How Minnesota Can Lead on Transportation Electrification in 2021

December 3, 2020
10:00am - 12:00pm CT
Technology Reminders:

- Please type any questions into the chat or Q&A button - questions are welcome!
- All attendees will be muted and have their videos turned off until the Q&A session.
- The presentations and recordings will be available on the Plug In America and the Drive Electric MN websites.
1. The Role of Cities and Counties in the Shift to Transportation Electrification
   ○ December 1, 2020  11:00am - 12:30pm CT

2. The 101 on Electric Vehicles in Minnesota
   ○ December 1, 2020  1:00pm - 2:00pm CT

3. Experience Electric Vehicles in a Virtual Test Drive
   ○ December 1, 2020  2:15pm - 3:00pm CT

4. How Minnesota Can Lead on Transportation Electrification in 2021
   ○ December 3, 2020  10:00am - 12:00pm CT

5. Economic Development Opportunities for MN from the Transportation Electrification Sector
   ○ December 3, 2020  1:00 - 2:30pm CT

6. Expanding Charging for MN Fleets, Workplaces, Multi-Unit Dwellings and Public Locations
   ○ December 4, 2020  10:00am - 12:00pm CT
Minnesotans Going Electric
Thank you to our partners!
Minnesotans Going Electric
Thank you to our partners!
Minnesotans Going Electric
A Free Six-part Webinar Series
December 1-4, 2020

Register at
https://www.driveelectricmn.org/webinar-series-minnesotans-going-electric/
• **The voice of the EV consumer** – in Minnesota and nationwide
• 501c3 nonprofit founded in 2008
• Our members represent the world’s deepest pool of experienced EV drivers
• Two core areas:
  1. Policy and Advocacy
  2. Education and Outreach
     • PlugStar: dealers, consumers, utilities
     • National Drive Electric Week and Drive Electric Earth Day
Our Speakers:

Katherine Stainken
Policy Director
Plug In America

Tim Sexton
Assistant Commissioner and Chief Sustainability Officer
MnDOT

Dean Taylor
Senior Policy Advisor
Plug In America

Brendan Jordan
Lead Facilitator
Drive Electric MN

Laura Bishop
Commissioner
MPCA

Drive Electric Minnesota
Plug In America
Xcel Energy
Sustainable Growth Coalition
Our Speakers:

Hon. Rep Zach Stephenson
Hon. Senator David Senjem
Hon. Rep Jamie Long
Speaker bios:

- **Katherine Stainken** is Policy Director for **Plug In America**. Prior to her work at Plug In America, Katherine was a Director of Government Affairs at the Solar Energy Industries Association (SEIA), focused on policies to promote solar on the federal level as well as southeast and northeast regions, along with regulatory work at federal agencies. Katherine was also the chief liaison to the solar heating and cooling and EH&S groups at SEIA. She is former Fulbright and Thinkswiss scholar.

- **Commissioner Laura Bishop** directs the day-to-day work of the **Minnesota Pollution Control Agency**. She is a leading corporate and public affairs executive with a demonstrated record for motivating diverse coalitions to achieve results. A strategic leader that easily navigates and communicates complex issues to internal and external audiences, she has held senior roles in both the private and public sector. Most recently, Laura was Chief Sustainability and Corporate Responsibility Officer for Best Buy Co., Inc.

- **Tim Sexton** was appointed as the first Chief Sustainability and **Assistant Commissioner** for Sustainability and Public Health at the **Minnesota Department of Transportation** in 2019. He leads a team focused on reducing carbon pollution, improving resilience of the transportation system to climate change, and addressing public health impacts of transportation, especially for Minnesota’s most vulnerable populations. Tim has 15 years of experience with the Minnesota and Washington State departments of transportation leading sustainability, environmental, transit, and active transportation programs, including leadership roles with the AASHTO (American Association of State Highway and Transportation Officials) and the Transportation Research Board.
Speaker bios:

• **Dean Taylor** is a senior policy advisor for **Plug in America**. He has 30 years of transportation electrification (TE) experience with a focus on regulatory and legislative affairs, external engagement, business planning, strategy development and utility program design (mostly for Southern California Edison and for his own consulting practice since March 2019). He has chaired many regulatory and TE coalitions (e.g., over 14 years with California’s Low Carbon Fuel Standard, the 2008 federal EV tax credit coalition), and designed and project managed dozens of technical, environmental and business planning TE studies.

