ohio. Projects must involve a new installation from the approved EVSE list.

#### **Oklahoma Commercial Property Assessed Clean Energy (C-**PACE) Program Authorization: https://afdc.energy.gov/laws/12485

#### Public Utility Definition: https://afdc.energy.gov/laws/12171

Alternative Fuel Vehicle (AFV) Acquisition Requirements: https://afdc.energy.gov/laws/5612

Alternative Fuel Vehicle (AFV) Tax and Fee: https://afdc.energy.gov/laws/5616

Oklahoma

Oregon

Pennsylvania

Alternative Fuel Technician Training: https://afdc.energy.gov/laws/5216

#### **Committee of Alternative Fuels Technician Examiners:** https://afdc.energy.gov/laws/11724

Alternative Fuels Technician Certificates: https://afdc.energy.gov/laws/11725 https://afdc.energy.gov/laws/12300

Support for Plug-In Electric Vehicle (PEV) Adoption: https://afdc.energy.gov/laws/11939

Volkswagen (VW) Settlement Allocation: https://afdc.energy.gov/laws/11940

Mandatory Electric Vehicle Supply Equipment (EVSE) Building Standards: https://afdc.energy.gov/laws/11941

Support for Zero-Emission Buses: https://afdc.energy.gov/laws/11943

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12468

Establishment of Recognition Programs for Plug-In Electric Vehicle (PEV) Adoption: https://afdc.energy.gov/laws/11942

Plug-In Electric Vehicle and Vehicle Efficiency Fees: https://afdc.energy.gov/laws/11863

State Agency Electric Vehicle Supply Equipment (EVSE) Installation: https://afdc.energy.gov/laws/11064

#### State Plug-In Electric Vehicle (PEV) Acquisition Requirements: https://afdc.energy.gov/laws/12146

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12469

**Regional Transportation and Climate Initiative (TCI):** https://afdc.energy.gov/laws/12450

Public Utility Definition: https://afdc.energy.gov/laws/12054

Renewable Fuels Mandate: https://afdc.energy.gov/laws/6486

Neighborhood Electric Vehicle (NEV) Definition: https://afdc.energy.gov/laws/11549

Final Policy Statement Order, M-2017-2604382 52 Pa. Code § 69.3501 (Section 1313 - Public Utility Code) (b) shall be the policy of the Commission that a person, corporation or other entity, not a public utility, electric cooperative corporation, municipal authority or municipal corporation, owning and operating an electric vehicle charging facility that is open to the public for the sole purpose of recharging an electric vehicle battery should not be construed to be a sale to a residential consumer and should therefore not fall under the pricing requirements of 66 Pa. C.S. § 1313 (relating to price upon

Or, Stats, § 757.005(1)(b)(G); The statutory definition of

"public utility" does not include any corporation,

utility.

company, partnership, individual or association of

individuals that furnishes electricity for use in motor

vehicles as long as the entity is not otherwise a public

OAC 165:35-13-1(c): "Sales of charging services from an electric vehicle charging station, not owned by a regulated utility, for the purpose of fueling an electric vehicle, including the ability to sell on a kWh basis, shall not be considered resale of retail electricity, and such sales from electric vehicle charging station shall not be subject to rate regulation by the Commission. Utility service to an electric vehicle charging station shall be provided subject to the utility's terms and conditions."

### Electric Vehicle Supply Equipment (EVSE) Grant Program: The Oklahoma

Department of Environmental Quality's (DEQ) ChargeOK program offers grants for public EVSE. Eligible projects include direct current (DC) fast chargers located along designated plug-in electric vehicle (PEV) transportation corridors and DC fast chargers or Level 2 EVSE located at destination locations or community charging hubs. DEQ will award competitive grants for up to 80% of eligible project costs. The program is funded by Oklahoma's portion of the Volkswagen Environmental Mitigation Trust. For more information, including the program requirements, a map of designated transportation corridors, the application period, and funding availability see DEQ's ChargeOK website

#### Alternative Fuel School Bus and Electric Vehicle Supply Equipment (EVSE) Rebate

Program: The Oklahoma Department of Environmental Quality (DEQ) offers rebates for projects that repower or replace an actively used, engine model year 2009 or older, Plug-in Electric Vehicle (PEV) Rebate - Oklahoma Electric Cooperative diesel school bus with an alternative fuel. Eligible alternative fuels and technologies include all-electric, electric hybrid, propane, and natural gas. Applicants may receive rebates of up to 50% of project costs. Charging infrastructure for electric buses is eligible for funding, but is subject to a per-charger maximum and project cap. The program is funded by Oklahoma's portion of the Volkswagen (VW) Environmental Mitigation Trust, For more information, maximum rebate amounts, funding availability. and application deadlines, see the DEQ VW Settlement website.

