NARUC Electric Vehicles State Working Group

OCTOBER MEETING

OCTOBER 27, 2020

AGENDA (Eastern Time)

3:00 PM	**Welcome and Introductions (5 minutes)** • Agenda review • Roll call, by state
3:05 PM	**Presentation and Q&A: Atlas EV Hub (15 minutes)** • Nicole Lepre, Policy Analyst at Atlas Public Policy, will provide an overview of state EV-related legislation and discuss the EV Hub platform
3:20 PM	**Presentation and Q&A: Electrification Coalition and Plug In America (25 minutes)** • Sue Gander, Managing Director for the Electrification Coalition, and Katherine Stainken, Policy Director at Plug in America, will discuss the AchiEVe Policy Toolkit and pathways for adoption
3:45 PM	**Presentation and Q&A: National Conference of State Legislatures (15 minutes)** • Laura Shields, Policy Associate at the National Conference of State Legislatures, will provide insights from the state legislative perspective
4:00 PM	**Q&A (12 minutes)** • Speakers will take additional questions from working group members
4:12 PM	**Closed Door Discussion (15 minutes)** • Working group members will discuss their own views and the actions their states have taken to date.
4:27 PM	**Next Steps and Announcements (3 minutes)**
4:30 PM	**Adjourn**

Roll Call – Read from Webinar

Working Group Members

States:

- Arizona
- California
- Colorado
- Connecticut
- D.C.
- Florida
- Georgia
- Hawaii
- Illinois
- Maryland
- Massachusetts
- Michigan
- Minnesota
- Missouri
- Nevada
- New Jersey
- New York
- North Carolina
- Ohio
- Oregon
- Puerto Rico
- South Dakota
- Texas
- Vermont
- Washington
- Wisconsin

National/Federal Partners:

- NARUC
- U.S. DOE
- U.S. EPA

UTILITY-RELATED LEGISLATION IN TRANSPORTATION ELECTRIFICATION

NARUC EV State Working Group

Nicole Lepre, Atlas Public Policy October 27, 2020

ATLAS PUBLIC POLICY

ABOUT ATLAS PUBLIC POLICY

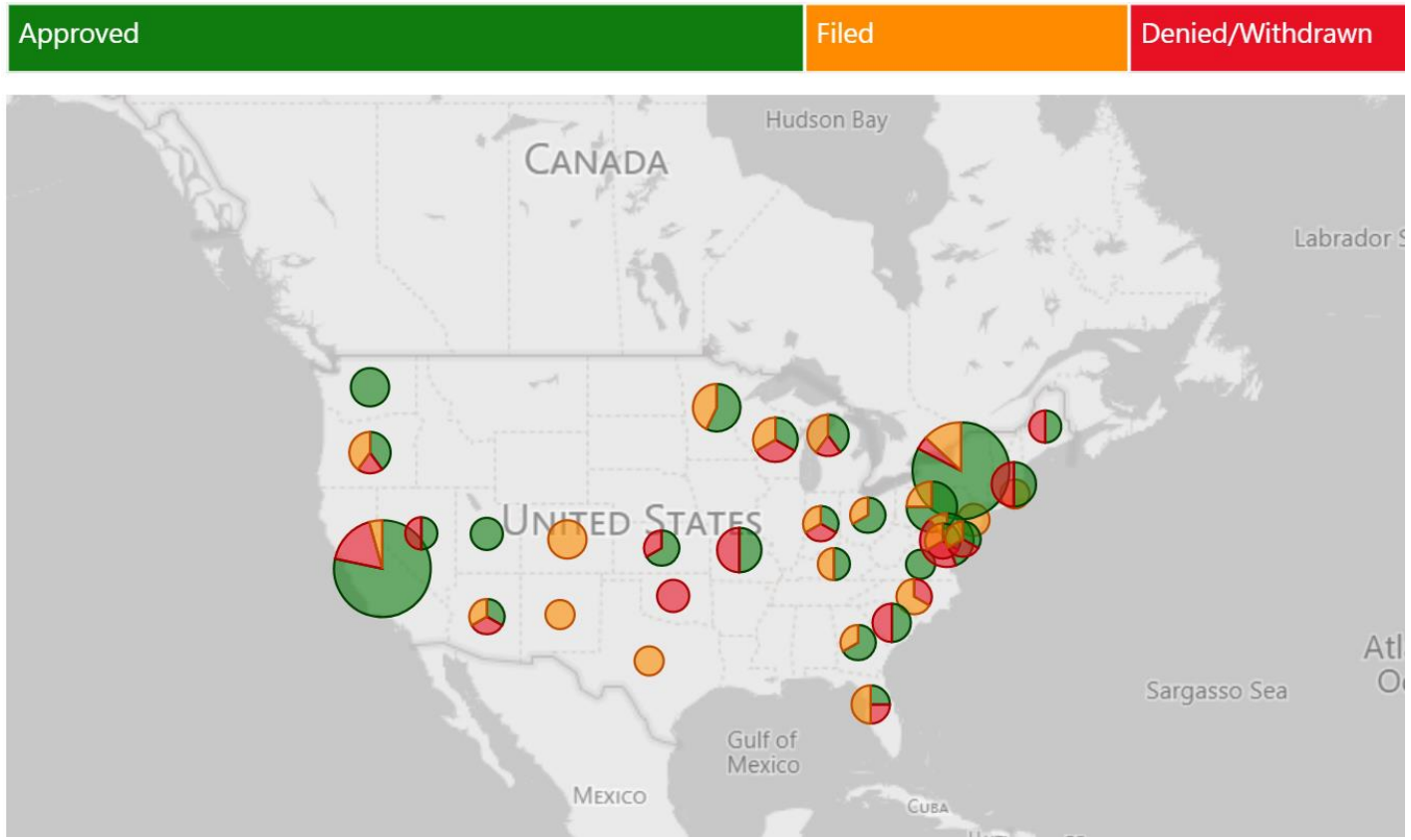
DC-based policy tech firm started in 2015