• **Brendan Jordan** is the VP of Transportation and Fuels programs at **Great Plains Institute**, and the lead facilitator for **Drive Electric MN**.

• **Rep Zack Stephenson** was elected in 2018 and 2020 to the **Minnesota House of Representatives**. He is member of the Minnesota Democratic–Farmer–Labor Party (DFL) and represents District 36A in the northwestern Twin Cities metropolitan area.

• **Senator David Senjem** was reelected to the **Minnesota Senate** in 2020. He served as majority leader from 2011 to 2013 and minority leader from 2007 to 2011. A Republican, Senjem represents District 25, which includes portions of Dodge and Olmsted counties in the southeastern part of the state.

• **Rep Jamie Long** was elected in 2018 and 2020 to the **Minnesota House of Representatives**. He is Assistant Majority Leader. Prior to holding this office, he was an attorney.
<table>
<thead>
<tr>
<th>Time</th>
<th>Session Title</th>
<th>Presenter</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:00</td>
<td>Welcome</td>
<td>Katherine Stainken</td>
<td>Plug In America</td>
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<tr>
<td>10:03</td>
<td>Opportunity for 2021</td>
<td>Hon. Laura Bishop</td>
<td>MPCA Commissioner</td>
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<tr>
<td>10:13</td>
<td>Minnesota’s Vision</td>
<td>Tim Sexton</td>
<td>MnDOT</td>
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<tr>
<td>10:23</td>
<td>Comparison to Other States</td>
<td>Katherine Stainken</td>
<td>Plug In America</td>
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<td>10:28</td>
<td>Clean fuels policy</td>
<td>Brendan Jordan</td>
<td>Great Plains Institute</td>
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<td>10:38</td>
<td>Legislation on Utility TE role</td>
<td>Hon. Zach Stephenson</td>
<td>MN House of Representatives</td>
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<tr>
<td>10:53</td>
<td>RDA and Bonding bills</td>
<td>Hon. David Senjem</td>
<td>MN Senate</td>
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<tr>
<td>11:03</td>
<td>EV Incentives Bill</td>
<td>Hon. Jamie Long</td>
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<td>11:13</td>
<td>Low &amp; No Cost TE Legislation</td>
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<td>11:33</td>
<td>Q&amp;A</td>
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<td>11:55</td>
<td>Closing</td>
<td>Katherine Stainken</td>
<td>Plug In America</td>
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Leading electrification in transportation

Commissioner Laura Bishop

December 3, 2020
Our current greenhouse gas emissions picture (2016)
Reducing GHG emissions from transportation

- Ensuring Minnesotans have access to the cleanest vehicles available
- Advancing electrification and building EV infrastructure
- Cleaner fuels, including biofuels
- Community efforts
Clean Cars Minnesota
Smart investments of VW settlement funds

- Grant funding to help replace older, diesel-powered school buses, trucks, other heavy-duty vehicles and equipment
Electric school bus pilot project

- First in the Midwest
- Investing $3M
- Up to 10 new buses across the state
Building a statewide charging network
Reduce fleet fossil fuel consumption

30% reduction of state fleet consumption of fossil fuels by 2027
Climate change is an existential threat that impacts all Minnesotans.

Establish and accelerate policies that put Minnesota on track to meet or exceed our greenhouse gas goals and achieve greater resiliency in the face of climate change.
Thank you!

Commissioner Laura Bishop

Laura.Bishop@state.mn.us
How Minnesota Can Lead on Transportation Electrification

Webinar Series: Minnesotans Going Electric, December 3, 2020

Tim Sexton, Assistant Commissioner, Sustainability and Public Health

www.dot.state.mn.us/sustainability/
US EV Sales and Market Share

Cumulative Sales: 2011 - 2020

- **EV Sales**: 1,629,382
- **BEV Sales**: 1,029,183
- **PHEV Sales**: 600,199

Source: Atlas Public Policy
MN Statute 174.01 - Transportation goals

(2) provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community;

(10) ensure planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state;

(11) promote and increase the use of high-occupancy vehicles and low-emission vehicles;

(15) reduce greenhouse gas emissions from the state's transportation sector;
Collaborate with Regional Partners

