

Supporting EV Charging Station Development

Barbara Meisenheimer
Division of Energy
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Benefits of EV Charging Stations

- Overall emissions reductions – current and future
- Diversification of transportation options
- Fuller use of utility infrastructure
- Economic development
- Energy security
- Self-reliance

Funding/Sponsorship Options

- Investor-Owned Utilities at Cost-Based Rates
- Independent Providers
- Fixing America's Surface Transportation (FAST) Act
- Clean Cities Coalitions
- MO Alternative Fuel Infrastructure Tax Credit
- Other Federal Options
- DE Energy Loan Program

EV Charging Stations Through Investor-Owned Utilities – Why?

- Same/similar to electric service offered for other uses
- Support fuller use of plant
- Benefits from economies of scale
- Only entities certified to sell electricity from grid to general public (“public utility”) in their service territories

EV Charging Stations Through Investor-Owned Utilities – How?

- Cost-based rates, EV charging-specific tariffs
 - Similarity to payphones
 - Equipment ownership (utility or host site)
 - Host site pays vs. end user pays
- Time differentiated rates
- Specific incentives/tariffs offered by utilities outside MO (see Alternative Fuels Data Center website)

Independent Providers

- Utility territory certificates do not confer exclusive franchises
- Utility tariffs may prevent resale of charging, but do we want them to?
- Do independent providers need CCNs, tariffs?
- Revisions needed to regulations, tariffs?

Fixing America's Surface Transportation Act

- Fixing America's Surface Transportation (FAST) Act, Section 1413
 - Designation of alternative vehicle corridors
 - Identification of long-term infrastructure needs
- Congestion Mitigation and Air Quality Improvement Program (FHWA and FTA)
 - Amended by Section 1114 of FAST Act
 - Adds eligibility for EV and compressed natural gas corridors

Fixing America's Surface Transportation Act

- Federal Highway Administration support for corridor designation (e.g., workshops, analysis)
 - Comment process underway; ability to submit proposed corridor designations
 - Corridor designation by December 2016
 - More on implementation at http://www.fhwa.dot.gov/environment/climate_change/mitigation/webinars/may_12_2016/
- FAST Act Section 1413(c) also allows charging on federally controlled property for a cost-based fee

Clean Cities Coalitions

- St. Louis and Kansas City
- Electrify Heartland Plan (Kansas City)
 - Findings and recommendations for public, governments, site hosts, businesses, vendors, and others

MO Alternative Fuel Infrastructure Tax Credit

- Section 135.170, RSMo.
- Income tax credit (directly associated costs)
- Up to \$1,500 individual
- Up to 20% or \$20,000 business
- Credits may be carried forward for two years and transferred or sold
- Ethanol, CNG, LNG, LPG/propane, hydrogen, electricity
- Expires 1/1/18

MO Alternative Fuel Infrastructure Tax Credit

- 12 of 13 applications in 2015 were for EV charging stations; 10 residential, 2 utility (for 5 charging stations)
 - \$50,151.58 of \$100,000 appropriation in 2015
- \$29,848.42 remaining of 2015 appropriation
- \$50,000 appropriated for 2016

Other Federal Options

- (Federal) Alternative Fuel Infrastructure Tax Credit
 - Residential tax credit of up to \$1,000 through 2016
 - Business tax credit of 30% of the cost, not to exceed \$30,000
- Low and Zero Emission Vehicle Research, Demonstration, and Deployment Funding
 - Available to government entities; public transportation providers; organizations; and higher education institutions
 - Projects involving low or zero emission public transportation vehicles
- Airport Zero Emission Vehicle and Infrastructure Incentives
 - Public use airports; priority for nonattainment areas
 - Funding to install or modify fueling infrastructure to support eligible zero emission vehicles