Plug-In Electric Vehicle (PEV) Rebate: The Clean Vehicle Rebate Program provides

rebates to Oregon residents, businesses, non-profit organizations, and government

agencies for the purchase or lease of PEVs. New PEVs with a battery capacity greater

than 10 kilowatt-hours (kWh) are eligible for a rebate of \$2,500 and new PEVs with a

residents that meet low or moderate household income requirements are eligible for

\$5,000 for the purchase or lease of new EVs. New zero-emission electric motorcycles

are eligible for a rebate of \$750. For more information, see the Clean Vehicle Rebate

Environmental Protection (DEP) offers rebates for the replacement or repower of Class 4-8 local freight trucks and port drayage trucks, school buses, transit buses, and shuttle buses with new diesel, electric, or alternative fuel vehicles or technologies. Vehicles or engines being replaced or repowered must be scrapped in accordance with program quidelines. Two funding options are available based on fleet size. DEP must approve all project applications and will process rebates on a first-come, first-served basis. This rebate program is funded by Pennsylvania's portion of the Volkswagen Environmental Mitigation Trust. For more information, including program guidelines, grant amounts.

battery capacity of less than 10 kWh are eligible for a rebate of \$1,500. Oregon

rebates of \$2,500 for the purchase or lease of used all-electric vehicles (EVs) and

Program website. (Reference Oregon Revised Statutes 468.148-468.157)

and application periods, see the Driving Pennsylvania Forward website

https://afdc.energy.gov/laws/state\_summary?state=OR

https://afdc.energy.gov/laws/state\_summary?state=OK

(OEC): OEC offers a rebate of up to \$200 for customers who own a PEV. To qualify, customers must have Level 2 charger and schedule vehicle charging during off-peak hours.

Electric Vehicle Supply Equipment (EVSE) Rebate - Public Service

Company of Oklahoma (PSO): PSO residential customers are eligible for rebates up to \$250 for an ENERGY STAR certified Level 2 EVSE. EVSE must be new and purchased in Oklahoma. For more information, including the application, see the PSO Electric Vehicle Charger website. General Electric (PGE) added 5/11/2021: PGE offers residential customers a rebate of \$500 for the purchase of a Level 2 EVSE. Customers that earn up to 80% median income for their household size are eligible for a rebate of \$1,000. Rebates are available on a first-come first-served basis. For more information including eligibility requirements, see the PGE Home EV Charging Rebates website.

Commercial Electric Vehicle Supply Equipment (EVSE) Rebate - Portland General Electric (PGE) added 5/11/2021: PGE offers commercial customers rebates for the installation of Level 2 EVSE. For more information, including eligibility requirements, see the PGE Business Electric Vehicle Charging Rebates website

#### Electric Vehicle Supply Equipment (EVSE) Rebates - Eugene Water &

Electric Board (EWEB): EWEB offers rebates for residential and commercial customers to install Level 2 EVSE. Eligible residential customers may receive up to \$500, and eligible commercial customers may receive up to \$1,000. For more information, including application details, visit the EWEB Electric Vehicle Incentives and Rebates website.

Non-Residential Electric Vehicle Supply Equipment (EVSE) Grants - Pacific Power: Pacific Power is offering non-residential customers guarterly grants for up to 100% of eligible purchase and installation costs of EVSE. Twenty-five percent of funds will be earmarked for workplace charging and fleet electrification projects. Additional requirements may apply. For more

#### Residential Plug-in Electric Vehicle (PEV) Rebate - Duquesne Light

Company (DLC): DLC offers residential customers a rebate at the point-of-sale for the purchase of a new, pre-owned, or leased PEV from select dealerships. New battery-electric vehicles (BEVs) may gualify for a rebate of up to \$2,000 and new plug-in hybrid electric vehicles (PHEVs) may gualify for a rebate up to \$1,000. Pre-owned or leased PEVs are eligible for a \$1,000 rebate. For more information, including eligibility criteria, see the DLC Electric Vehicle Rebate website.

Plug-In Electric Vehicle (PEV) Rebate - PECO: PECO provides rebates of \$50 to residential customers who purchase a new, qualified PEV. For more information, see the PECO Driver Rebate website.

offers a one-time bill credit of \$60 to residential customers who purchase or lease a PEV. For more information, including how to apply, see the DLC Electric Vehicles website.

Electric Vehicle Supply Equipment (EVSE) and Hydrogen Fuel Cell Infrastructure

resale of public utility services).

Grants: The Pennsylvania Department of Environmental Protection offers competitive grants for the acquisition, installation, operation, and maintenance of publicly available direct current (DC) fast EVSE and hydrogen fueling infrastructure. Electric Vehicle Supply Equipment (EVSE) Rebate: The Pennsylvania Department of

Environmental Protection (DEP) offers rebates for the acquisition, installation operation, and maintenance of Level 2 EVSE. Eligible projects must be on publicly accessible government-owned or non-government-owned property, at workplaces, or at multi-unit dwellings that are not publicly accessible.