EV charging sign on I-94

Source: FHWA
Establish a Vision

- Established state goal: 20% of light-duty vehicles EV by 2030
- Research on economic benefits of EV charging
- Potential for net positive to transportation funding
- Outlined potential map of EV charging network for MN
Engage with Minnesotans

_Minnesota should..._

- Collaborate with regional partners on EVs
- Adopt Clean Car Standards
- Provide incentives for low carbon transportation
- Support low carbon biofuels and more transportation options
Coordinate with the Public and Private Sector and Elected Officials

Sustainable Transportation Advisory Council

• Next step from *Pathways*

• External feedback and recommendations for MnDOT

• First report in March 2021
VW Settlement

- $47M with 15% for EV charging
- Transit, school busses, HD vehicles

Clean Transportation Pilot Program

- Pathways recommendation
- Funding for clean transportation investment in/by local communities
**MnDOT goal:** electrify 100% of sedans and SUVs 2030 (currently 10%)

- Guidance for installation and use (ADA)
- Educational tools
- ADM bond funds for public charging at state facilities
• Equity and Environmental Justice

• Governor’s Climate Change Subcabinet and Climate Change Advisory Council

• Strategic Planning for EVs

• Transportation funding

Source: MPCA Areas of Environmental Justice Concern
What the EV Driver Needs: the Top 25 States Leading the Way
December 3, 2020
Katherine Stainken, Policy Director
What the EV Driver Needs: Top 25 States Leading the Way

• We update our AchiEVe: Transition to EVs Model Policy Toolkit every year.
  – 2020 is the 4.0 version
  – shows what the best practice policies are

• **How can we encourage states to be BOLD in their policies for 2021 to support the EV Driver?**

• Highlight the leadership and policies in the top states, encourage the bottom ranking states.

• Focus on policies for the light-duty EV driver (no MHD or bus policies).
## Categories of Policies for the EV Driver

<table>
<thead>
<tr>
<th>Category</th>
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<tbody>
<tr>
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<td>Creative Infrastructure Solutions</td>
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<td>Targets and goals for EVSE</td>
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<td><strong>Education and Outreach Activities</strong></td>
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<td>City level E&amp;O campaigns</td>
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## How does MN compare?

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Stay Tuned! Full report coming Q1 2021.

Katherine Stainken
Policy Director

kstainken@pluginamericain.org
www.pluginamericain.org
Clean Fuels Policy and EVs

Minnesota Transportation Electrification Forum: How Minnesota Can Lead

Brendan Jordan, VP Transportation & Fuels
What is a Clean Fuels Policy?

• Market-based, performance-based, technology-neutral, policy that provides valuation to any fuel with a greenhouse gas advantage

• Sets a standard for reduced carbon intensity (CI) of fuels over time

• GHG credit market establishes incentives for fuel producers to lower their carbon intensity through:
  • Production process **efficiency** improvements
  • Switching to **lower carbon fuel or feedstocks**
  • **Decarbonizing** the fuel and feedstock supply chain

• Results in reduced use of higher carbon fuels and supports commercial deployment of a portfolio of lower carbon fuels (including ethanol, biodiesel, renewable diesel, renewable natural gas, renewable propane, electricity, hydrogen)
How does a Clean Fuels Policy work?

• Fuel producers that do not meet the annual baseline standard must purchase alternative fuel or credits

• Fuel producers that meet or exceed the standard generate credits proportional to the difference in their carbon intensity and the standard
MIDWESTERN CLEAN FUEL POLICY STAKEHOLDER PARTICIPANTS

- Alternative Fuels Council
- American Coalition for Ethanol
- Center for Energy and Environment
- ChargePoint
- Christianson PLLP
- Coalition for Renewable Natural Gas
- Conservation Districts of Iowa
- Conservation Minnesota
- Environmental Law and Policy Center
- EcoEngineers
- Fresh Energy
- Governors’ Biofuel Coalition
- Guardian Energy
- Highwater Ethanol, LLC
- Iowa Environmental Council
- Iowa Soybean Association
- Iowa State University Bioeconomy Institute
- Kansas Corn
- Low Carbon Fuel Coalition
- Minnesota Bio-Fuels Association
- National Biodiesel Board
- National Corn Growers Association
- Partnership on Waste & Energy (Hennepin, Ramsey & Washington Counties)
- Renewable Fuels Association
- Renewable Products Marketing Group
- South Dakota Corn
- Sustainable Farming Corporation
- Union of Concerned Scientists
- Urban Air Initiative
- Xcel Energy
- ZEF Energy
Gasoline Alternative Fuel Pathways: Modeled Carbon Intensity Scores