We equip businesses and policymakers to make strategic, informed decisions through the greater use of technology that aggregates publicly available information

Our Key Focus Areas

- **Access**: Collect and disseminate publicly available information.
- **Interpret**: Create technology to spur insights and conduct data-driven analyses.
- **Empower**: Strengthen policymakers, businesses, and non-profits' ability to meet emerging challenges and identify and seize opportunities.

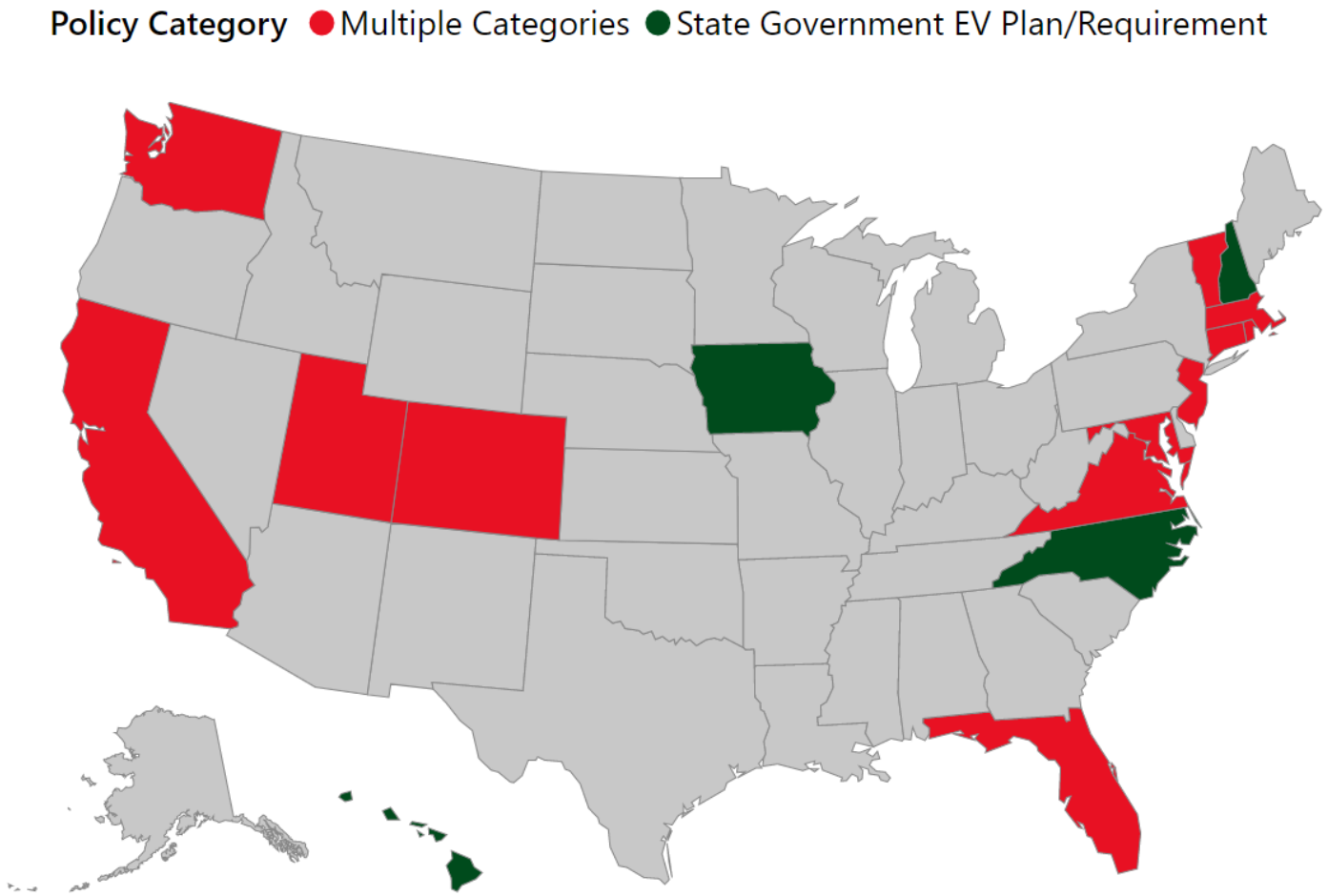
LEGISLATION IN STATES WITH HIGH UTILITY ACTIVITY



