

EV's and Federal Activity



Presented by Katherine Stainken, Policy Director
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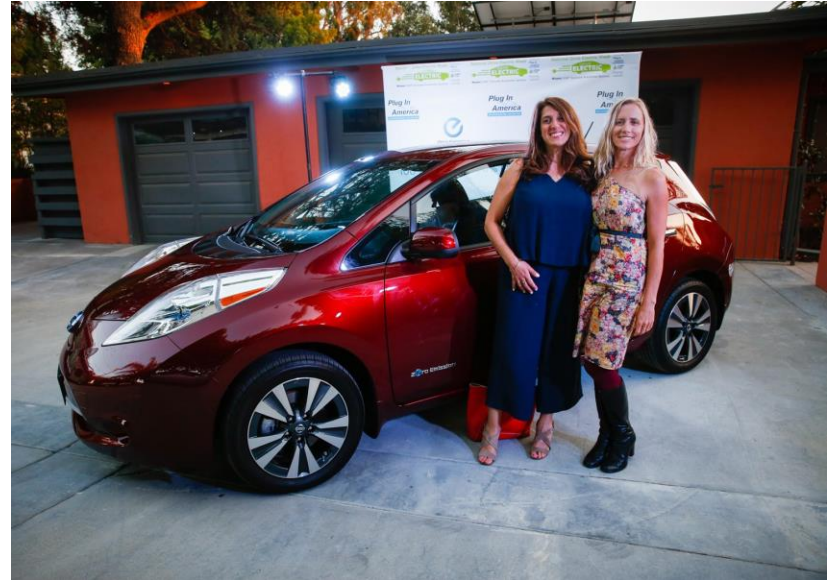
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Intro to Plug In America

- We're the voice of the current EV driver and future EV driver!
- Focus on:
 - Education and Outreach
 - Policy
 - Customer Experience (dealers, website, quiz, incentives database)
 - Research
- Lead organizer of National Drive Electric Week



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EV Policy: State level

- **AchiEVe: Transition to EVs Policy Toolkit** provides examples of states and cities with these effective policies



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EV Policies

- Most current set of incentives on our website

← → ↻ <https://pluginamerica.org/why-go-plug-in/state-federal-incentives/> ☆

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State Incentives

To view current incentives, click on your state in the map below.

See something missing or need to make a correction? [Contact us.](#)

■ Purchase ■ HOV ■ Charging ■ Licensing ■ Parking ■ Infrastructure Incentive ■ Other

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EV Policy Goals Nationwide

- National goal of 1 M EVs by 2020
- State targets:
 - ZEV Mandate: credit program, likely to achieve 15% of new vehicle sales to be ZEVs by 2025 (CA, NY, NJ, CT, OR, VT, ME, MD, RI, MA) = **40% of the car market**
 - CA Governor Goal: 1.5 M ZEVs on the road by 2025
 - Northeast ZEV MOU: 3.3M ZEVs by 2025



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EV Policies: Federal Level

- Fuel Efficiency Standards
 - Congress first established CAFE standards in 1975
 - CAFE standards for light trucks were increased to 22.2 mpg for MY 2007 and scheduled to increase further.
 - The Energy Independence and Security Act of 2007, raised the fuel economy standards of America's cars, light trucks, and SUVs to a combined average of at least 35 miles per gallon by 2020; required standards to be met at maximum feasible levels through 2030.
 - “One National Program” agreement discussions to merge the EPA GHG standards (MA vs. EPA) and NHTSA standards, and CARB standards under Obama Admin in 2009, 2012
 - Obama Admin finished the mid-term evaluation review in Jan. 2017
 - Review for MY 2022-2025
 - Trump Admin reopening the mid-term evaluation
 - MY 2022-2025 and MY 2021



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EV Policies: Federal Level

Hearing yesterday: EPA Admin Scott Pruitt said, in discussing the California waiver, "It is evaluated as part of the midterm review"

And then again "As part of the midterm review, the California waiver is necessarily part of that process."

And that "federalism principles, Congresswoman, do not say that one state can dictate to the rest of the country the standard for the rest of the country."