- Gasoline Standard
- Ethanol, CARB with CA ILUC
- Conventional CNG
- E85
- Ethanol, 100% Coal Energy
- Ethanol, GREET Default
- E85 + PHEV with Regional Midwestern Grid Mix
- Renewable CNG
- E85 + PHEV with Utility (50% Renewable)
- Ethanol, 100% RNG Energy
- EV, Internal Avg. Grid Mix
- Ethanol with Soil Carbon Management
- EV, XcR Energy Grid Mix
- E85 + PHEV with Carbon-Free Grid Mix
- Ethanol with 100% RNG Energy & Soil Carbon Mgmt
- EV, Carbon-Free Grid Mix
- Ethanol with 100% RNG Energy, Soil Carbon Mgmt, & CCS

[Graph showing various alternatives and their carbon intensity scores]
10-Year Credit Value for Electric Vehicles

At $100/ton and $200/ton, 10-year aggregate credit value for various vehicles ranges
<table>
<thead>
<tr>
<th>Vehicle Replacement</th>
<th>Current (2018) Conditions</th>
<th>10% Carbon Intensity Reduction</th>
<th>15% Carbon Intensity Reduction</th>
<th>20% Carbon Intensity Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light-duty EVs</td>
<td>&lt;1% of fleet in MN and IA.</td>
<td>5% of fleet by 2030</td>
<td>10% of fleet by 2030</td>
<td>15% of fleet by 2030</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8.9% of sales by 2030</td>
<td>16.6% of sales by 2030</td>
<td>24.3% of sales by 2030</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Low adoption of carbon-free electricity</td>
<td>Moderate adoption of carbon-free electricity</td>
<td>Higher adoption of carbon-free electricity</td>
</tr>
<tr>
<td>Medium- and heavy-duty EVs</td>
<td>&lt;1% of fleet in MN and IA.</td>
<td>1% fleet EV by 2030</td>
<td>5% of fleet EV by 2030</td>
<td>10% of fleet by 2030</td>
</tr>
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<td>Low adoption of carbon-free electricity</td>
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</tr>
</tbody>
</table>
Net Positive Economic Impacts for Minnesota + Iowa

- 2016: $0.72B
- 2018: $0.82B
- 2020: $0.94B
- 2022: $1.07B
- 2024: $1.12B
- 2026: $1.14B
- 2028: $1.16B
- 2030: $1.12B
- 2032: $1.12B
<table>
<thead>
<tr>
<th>Impacted Group</th>
<th>Total Impact, 2021-2030 ($USD Million)</th>
<th>Average Annual Impact ($USD Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline Users</td>
<td>$726.18</td>
<td>$72.62</td>
</tr>
<tr>
<td>Trucking</td>
<td>$1,363.24</td>
<td>$136.32</td>
</tr>
<tr>
<td>Electricity Sales</td>
<td>$2,255.43</td>
<td>$225.54</td>
</tr>
<tr>
<td>Ethanol Producers</td>
<td>$615.38</td>
<td>$61.54</td>
</tr>
<tr>
<td>Biodiesel Producers</td>
<td>$703.86</td>
<td>$70.39</td>
</tr>
<tr>
<td>Renewable Diesel Producers</td>
<td>$332.94</td>
<td>$33.29</td>
</tr>
<tr>
<td>RNG Producers</td>
<td>$115.91</td>
<td>$11.59</td>
</tr>
<tr>
<td>Farmers</td>
<td>$247.97</td>
<td>$24.80</td>
</tr>
</tbody>
</table>
Take-aways

- Clean Fuels Policy supports transportation electrification goals for Minnesota
- Provides sustainable funding stream for electrification activities (charging, vehicles)
- Minimal impact on state budget
- Net positive ($billions) for economy
- Net positive for gasoline and diesel consumers
- Broad political coalition with EV advocates, biofuels industry, agriculture
THANK YOU