- Utilities in 34 states have filed transportation electrification programs
  - More than $2.6 billion approved in 27 states
- California, SB 350, 2016
  - Requires utilities to file programs
- New York, Climate Leadership and Community Protection Act, 2019
  - Codifies GHG reduction targets
- Colorado, SB 77, 2019
  - Requires utilities to file programs

Source: Atlas EV Hub Utility Filings Dashboard

SUMMARY STATISTICS ON UTILITY-RELATED LEGISLATION



- Policies requiring TEPs in at least 17 states
  - Note: Combination of legislation and regulation
- Legislation specifically encouraging or requiring utility action in at least 9 states
- Legislation formally allowing utilities to own and operate charging infrastructure in at least 12 states

Source: Atlas EV Hub Public Policy Dashboard

RECENT LEGISLATION AFFECTING UTILITY ACTIVITY

- New Jersey BPU Straw Proposal, 2020
    - Requires utilities to file programs by February 28, 2021
- California, AB 841, 2020
    - Requires utilities to cover cost of make-ready infrastructure on utility-side of the meter
- Florida, Essential State Infrastructure Bill, SB 7018, 2020
    - Requires Commission, DOT, and energy office to develop EV charging deployment plan

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Nicole Lepre
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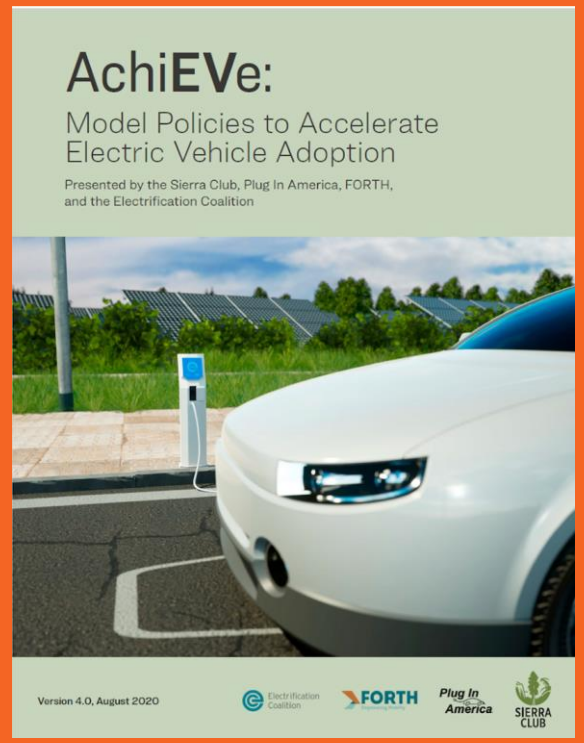