Alternative Fuel Infrastructure Funding: The Alternative Fuels Incentive Grant (AFIG) Plug-In Electric Vehicle (PEV) Credit - Duquesne Light Company (DLC): DLC Program provides reimbursement grants for the installation of new or existing alternative fuel infrastructure for fleet, workplace, residential, or public refueling sites Grants are available for reimbursement of 50% of the cost, up to \$600,000, to install

Electric Transit Bus Pilot and Replacement Program:

https://afdc.energy.gov/laws/12540

Plug-In Electric Vehicle (PEV) Charging Parking Restriction: https://afdc.energy.gov/laws/11867

Climate Change Action Plan: https://afdc.energy.gov/laws/11868

#### Electric Drive Vehicle License Plates: Rhode Island

https://afdc.energy.gov/laws/11487 **Clean School Bus Requirements** 

> Zero Emission Vehicle (ZEV) Sales Requirements and Low **Emission Vehicle (LEV) Standards:**

Alternative Fuel Vehicle (AFV) and Zero Emission Vehicle (ZEV) Acquisition Requirements:

https://afdc.energy.gov/laws/5970

https://afdc.energy.gov/laws/6107

State Agency Coordination to Address Climate Change:

Plug-In Electric Vehicle (PEV) Cost Recovery: South Carolina https://afdc.energy.gov/laws/11521

> Alternative Fuel Vehicle Fee: https://afdc.energy.gov/laws/11844

State Agency Preference for Alternative Fuel and Advanced Vehicles: https://afdc.energy.gov/laws/6458 Plug-In Electric Vehicle (PEV) Fee added 4/10/2021: https://afdc.energy.gov/laws/12550

South Dakota

Volkswagen (VW) Settlement Allocation: https://afdc.energy.gov/laws/12401

Tennessee

#### Plug-In Electric Vehicle (PEV) Fee:

https://afdc.energy.gov/laws/11787

#### Alternative Fuel and Fuel-Efficient Vehicle Acquisition and

Use Requirements: https://afdc.energy.gov/laws/6245

R.I.G.L. Section 39-1-2(20): "Public utility" means and includes every company that is an electric distribution company . . . provided that the ownership or operation of energy sources at retail for use as a motor vehicle fuel or energy source, and the dispensing of alternative fuel or energy sources at retail from such a facility, does not make the company a public utility within the meaning of this title solely because of that ownership, operation, or sale; and provided further that this exemption shall not apply to presently regulated public utilities which sell natural gas or are dispensers of other energy sources . . 5. 304: SECTION T. Article 7, Chapter 27, Title 58 of the 1976 Code is amended by adding: "Section 58-27-1060. (A) A person or corporation who uses an electric vehicle charging station to resell utility if: (1) the person or corporation has procured the electricity from an electrical utility, municipality, consolidated political subdivision, the Public Service Authority, or an electric cooperative that is authorized to which the electric vehicle charging service is provided; (2) the person or corporation furnishes electricity exclusively for the

charging of plug-in electric vehicles; and (3) the charging station is immobile '

Electric Vehicle Emissions Inspection Exemption: Vehicles powered exclusively by electricity are exempt from state emissions control inspections. For more information see the Rhode Island Emissions and Safety Testing Program website. (Reference Rhode Direct Current (DC) Fast Electric Vehicle Supply Equipment (EVSE) Credits -Island General Laws 31-47.1-5)

a facility by a company which dispenses alternative fuel or Electric Vehicle Supply Equipment (EVSE) Incentive Program: The Rhode Island Office of Energy Resources (OER) offers financial incentives through the Electrify RI Program for the installation of new EVSE at Rhode Island workplaces, multi-unit dwellings, government properties, and publicly accessible locations. Funds are awarded on a first-come, first-served basis. This incentive program is funded by Rhode Island's portion of the Volkswagen Environmental Mitigation Trust and is currently accepting applications. For more information, including program guidelines and grant amounts, see the Electrify Rhode Island website.

https://afdc.energy.gov/laws/state\_summary?state=RI

Battery Manufacturing Tax Incentive: For taxation purposes, the taxable fair market electricity to the public for compensation is not an electric value of manufacturing machinery and equipment purchased for use at a renewable energy manufacturing facility may be reduced by 20% of the original cost. Qualified renewable energy manufacturing facilities include those manufacturing batteries for hybrid electric, fuel cell, or other motor vehicles certified by the South Carolina Energy Office. Qualified facilities must invest at least \$100 million in the project and create at engage in the retail sale of electricity within the territory in least 200 new full-time jobs with an average compensation level of 150% of the annual per capita income in South Carolina or the county where the facility is located. whichever is less. Additional restrictions apply. (Reference South Carolina Code of Laws Plug-in Electric (PEV) Vehicle Charging Rebate - Duke Energy added 12-10-30, 12-15-20, 12-15-30, 12-37-930)

https://afdc.energy.gov/laws/state\_summary?state=SC

https://afdc.energy.gov/laws/state\_summary?state=SD

#### Vehicle Emissions Reduction and Electric Vehicle Supply Equipment (EVSE)

Project Funding: The Tennessee Department of Environment and Conservation (TDEC) provides funding for the repower or replacement of Class 4-8 shuttle and transit buses, Class 4-7 local freight trucks, and Class 8 local freight trucks and port drayage trucks, with alternative fuel or all-electric models. Alternative fuels include, but are not limited to, compressed natural gas, propane, and hybrid electric technologies. Funding is also available for light-duty EVSE. Private, public, and non-profit organizations, including state, local, and tribal governments, are eligible for funding. This grant program is funded by Tennessee's portion of the Volkswagen Environmental Mitigation Trust. For more information, including how to apply, see the TDEC Project Solicitations Electric Vehicle Supply Equipment (EVSE) Rebate - Knoxville Utility Board website

https://afdc.energy.gov/laws/state\_summary?state=TN

to support the electrification of up to 12 Rhode Island-based fleets. Fligible fleets include light-duty corporate, medium- and heavy-duty government, public transit, and municipal school bus fleets. For more information, see the National Grid Electric Transportation and Charging Programs website.