Brendan Jordan, Vice President
bjordan@gpisd.net
612-278-7152
The Honorable Zach Stephenson
Minnesota House of Representatives
The Honorable David Senjem
Minnesota Senate
Low and No Cost EV Legislation and Executive Orders
December 3, 2020
Dean Taylor, Senior Policy Advisor
AchiEVe: Transition to EVs Model Policy Toolkit

• Collaboration between PIA, Sierra Club, Electrification Coalition, Forth Mobility
• Designed for 6 key stakeholder groups:
  – Legislators; Governor’s offices / state agencies; transit agencies; cities and local government, businesses; regulators & utilities
• Various categories of policies
  – Enable vehicle purchase
  – Increase charging infrastructure
  – Prioritize equity and expand access
  – Electrify fleets
  – And more!
Policies to Increase Availability of Charging Infrastructure

Low and no cost legislation

- Direct that X% of federal CMAQ funds must go to for EV infrastructure at public facilities (e.g., fleets, transit and school buses, public parking lots, curbside).
  - Can also link to EV and e-truck corridor planning and rural EV tourism
- Clean fuel policy legislation or executive order
- Pooled procurement legislation or public sector collaboration
- Revolving loan program (see next slide)
- Requirements on new homes, multi-dwelling units and commercial buildings to be EV ready
- Study on potential of EV charging at streetlights and power poles statewide
- Encouraging cities to grant franchises for EV charging (like Europe)
- Clarifying utility role in investments
Policies to Encourage and Enable Vehicle Purchase

Other
- Clean Cars MN
- Pooled procurement - public-sector collaboration
- Green bonds - municipal or state

Low-cost Legislation
- Allow single-occupant BEVs and PHEVs into MN’s Carpool lanes (MN Pass express lanes)
- Low and no-cost loans for low-income consumers (several models)
  - Seed money to a foundation or state agency to operate a revolving loan financing program
  - Assistance to public-private partnership (e.g., credit union and NGO) for a revolving loan financing program
- Low and no-cost loans for e-trucks and e-buses for small fleets
  - Similar to above
  - Seed money for Loan guarantee program
Policies for Consumer Education and Protection

EV proclamations and executive orders
- EV bill of rights (see appendix) to improve the consumer, purchase, charging and ownership experience
- Proclamations and advertising of Drive Electric Earth Day and National Drive Electric Week and similar events

Low and no cost legislation
- Protecting EV-designated parking spots. Authority to fine and tow non EVs
- Open Access, payment and interoperability requirements (with equity)
  - Requirements for charging access (e.g. credit/debit/pre-paid cards) so as not to have to have multiple “club” cards
  - Requirements for access to level 1, level 2 and DC fast charging (e.g., not always 24-7)
  - Requirements for signage or pricing transparency
  - Clear authority and direction to weights and measures
- Uniform signage requirements
- Requiring clear mapping data
- Directing utilities to do broad market education and outreach and attractive rates for EV charging in all locations
Policies on Equity

Low and no-cost Legislation

• Goals for state and utility programs in underserved communities (e.g. disadvantaged, rural and tribal)
• Goals or requirements for disabled community charging access
• Study on potential of EV charging at streetlights and power poles statewide
  — Helps with those who do not have access to home or workplace charging
• Utility – stakeholder study on all the ways to reduce the up-front and on-going costs of charging
• Requirement for charging access that work for low-income EV drivers (e.g. credit/debit/pre-paid cards)
• Pilot program on pre-paid cards to access charging stations
Other Low and No Cost Legislation / Exec Orders

- **Policies for Batteries and Battery Recycling**
  - E.g., participation in collaboration of states on best practices for state-based collection, recycling and reprocessing facilities and battery producer responsibility framework.

- **Solutions to Barrier of Auto Dealers Selling EVs**
  - Direct utilities to do innovative programs to help auto dealers

- **Policies for Medium and Heavy Duty Freight**
  - Join the 15-state Governor’s MOU
  - Direct utilities to innovative rates and develop scenarios for handling mostly EVs in 2040
  - Earlier slides have many ideas that also apply here
Other Low and No Cost Legislation / Exec Orders

• Policies to enable workplace charging
  – Requirements for new construction to be EV ready

• State Energy Office Efforts
  – Lead multi-agency effort to develop a ZEV action plan with deliverables and due dates for agencies
  – Fund EV readiness plans for MN regions