AchiEVe: Model Policies to Accelerate EV Adoption

Presented to: NARUC EV State Working Group
October 27, 2020

Who we are

Plug In America

Electrification Coalition

SIERRA CLUB

FORTH

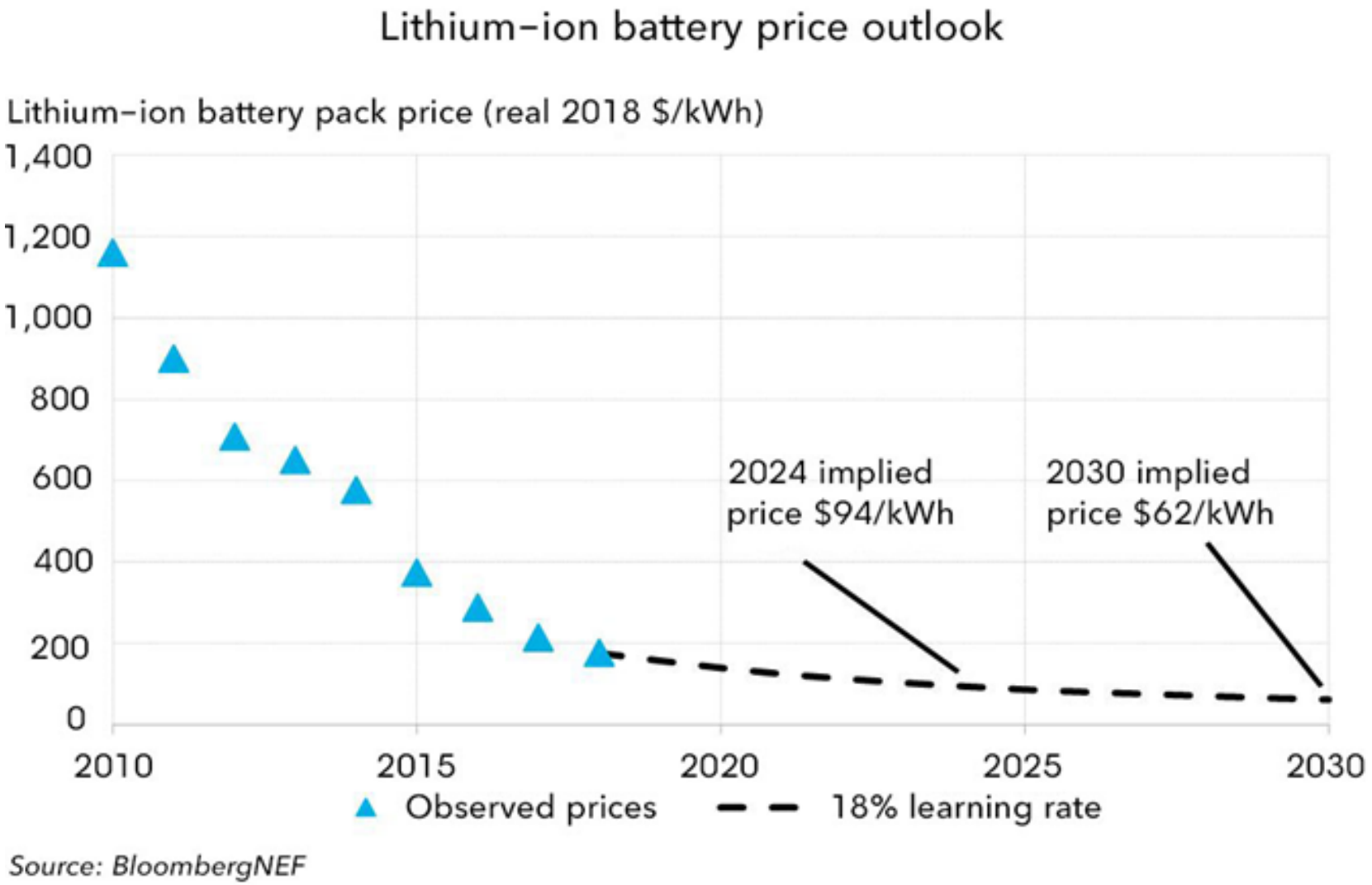
Agenda for our presentation:

1. Transportation electrification (TE) market growth
2. Benefits to TE
3. Key Stakeholders
4. Policy Categories
5. Who is getting it right?

TE Market Growth

What are the latest and greatest updates?