#### Electric Vehicle Supply Equipment (EVSE) Incentive - National Grid:

National Grid offers commercial customers rebates of up to 100% of installation costs for select Level 2 or Direct Current (DC) Fast EVSE at workplaces, businesses, multi-unit dwellings, universities, and medical campuses. For more information, including eligible equipment, see the National Grid Electric Transportation and Charging Programs website.

National Grid: National Grid commercial customers operating publiclyaccessible DC Fast EVSE an electric bill credit to offset the distribution demand charge. Credits are awarded on a first-come, first-served basis. For more information, including eligibility requirements, see the National Grid Electric Transportation and Charging Programs website.

#### Plug-In Electric Vehicle (PEV) Discounts - People's Power & Light (PP&L):

PP&L's Drive Green with PP&L program provides discounts on qualified PEVs purchased or leased from participating dealerships. The discount program is available to all consumers, including those that are not in PP&L's service territory. For more information, including participating dealerships and the discounts they offer, see the Drive Green with PP&L website.

6/14/2021: Duke Energy offers residential customers a rebate of up to \$1,000 for participating in a managed charging program for PEVs. For more information, visit the Duke Energy Electric Vehicles website.

(KUB): KUB offers residential customers rebate up to \$400 for the purchase and installation of a Level 2 EVSE. For more information, including the application, please visit the KUB Electric Vehicle website.

Quality (TCEQ) provides funding for eligible medium- and heavy-duty on-road alternative fuel vehicles or engine repowers and replacements, as well as for associated customers with PEVs. CPS also offers a \$250 bill credit to residential customers electric vehicle and hydrogen fueling infrastructure. Both government and non government entities that own and operate diesel fleets and equipment are eligible for funding. This grant program is funded by Texas' portion of the Volkswagen Environmental Mitigation Trust. For more information, including how to apply, see the TCEQ Volkswagen Environmental Mitigation Program website.

Light-Duty Alternative Fuel Vehicle Rebates: The Texas Commission on Environmental Quality (TCEQ) administers the Light-Duty Motor Vehicle Purchase or Lease Incentive Program for the purchase or lease of a new light-duty vehicle powered by compressed natural gas (CNG), propane, hydrogen, or electricity. CNG and propane Home EV Charging Station Rebate Program website. vehicles, including bi-fuel vehicles, are eligible for a rebate of up to \$5,000. Electric drive vehicles powered by a battery or hydrogen fuel cell, including plug-in hybrid electric vehicles with a battery capacity of at least 4 kilowatt hours, are eligible for a rebate of up to \$2,500. One rebate is available per eligible vehicle. Rebates are awarded on a first-come, first-served basis. For more information, including eligibility requirements and the application form, see the TCEQ Texas Emissions Reduction Plan 121: This action amends City Code Section § 15-9-121 to website. (Reference Texas Statutes Health and Safety Code 386 and Texas Administrative Code 114.610-114.613)

Clean Vehicle and Infrastructure Grants: The Texas Commission on Environmental restrictions on the remetering and resale of energy do not Quality (TCEQ) administers the Emissions Reduction Incentive Grants (ERIG) Program and Rebate Grants Program as part of the Texas Emissions Reduction Plan (TERP). The ERIG Program provides grants for various types of clean air projects to improve air eligible for a tax credit for the purchase of a qualified heavy-duty AFV. Qualifying fuels include natural gas, electricity, and hydrogen. At least 50% of the qualified vehicle's miles must be driven in the state. A single taxpayer may claim credits for up to 10 AFVs Non-Residential Electric Vehicle Supply Equipment (EVSE) Rebate - Rocky or \$500,000 annually. If more than 30% of the total available tax credits in a single year have not been claimed by May 1, a taxpayer may apply for credits for an additional eight AFVs. Up to 25% of the tax credits are reserved for taxpayers with small fleets of less than 40 vehicles. Additional conditions and restrictions may apply. For more information, see the Alternative Fuel Heavy Duty Vehicle Tax Credit Program website.

> Electric Vehicle Supply Equipment (EVSE) Rebate: The Utah Department of Environmental Quality offers rebates for up to 50% the installation cost of Level 2 and direct current (DC) fast EVSE. Utah-based businesses and non-profit organizations are eligible for a maximum rebate of \$75,000 each, and governmental entities are also eligible to apply. For more information, see the Workplace Electric Vehicle Charging Funding Assistance Program website.

Alternate Fuel Grant Program provides grants to businesses that install conversion equipment on eligible vehicles that allow the vehicles to operate on alternative fuel or reduce a vehicle's emissions of regulated pollutants. Businesses are required to pass these savings along to the individual who purchases the converted vehicle. Grants are H.B. 19 (2014) Utah Code § 54-2-1: Statutory definitions of available for 50% of the cost of conversion, up to \$2,500. Eligible alternative fuels "electrical corporation" and "public utility" do not include include propane, natural gas, and electricity. For more information, see the Utah Conversion to Alternative Fuel Grant Program website. (Reference Utah Code 19-1-401, information, see the Rocky Mountain Power Utah Electric Vehicle Incentives 19-1-402, 19-1-403.3, and 19-1-405)

provides financial incentives to low- and moderate-income residents for the purchase or lease of a new PEV on a first-come, first-served basis. Lower-income households are defined as those eligible for weatherization services through the U.S. Department of Energy. For more information, including application and eligibility requirements, visit the Drive Electric Vermont website.