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EV Policies: Federal Level

- ZEV Program
 - The EPA is required to set pollution standards for new light-duty vehicles **under section 202 of the Clean Air Act**
 - EPA successfully implemented automobile pollution standards covering smog-forming, toxic, and other emissions for decades.
 - Following the Supreme Court's decision in Massachusetts v. EPA that greenhouse gases are pollutants under the Clean Air Act and the subsequent finding that those gases endanger public health, the agency was required to set global warming pollution standards for vehicles under the Clean Air Act
 - CA received a unique waiver from the EPA under the Obama Admin to go beyond the federal standard in 2009
 - Since Jan 2012, CARB formally adopted the Advanced Clean Cars program
 - Section 177 allows other states to adopt the CA regs. 13 states and DC have adopted these regs.
 - One portion of these regs are the ZEV Program – only 9 states have adopted these regs: Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Rhode Island, and Vermont



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EV Policies: Federal Level

- ZEV Program
- CARB Review of the Program in March 2017
 - Travel Provision expired: allows automakers to receive credits in all other ZEV states for vehicles sold in California, proportional to the vehicles sales in the states.
 - For example: if a car company sells a two credit ZEV in California, they receive two credits in a ZEV state that has the same sales as California and one credit in a state with $\frac{1}{2}$ the sales of California. They receive the credits in all ten states (California plus nine others) despite only selling one vehicle (in California).
 - How will this affect the 9 ZEV Program states?
 - OEMS have a lot of credit banked... TBD on how soon the OEMS will need to be pushing cars in Maine.
 - Will need pushing and incentives from governments, cities, advocates in Maine
- Post-2025 standards
 - Working group starting on this in January
 - CARB whitepaper on the staff recommendations for post-2025
 - Switch to % of vehicle sales, not credits? Tie to actual GHG emissions?
 - Fresh credits? New requirements for SUVs, pick-up trucks?



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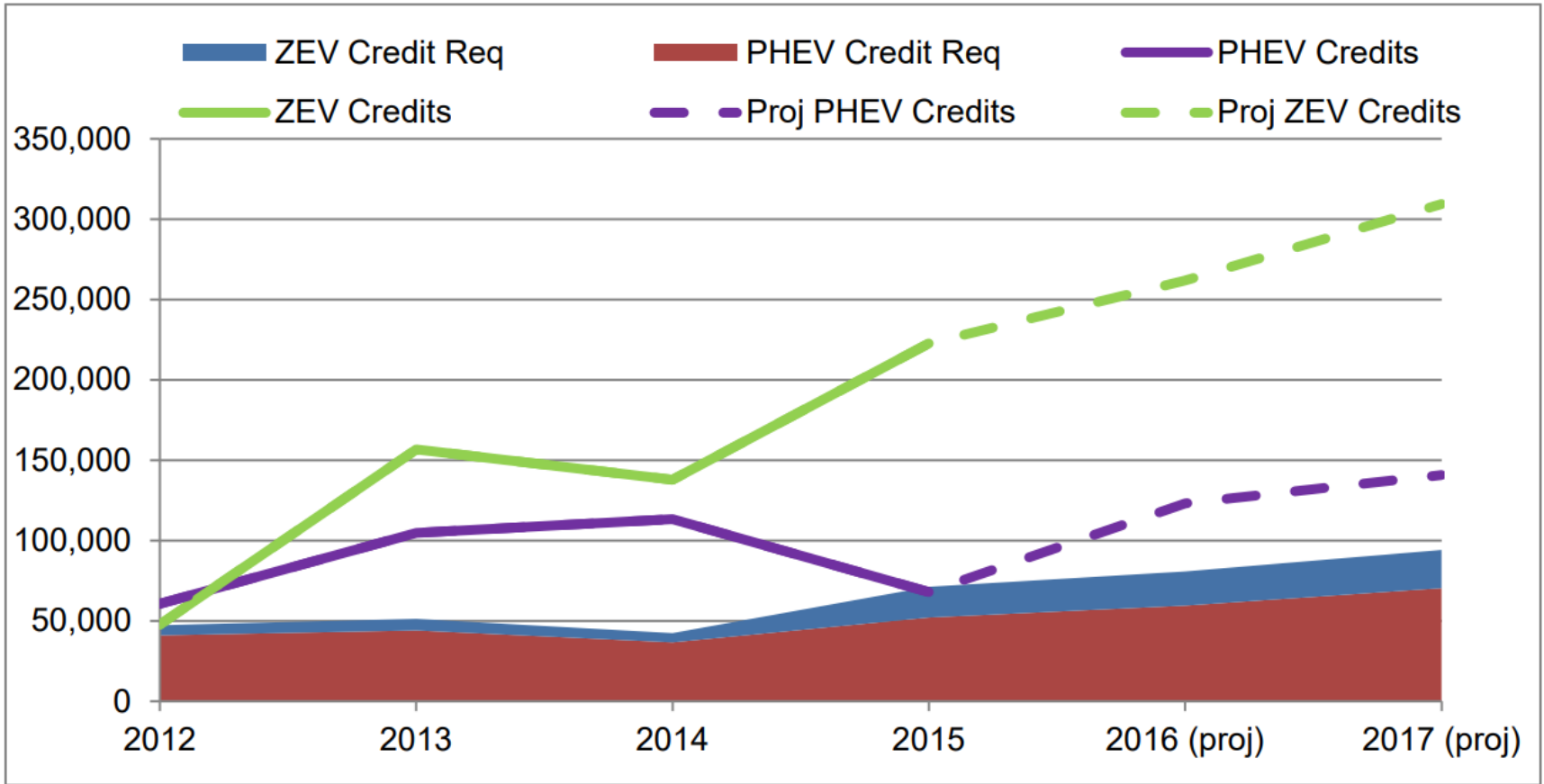
EV Policies: Federal Level