Battery Prices are falling



Source: BloombergNEF

Recent EV Market Announcements

- **September:**
  - Uber announcement of 100% EVs by 2030, will invest $800 million to help drivers transition.
  - Walmart fleet to be electric by 2040
- **October:**
  - California Exec Order on banning the sale of gas cars by 2035
  - NJ DEP report calls for ban on sale of gas cars by 2035
  - GM to invest $2bn in TN plant to make electric SUV

Benefits to Transportation Electrification

What’s in it for me, my business, my organization?

Benefits of TE

Affordability

Average maintenance/repair costs over vehicle lifetime:
- BEV: $0.03/mile
- PHEV: $0.03/mile
- ICE: $0.06/mile

Consumer Reports

Air Quality

Convenience

Environmental Stewardship

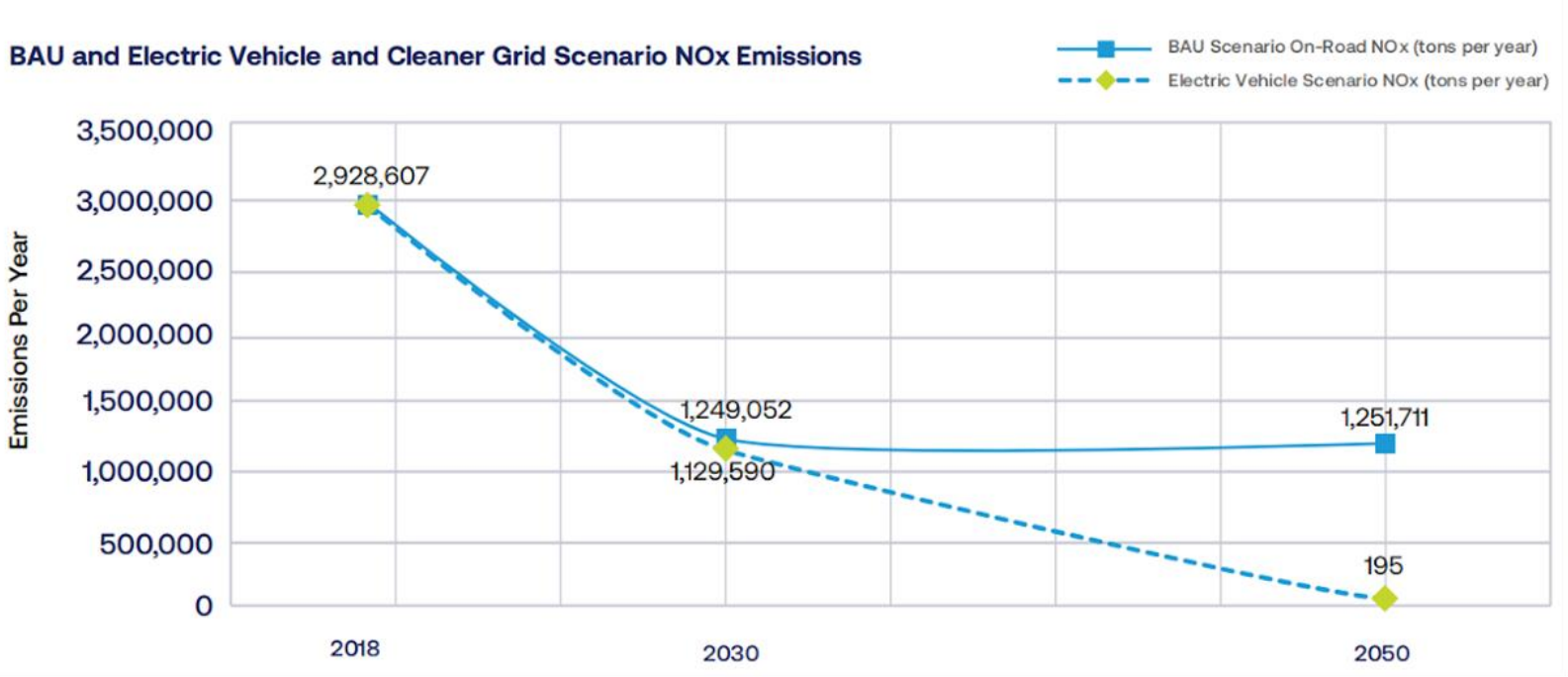
National Security

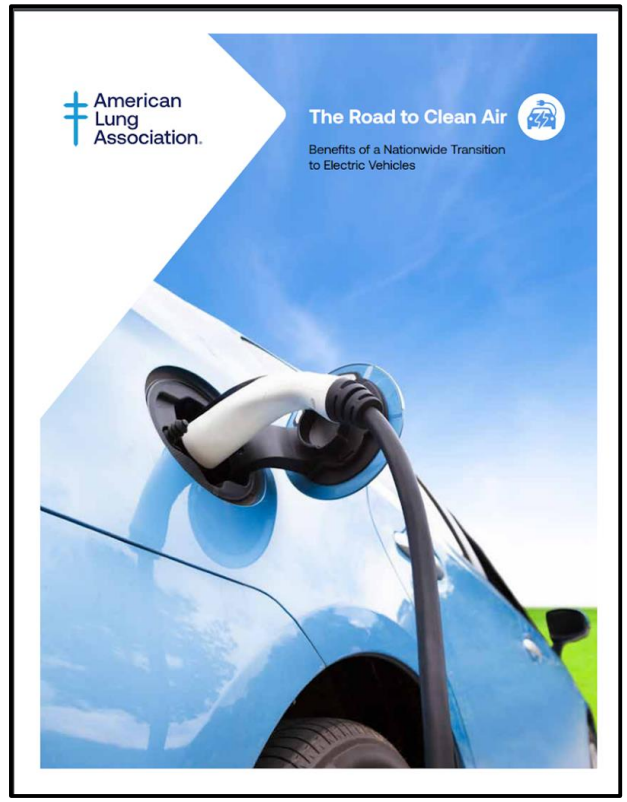
Performance

Air Quality and Health Improvement

American Lung Association Healthy Transportation Scenario Results

Health Benefits in 2050			Value of Benefits in 2050	
Premature Deaths Avoided	Asthma Attacks Avoided	Lost Work Days Avoided	Health Benefits	Climate Benefits
6,300	93,000	416,000	$72 Billion	$113 Billion





Key Stakeholders

Who needs to be involved for a successful transition to an electrified transportation sector?

6 Key Stakeholder Groups

- Governor’s Offices, State Agencies
- Legislators
- Transit Agencies
- Regulators, Utilities
- Cities, Local Government
- Businesses

Governor’s Offices, State Agencies

GOVERNORS’ OFFICES, STATE AGENCIES
EV Proclamations and Driver Bill of Rights
Open Access and Interoperability
Uniform Signage Requirements
Solutions to Barrier of Auto Dealers Selling EVs
Zero-and Low-Interest Loans for Consumers
Policies for Batteries and Battery Recycling
Adopting ZEV Standards
Policies to Electrify Light-Duty Vehicle and Bus Fleets
Using VW Settlement Funds for Electrifying School Buses and Transit Buses
Using VW Settlement Funds to Grow EV Charging Networks
Evaluating Vehicle Registration Fees
Waived or Reduced Vehicle Registration Fees for EV Drivers
Electric Ride-Hailing Policies and Programs