Heavy-Duty Vehicle Emissions Reduction Grants: Through the Vermont Diesel Emissions Reduction Grants Program, the Vermont Department of Environmental Conservation (DEC) provides funding to local, state and regional agencies or departments, businesses, institutions, and nonprofit organizations for projects focused on reducing emissions from diesel engines and vehicles. Qualifying heavy-duty vehicles include buses and Class 5-8 trucks. All technologies and engines must be certified by the U.S. Environmental Protection Agency, Alternative fuels include, but are not limited to, biodiesel, natural gas, propane, electricity, and hydrogen. Cost share requirements vary by project. For more information, including application details, see the DEC Vermont Diesel Emissions Reduction Grants website.

Electric Vehicle Supply Equipment (EVSE) Grants: The Vermont Department of Housing and Community Development (DHCD) provides funding to governments, businesses, non-profit organizations, homeowner associations, electric utilities, and EVSE providers for the cost and installation of eligible EVSE. Applicants will be required Rate. Eligible applicants must have purchased EVSE within 60 days of the to match 20% of all awarded funds. Eligible projects must include a minimum of 11 EVSE locations throughout the state. This grant program is funded by Vermont's portion of the Volkswagen Environmental Mitigation Trust. The program is not currently Electric Vehicle Supply Equipment (EVSE) Credits - Vermont Electric Co-op

6/14/2021: CPS Energy offers a time-of-use (TOU) rate for residential who allow CPS to make remote adjustments to their Level 2 electric vehicle supply equipment when the demand for energy is high. For more information, visit the CPS FlexEV Rewards website.

Electric Vehicle Supply Equipment (EVSE) Rebate - Southwestern Electric Power Company (SWEPCO): SWEPCO offers residential customers a \$250 rebate for the installation of an ENERGY STAR certified Level 2 EVSE. Rebates are available on a first-come, first-served basis. Additional terms and conditions apply. For more information, including how to apply, see the SWEPCO Level 2

#### Electric Equipment and Electric Vehicle Supply Equipment (EVSE)

Incentive - Entergy: Qualified Entergy customers are eligible to receive incentives in varying amounts for the purchase of select on- and off-road electric vehicles and Level 2 EVSE. For more information, including eligible technologies, see the Entergy eTech website.

Electric Vehicle Supply Equipment (EVSE) Incentive - Austin Energy: Plug-in electric vehicle owners in the Austin Energy service area may be eligible for a rebate of 50% of the cost to purchase and install a gualified Level 2 EVSE, up to \$1,200. For additional information, see the Austin Energy Home Charging

Mountain Power: Rocky Mountain Power provides rebates to non-residential and multi-family customers toward the purchase of Level 2 and direct current (DC) fast EVSE. Customers installing Level 2 EVSE may receive a rebate of 75% of equipment cost, up to \$1,000 for single port stations and \$1,500 for multiport stations. Customers installing DC fast EVSE may receive a rebate of 75% of equipment and installation cost, up to \$30,000 for single port stations and \$42,000 for multi-port stations.

Residential Electric Vehicle Supply Equipment (EVSE) Rebate - Rocky

Mountain Power: Rocky Mountain Power provides rebates for residentia customers for the purchase of Level 2 EVSE. Level 2 EVSE purchased on or after January 1, 2020, are eligible for a rebate of 75% of equipment cost, up to \$200 per EVSE. Rebates are available on a first-come, first-served basis. Additional Alternative Fuel Vehicle Conversion Grants for Businesses: The Utah Conversion to terms and conditions apply. For more information, see the Rocky Mountain Power Utah Electric Vehicle Incentives website.

Residential Electric Vehicle Time of Use (TOU) Rate Pilot - Rocky Mountain

Power: Rocky Mountain Power offers a TOU rate to residential customers that own plug-in electric vehicles. Residential customers that participate for one year are eligible for a \$200 incentive. This program ends January 1, 2022. For more website.

(BED): BED provides low- or no-interest loans for the purchase of a new PEV. Eligible customers can also apply for a rebate of up to \$2,400 towards the purchase of a new PEV or \$800 for the purchase of a used PEV. For more information, see the BED Electric Vehicles website

Plug-In Electric Vehicle Credit - Vermont Electric Co-op (VEC): VEC offers a \$250 bill credit to members who purchase a new or used plug-in hybrid electric vehicle (PHEV) and a \$500 bill credit to members who purchase a new or used all-electric vehicle (EV) Members who lease a PHEV are eligible for an annual bill credit of \$50 for each year of the lease, and members who lease an EV are eligible for an annual bill credit of \$100 for each year of the lease. For more information, including how to apply, see the VEC Energy Transformation Program website

Plug-In Electric Vehicle (PEV) Charging Rate Reduction and EVSE Rebate -BED: Burlington Electric Department (BED) offers a per kilowatt-hour discount

for residential customers to charge PEVs during off-peak times. To gualify, customers must install a WiFi enabled electric vehicle supply equipment (EVSE). BED also offers a rebate of \$400 for the purchase and installation of a qualifying Wifi enabled EVSE for customers that have enrolled in BED's Residential EV acquisition of the EV.