- https://www.arb.ca.gov/msprog/acc/mtr/acc_mtr_finalreport_full.pdf
- CARB Mid-term report adopted by the Board
- *“Recognizing the market development in the Section 177 ZEV states was not yet as far along as California’s, the Board adopted additional regulatory flexibilities and lead time to create a ramp into the 2018 and subsequent model year requirements for the states. Despite current lower sales in the Section 177 ZEV states, increased product offerings coming for the states, expiration of regulatory flexibilities that may have discouraged past sales efforts in the states, and more comprehensive complementary policies provide sufficient support for manufacturers to meet the increasingly stringent ZEV requirements in the Section 177 ZEV states. Additionally, credits both created in the Section 177 ZEV states and generated through the travel provision in the California market will help manufacturers who need more time to build a market for their vehicles between 2018 and 2025 model years.”*



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Figure 11 - Manufacturer Compliance Since 2012 Model Year (California and Section 177)



EV Policies: Federal Level

- Section 30D tax credit: the New Qualified Plug-in Electric Drive Motor Vehicle
 - Base credit of \$2,500, another \$5,000 based on battery size
 - Capped at 200,000 vehicles per OEM
 - Cut in the House H.R. Tax Cuts and Jobs Act
 - Not included in the Senate version
 - Late scare last Friday with Sen. Flake and an amendment to repeal 30D
 - Conference Committee:
 - Sen. Portman (R-OH), Sen. Scott (R-SC), Rep. Black (R-TN)
 - Conference committee meeting now, final versions decided next Wednesday, Thursday, Friday
 - No Maine Reps or Senators on the committee
- Section 30C tax credit: Alternative Fuel Vehicle Refueling Property Credit
 - Expired
 - EVSE tax credit up to 30% of the cost of the property, not to exceed \$30,000 for those properties subject to an allowance for depreciation, and \$1,000 for all other properties



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EV Policies: Federal Level

- Charging at Rest Stops: Allow for EV charging stations to be included within the definition of allowable commercial activity at rest stops. “Vending machine” definition.
 - Docket closed last December 2016
 - No further activity on this
- Alternative Fuels Corridor Program: under the Federal Highway Administration, provides funding for EVSE signage
 - DOT coming out with a second round of funding
- Opportunities:
 - Transportation infrastructure package?



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Hot Topics

- V2G: demand response first, V2G second
- Addressing equity issues
- Consumer protection principles
 - Interoperability Standards
- Vehicle miles travelled vs. EV Road Usage Fee
- Rate design, specific charging rates
- “Phase out of gas” announcements
- Transportation electrification programs
- AVs



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Questions?

Thank you!

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Snapshot of Commission Activity

- CA: PG&E, SCE, and SDG&E approved pilots, additional TE proposals pending
- WA: Avista approved pilot; commission policy guidance for future proposals
- MA: Eversource, National Grid proposals pending
- OR: Portland General Electric, PacifiCorp proposals pending
- MD: Public Conference 44 stakeholder process
- MI: Aug. 2017 Technical Conference leading to guidance
- OH: AEP proposal as part of smart cities program
- UT: Rocky Mountain Power approved for incentive program
- NV: NV Energy may propose incentive programs
- RI: Beneficial Electrification discussion
- NJ: stakeholder discussion
- NY: part of REV process
- DE, FL... TBD



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