State Energy Policy Strategies and Transportation Electrification
CMAQ Program and Transportation Electrification
Policies for Medium- Heavy-Duty Freight
Corridor Programs
Charging Infrastructure Funding and Financing
Executive Orders for Fleets and Beyond
Charging Access for Underserved Communities

1. EV Proclamations and Driver Bill of Rights
2. Open Access and Interoperability
3. Uniform Signage Requirements
4. Solutions to Barrier of Auto Dealers Selling EVs
5. Zero and Low-Interest Loans for Consumers
6. Policies for Batteries and Battery Recycling
7. Adopting ZEV Standards
8. Policies to Electrify Light-duty vehicle and bus fleets
9. Using VW Settlement Funds for Electrifying Buses and Transit Buses
10. Using VW Settlement Funds to Grow EV Charging Networks
11. Evaluating Vehicle Registration Fees
12. Waived or Reduced Vehicle Registration Fees
13. Electric Ride Hailing Policies and Programs
14. State Energy Policy Strategies and TE
15. CMAQ Program and TE
16. Policies for Medium-Heavy-Duty Freight
17. Corridor Programs
18. Charging Infrastructure Funding and Financing
19. Executive Orders for Fleets and Beyond
20. Charging Access for Underserved Communities

Legislators

LEGISLATORS
Vehicle Rebates and Tax Credits
Sales-Tax Exemptions
HOV Lane Access
Used EV Incentives
Open Access and Interoperability
Uniform Signage Requirements
Policies for Batteries and Battery Recycling
Direct Sales Legislation
Evaluating Vehicle Registration Fees
States With Waived or Reduced Vehicle Registration Fees for EV Drivers
Right-of-Way Charging
Rebates for Low-Income Drivers
Charging Access in Underserved Communities
Electric Ride-Hailing Policies and Programs
Policies for Medium- Heavy-Duty Freight

1. Vehicle Rebates and Tax Credits
2. Sales Tax Exemptions
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12. Rebates for Low-Income Drivers
13. Charging Access in Underserved Communities
14. Electric Ride-Hailing Policies and Programs
15. Policies for Medium-Heavy Duty Freight

Policy Categories

What’s on the menu under each category?