accepting applications (verified June 2020). For more information, see the DHCD EVSE (VEC): VEC offers a bill credit of \$500 per connector, up to \$2,000, to VEC

Authorization of Governmental Alternative Fuel Fleet Grant Program: https://afdc.energy.gov/laws/11820

Alternative Fuel Vehicle (AFV) Registration Tracking Program: https://afdc.energy.gov/laws/11646

> Alternative Fuel Use and Vehicle Acquisition Requirements: https://afdc.energy.gov/laws/6585

Public Utility Definition: https://afdc.energy.gov/laws/12030

Neighborhood Electric Vehicle (NEV) Access to Roadways: https://afdc.energy.gov/laws/5639

Alternative Fuel Vehicle (AFV) Fee Study: https://afdc.energy.gov/laws/12527 https://afdc.energy.gov/laws/12063

Road Usage Charge Program: https://afdc.energy.gov/laws/12190

Regional Electric Vehicle (REV) West Plan Natural Gas and Hydrogen Tax: https://afdc.energy.gov/laws/11874

Alternative Fuel Vehicle Inspection and Permit: https://afdc.energy.gov/laws/9834

Public Utility Definition: https://afdc.energy.gov/laws/11402

Alternative Fuel Use and Vehicle Acquisition Requirement: https://afdc.energy.gov/laws/11401

Plug-In Electric Vehicle (PEV) Infrastructure Bond Authorization: https://afdc.energy.gov/laws/11688

State Fleet Idle Reduction Requirement: https://afdc.energy.gov/laws/10540

Electric Vehicle Supply Equipment (EVSE) Rebate Program Authorization: https://afdc.energy.gov/laws/12390

Electric Vehicle Supply Equipment (EVSE) Fee Authorization: https://afdc.energy.gov/laws/12235

Electric Vehicle Supply Equipment (EVSE) Code Reporting: https://afdc.energy.gov/laws/12236

Zero Emission Vehicle (ZEV) Sales Requirements and Low Emission Vehicle Standards: https://afdc.energy.gov/laws/6506

Hybrid Electric Vehicle (HEV) and Plug-In Electric Vehicle (PEV) Acquisition Requirements: https://afdc.energy.gov/laws/5625

Vermont

Texas

Utah

Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/11087

**Regional Transportation and Climate Initiative (TCI):** https://afdc.energy.gov/laws/12452

Medium- and Heavy-Duty Zero Emission Vehicle (ZEV) Deployment Support: https://afdc.energy.gov/laws/12471

Plug-In Electric Vehicle (PEV) Analysis: https://afdc.energy.gov/laws/12072

an entity that sells electric vehicle battery charging services.

Sec. 39. 30 V.S.A. § 203 as amended by Act No. 59 of

2019: "(7) Notwithstanding subdivisions (1) and (2) of this

section, the Commission and Department shall not have

jurisdiction over persons otherwise not regulated by the

Commission that is engaged in the siting, construction,

ownership, operation, or control of a facility that sells or

supplies electricity to the public exclusively for charging

operated electric vehicle supply equipment, as defined in

plug-in electric vehicle, as defined in 23 V.S.A. § 4(85).

These persons may charge by the kWh for owned or

30 V.S.A. § 201, but shall not be treated as an electric

distribution utility just because electric vehicle supply

equipment charges by the kWh."

allow third parties to deploy, own, and operate electric vehicle (EV) charging stations for compensation. Specifically, this change amends the Code to state that apply to the provision of retail EV charging service at the point of remetering or resale.

Austin Energy Territory ONLY, City Code Section § 15-9-

Aftermarket Electric Vehicle (EV) Conversion Regulations: https://afdc.energy.gov/laws/9852

Electric Vehicle Supply Equipment (EVSE) Policies for Associations: https://afdc.energy.gov/laws/12407

Utility Company Electric Vehicle Supply Equipment (EVSE) Requirement: https://afdc.energy.gov/laws/12408

Zero Emission Vehicle (ZEV) Sales Requirement and Low-Emission Vehicle (LEV) Standards added 4/13/2021: https://afdc.energy.gov/laws/12561

Transportation Electrification Study added 5/11/2021: https://afdc.energy.gov/laws/12576

Public Utility Definition: https://afdc.energy.gov/laws/9214

Public Entity Retail Plug-In Electric Vehicle (PEV) Infrastructure Authorization: https://afdc.energy.gov/laws/11767

**Utility Electrification Investment Recovery Requirement** 

https://afdc.energy.gov/laws/11951

Support for Zero Emission Vehicles (ZEVs) added 6/11/2021: https://afdc.energy.gov/laws/12590

Plug-In Electric Vehicle (PEV) Charging Signage and Parking Regulations updated 6/14/2021: https://afdc.energy.gov/laws/10692

Electric Vehicle Supply Equipment (EVSE) Fees added 6/14/2021: https://afdc.energy.gov/laws/12614

Washington Mandatory Electric Vehicle Supply Equipment (EVSE) Building Standards: https://afdc.energy.gov/laws/12385

> **Utility Electric Transportation Plan Authorization** Renewable Fuel Standard: https://afdc.energy.gov/laws/12211