• Electric Ride-hailing Policies and Programs
  – Allow access to bus-only lanes
  – Exempt EV ride hailing from any volume caps on licenses
  – Streamline permitting for ride hailing EV projects
Other Low and No Cost Legislation / Exec Orders

• **Vehicle Grid Integration**
  – Policy directive on self-management charging and tech neutral network automated charging (V1G or V2G)

• **Permits and New Construction Requirement**
  – EV ready requirements on new homes and commercial bldgs.
  – Cap on permit fees and/or state model permit process

• **Economic Development**
  – Executive order directing creating of a rural EV tourism program and making new jobs from TE a priority in general

• **Prizes**
  – Competitions and annual recognition awards from state agencies or Governor’s office in the categories in this presentation
Sample EV Driver Bill of Rights

1. All EV Drivers have the right to an informed EV car buying experience, with up-to-date shopping websites and buyer resources, including up-to-date government incentive pages, and dealers knowledgeable about the EVs, including benefits and incentives.

2. All drivers have the right to know the usable battery pack capacity and expected range per full charge for a new EV, and the correct comparison of usable battery pack capacity and expected range per full charge for a used EV compared to the new model.
   - Dealers should not reset the battery pack capacity estimate when selling a used EV.
   - Consumers must be shown a battery capacity estimate within the larger of 1 kWh or 5% of the battery pack's original nominal full capacity at the time of purchase or lease.
   - If that number can be reset, the dealer must show how long it's been since it was reset and how long before the number should be considered accurate.

3. All EV Drivers have the right to access a robust network of public charging stations.
   - All EV Drivers have the right to appropriate public EV charging access at transportation hubs, such as bus stations, train stations, airports, and park-and-ride lots- particularly those near the edge of a metro area,
   - All EV Drivers have the right to public charging at major destination centers where visitors travel long distances to reach
   - All EV Drivers have the right to appropriately spaced public charging stations including fast charge stations on highway corridors for long distance trips, including at public rest stops. The number of public charging stations along highway corridors should be plentiful enough to meet the growing adoption of EVs.
4. All EV Drivers have the right to charge at their place of dwelling if the EV driver pays for reasonable costs of installation and the electricity consumed, regardless if that dwelling is a multi-unit dwelling (MUD), apartment complex, or if the dwelling is part of a condo association, cooperative or mobile home park, or if that apartment (or rental unit) is rent-controlled.

5. All EV Drivers have the right to charge their EV at public charging stations and workplace charging stations that abide by uniform standards.
   - All EV Drivers have the right to know the total cost to charge for using the public charging station and/or workplace charging station before initiating a charge session, including all separate charges and penalties such as any network access fee, roaming fee, demand charges, hourly charges, parking fees, electricity fees, and penalties for not moving the EV after a certain time.
   - All EV Drivers have the right to pay at the public charging station and/or workplace charging station using a credit card or mobile technology, or both.
   - All EV Drivers should have the right to pay a price that is proportional to their charging speed.

6. All EV drivers have the right to charge their EV at home and receive off-peak electric prices from their utility for charging.

7. Sites that host a charging station such as workplaces, fleets and public locations have the right to as reasonably low as possible demand charges for electricity to encourage adoption of EVs and therefore more efficient utilization of the electric grid.

8. All EV drivers have the right to timely maintenance of public, workplace and multi-unit dwelling electric vehicle charging stations
9. All EV Drivers have the right to up-to-date maps and directional signage indicating the location of public charging stations.

10. All EV Drivers have the right to consistent etiquette guidelines at public and workplace charging stations. It should be clearly marked at public and workplace charging stations how to report broken stations, how to report complaints, and how to report vehicles that are parked in a public charging spot and blocking access to the charging station.

11. All EV Drivers have the right to claim purchase incentives such as rebates or tax credits, when offered by the state or federal government, without a sales tax on the purchase incentives provided.

12. All EV Drivers have the right to install EV charging stations on previously wired infrastructure at new homes, apartments, condominiums and commercial buildings. Such buildings are considered to be “EVSE” ready by having raceways, conduits and wiring built at the time of construction.
Thank you!

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Closing Reminders:

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Recordings available here: [https://pluginamerica.org/policy/webinar-series-minnesotans-going-electric/](https://pluginamerica.org/policy/webinar-series-minnesotans-going-electric/)