> Renewable Fuel Standard: https://afdc.energy.gov/laws/6040

Plug-In Electric Vehicle (PEV) Promotion and Infrastructure Development: https://afdc.energy.gov/laws/6531

State Plug-In Electric Vehicle (PEV) Charging Infrastructure Availability: https://afdc.energy.gov/laws/6212

Alternative Fuel Vehicle Fee: https://afdc.energy.gov/laws/11818

Alternative Fuel Production Subsidy Prohibition:

https://afdc.energy.gov/laws/4823

Alternative Fuels Tax: https://afdc.energy.gov/laws/10712

West Virginia

Virginia

Alternative Fuel Use Promotion: https://afdc.energy.gov/laws/12031

Provision for Establishment of Alternative Fuel Vehicle (AFV) Acquisition Requirements: https://afdc.energy.gov/laws/5392

Alternative Fuel Use Requirement: https://afdc.energy.gov/laws/9154

W.Va. Code § 24-2D-3: PSC has no jurisdiction over ultimate sale by non-utilities of alternate fuel used for motor vehicles

public service corporation and who provides electric

vehicle charging service at retail is not designated as a

public utility, public service corporation, or public service

company. In addition, the statute stipulates that electric

vehicle charging service does not constitute a retail sale

SHB 1571, Chapter 28 Laws 2011 Rev. Code of Wash

80.28.320: The 2011 legislation established that the

for hire if (1) that entity is not otherwise subject to

an entity that offers battery charging facilities to the public

entity is otherwise subject to commission jurisdiction as

an electrical company, but its battery charging facilities

and services are not subsidized by any regulated service.

of electricity.

Transportation's (DRPT) Making Efficient + Responsible Investments in Transit (MERIT) Dominion Energy offers rebates to multi-family, workplace, and transit program provides funding for capital improvement projects, including the purchase or customers for the purchase and make-ready costs of Level 2 and direct current lease of new plug-in electric or hybrid electric vehicles. Funding amounts vary based on (DC) fast EVSE, the project type.

Government Alternative Fuel Vehicle (AFV) Incentive: The Virginia Department of

Mines, Minerals and Energy, in collaboration with the Virginia Department of Transportation, offers up to \$10,000 to state agencies and local governments for the incremental cost of new or converted AFVs. To be eligible, vehicles must comply with Buy America provisions or qualify for a waiver from the U.S. Department of Transportation Federal Highway Administration, and must be garaged in areas of air quality nonattainment, as recognized by the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program. For more information, see the Virginia CMAQ Incentive Program website.

Alternative Fuel and Hybrid Electric Vehicle (HEV) Emissions Testing Exemption:

Vehicles powered exclusively by natural gas, propane, hydrogen, a combination of Va. Code Ann. § 56-1.2 and 56-1.2:1: Virginia Code makes compressed natural gas and hydrogen, or electricity are exempt from the Virginia several stipulations stating that a person not otherwise a emissions inspection program. Qualified HEVs with U.S. Environmental Protection Agency fuel economy ratings of at least 50 miles per gallon (city) are also exempt from the emissions inspection program unless remote sensing devices indicate the HEV may not meet current emissions standards. For more information, including a list of HEVs that qualify, see the Virginia Department of Motor Vehicles Emissions Inspections website. (Reference Virginia Code 46.2-1177 through 46.2-1178 and 46.2-749.3)

> Department of Transportation (WSDOT) offers competitive grants to strengthen and expand the West Coast Electric Highway network by deploying electric vehicle supply equipment with Level 2 and direct current (DC) fast chargers and hydrogen fueling infrastructure along highway corridors in Washington. Eligible project costs include siting, equipment purchases, electrical upgrades, installation, operations, and maintenance. For more information, including funding availability and application periods, see the WSDOT Innovative Partnerships - Electric Vehicle Charging Infrastructure website. (Reference Revised Code of Washington 47.04.350)

#### Electric Vehicle and Fuel Cell Electric Vehicle (FCEV) Infrastructure and Battery

Tax Credit: Public lands used for installing, maintaining, and operating EVSE are exempt from leasehold excise taxes. Additionally, the state sales and use taxes do not apply to plug-in electric vehicle (PEV) and FCEV batteries or fuel cells; labor and services for installing, repairing, altering, or improving PEV and FCEV batteries or fuel cells and PEV and FCEV infrastructure; the sale of property used for PEV and hydrogen Washington Utilities and Transportation Commission shall fueling infrastructure, and the sale of zero emission buses. (Reference Revised Code of

not regulate the rates, services, facilities, and practices of Washington 82.29A.125, 82.08.816, and 82.12.816) Utility Electrification Plans and Return on Investment Authorization: Utilities are commission jurisdiction as an electrical company: (2) that authorized to submit transportation electrification plans that deploy electric vehicle supply equipment (EVSE) or programs and incentives that support transportation electrification. Additionally, utilities petition the Washington Utilities and Transportation Commission (UTC) for a rate of return on EVSE installed for the benefit of ratepavers An electrical company may offer battery charging facilities through December 31, 2030. The UTC may approve an additional 2% to the standard

#### Electric Vehicle Supply Equipment (EVSE) Residential Rebate - Dominion

Energy added 6/21/2021: Dominion Energy offers residential customers a rebate of \$125 for the purchase of a new Level 2 EVSE. To be eligible, customers must enroll in Dominion Energy's demand response program and register their EVSE on or after March 1, 2021. Customers will also receive an annual payment of \$40 on the anniversary of their enrollment in the demand response program. For more information, including additional eligibility requirements, see the Dominion Energy EV Charger Rewards website.

Plug-In Electric Vehicle (PEV) Time-of-Use (TOU) Rate - Appalachian Power Company: Appalachian Power Company offers a TOU rate to residential

customers that own a PEV. Eligible customers must have a meter that is capable of separately identifying PEV usage. For more information, including billing rates and additional service conditions, see the Appalachian Power Company Virginia Rates & Tariffs website. This service is experimental and only available until September 12, 2023.

Clean Transportation Technology Investment Funding - Center for Innovative Technology (CIT): CIT's Commonwealth Energy Fund (CEF) provides early-stage investment funds for Virginia-based technology, life science, and clean technology companies. Eligible clean transportation **Power:** Pacific Power offers non-residential customers quarterly grants for up to 100% of eligible purchase and installation costs of EVSE. Twenty-five percent of funds will be earmarked for workplace charging and fleet electrification projects. Additional requirements may apply. For more information, including application timelines, visit the Pacific Power Charging Station Grants website

Plug-In Electric Vehicle (PEV) Charging Study Incentive - Tacoma Public

Utility (TPU): TPU is conducting a study to understand the charging patterns for residential PEVs. In exchange for completion of surveys about PEV charging and use, TPU customers may be eligible for an up to \$250 incentive per year. Eligible residential customers must own or lease a PEV and own their own charging equipment. For more information, see the TPU EV Charging Study

Electric Vehicle Supply Equipment (EVSE) Incentive - Clark Public Utilities (CPU) updated 6/14/2021: CPU offers customers rebates for the purchase and installation of Level 2 EVSE. For more information, including funding availability, see the CPU Electric Vehicle Program website.

Residential Electric Vehicle Supply Equipment (EVSE) Rebate - Snohomish Public Utility District added 6/14/2021: Snohomish Public Utility District offers residential customers a \$500 rebate for the purchase and installation of gualified Level 2 EVSE. For more information, see the PUD Electric Vehicle website

https://afdc.energy.gov/laws/state\_summary?state=WV

as a regulated service, subject to commission approval. rate of return if the utility installs EVSE on a fully regulated basis similar to other capital

Wisconsin

Climate Change Task Force: https://afdc.energy.gov/laws/12437

Alternative Fuel Vehicle and Alternative Fuel Use Policy: https://afdc.energy.gov/laws/4841

Plug-In Electric Vehicle (PEV) Fees: https://afdc.energy.gov/laws/11900

Volkswagen (VW) Settlement Allocation: https://afdc.energy.gov/laws/11901

Plug-in Electric Vehicle (PEV) Decal Fee: https://afdc.energy.gov/laws/11593

Regional Electric Vehicle (REV) West Plan: https://afdc.energy.gov/laws/11875

Wyoming Alternative Fuel Tax Rate: https://afdc.energy.gov/laws/11594

Alternative Fuel License Fee: https://afdc.energy.gov/laws/11595

Alternative Fuel Definition: https://afdc.energy.gov/laws/11596 https://afdc.energy.gov/laws/state\_summary?state=WI

https://afdc.energy.gov/laws/state\_summary?state=WY

Electric (MGE): MGE offers a time-of-use (TOU) electricity rate for customers with a PEV. For more information, see the MGE Shift & Save website.

Electric Vehicle Supply Equipment (EVSE) Leasing Program - Madison Gas and Electric (MGE): MGE residential customers can pay \$20 per month for the installation and maintenance of a Level 2 EVSE. Participants must sign a fiveyear service agreement. For more information, see MGE's Charge@Home website.

Electric Vehicle Supply Equipment (EVSE) Rebate - Barron Electric Cooperative (BEC): BEC offers residential customers rebates for the full cost of a Level 2 EVSE. For more information, see the BEC Residential Programs website.

Electric Vehicle Supply Equipment (EVSE) Rebate - Chippewa Valley Electric Cooperative (CVEC): CVEC offers customers a \$200 rebate to purchase and install a new EVSE. All rebate documentation must be submitted within three months of the EVSE purchase. The rebate is available until December 31, 2019 and is available on a first-come, first-served basis. For more information, including eligibility requirements and how to apply, see the CVEC Rebates website.

Electric Vehicle Supply Equipment (EVSE) Rebate - Clark Electric

**Cooperative (CEC):** CEC offers customers a \$400 rebate to purchase and install a new EVSE. Required documentation must be submitted to CEC within

Electric Vehicle Supply Equipment (EVSE) Rebate - Yellowstone-Teton Clean Cities (YTCC): YTCC offers a rebate of \$5,000 toward the purchase of

Lean Crues (TCC): TICC offers a repart of 5,000 toward the purchase of publicly accessible EVSE. Eligible antities include businesses and municipalities in the communities surrounding Grand Teton National Park and Yellowstone National Park, Rebates are available on a first-come, first-served basis. For more information, see the YTCC Vehicle and Infrastructure Rebates website.