Policies to encourage and enable vehicle purchase...

- Adopting ZEV Standards
- Direct sales legislation
- Vehicle rebates and tax credits
- Sales tax exemptions
- Used EV incentives
- Public and private fleet incentives
- HOV lane access
- Zero and low-interest loans for consumers

Policies to electrify light-duty vehicle and bus fleets...

- Executive orders for fleets and beyond
- Transit bus fleet upgrade commitments
- School bus electrification policies and pilots
- Using VW settlement funds for electrifying school buses and transit buses

Policies to increase availability of charging infrastructure...

- Corridor Programs
- Charging infrastructure funding and financing
- EV-ready wiring codes and ordinances
- EV infrastructure at multi-unit dwellings
- Streetlight and power pole charging access
- Right-of-way charging
- Protecting EV-designated parking spots
- Using VW Settlement funds

EV-Utility Investments...

- Charging Infrastructure Principles for Utilities and Public Officials
- Authorizing Legislation
- DC Fast Charging: Demand-Charge Mitigation
- Utility Marketing, Education, and Outreach Programs
- Investor owned utility programs
- Public utility programs

Policies to prioritize equity and expand charging access...

- Rebates for low-income drivers
- EV car sharing programs
- Charging access in underserved communities

Policies for consumer education and protection...

- EV Proclamations and driver bill of rights
- Ride & drive events
- Open access and interoperability
- Uniform signage requirements

Other Policies….

- Batteries and battery recycling
- Solutions to barrier of auto dealers selling EVs
- Policies for medium- and heavy-duty freight
- Policies to enable workplace charging
- Electric ride-hailing policies and programs
- State energy policy strategies and transportation electrification
- CMAQ program and transportation electrification
- EV registration fees

Who is getting it right?

Highlights from the report

Policies to encourage and enable vehicle purchase...

Direct sales legislation

Colorado: SB 167, allows for an exception to the direct-sales prohibition by an OEM if that OEM is exclusively selling EVs..

Utah: In 2018, HB 369 was signed into law. The bill created a pathway for EV OEMs to use a direct-sales model to sell light-duty vehicles by issuing new licenses, permitting direct sales under certain conditions and exempting them from the state's New Automobile Franchise Act.

Used EV incentives

Florida: The Orlando Utilities Commission provides rebates of $200 to residential customers who purchase or lease an eligible new or used EV.

New Hampshire: The New Hampshire Electric Co-op offers rebates of $1,000 for the purchase or lease of a new or used BEV, and $600 for the purchase or lease of a new or used PHEV. plug-in hybrid.

Pennsylvania: Duquesne Light Company offers a rebate of $1,000 to DLC customers for the purchase or lease of a used BEV or PHEV.

Pennsylvania: The state Alternative Fuel Vehicle rebate offers $750 for "one-time preowned" BEVs and $500 for a "one-time preowned" PHEV with less than 75,000 miles

Policies to electrify light-duty vehicle and bus fleets...

Executive Orders for fleets and beyond

California: In July 2020, the California Air Resources Board passed the Advanced Clean Truck (ACT) Standard, which requires a given percentage of truck manufacturers' sales be battery electric or fuel cell beginning with model year 2024. The policy will apply to manufacturers of at least 500 trucks annually.

New York City: New York City's Executive Order 53 (2020) sets a citywide goal of transitioning the city's entire fleet to 100 percent all-electric and carbon neutral by 2040. The order also requires the Department of Citywide Administrative Services and NYC Fleet to issue and implement a Clean Fleet Transition Plan, to be updated every two years.

Oregon: All state agencies are required to lease or purchase ZEVs for at least 25 percent of new light-duty vehicles to the greatest extent feasible. For vehicle classes where ZEV procurements are not feasible, state agencies may acquire alternative fuel vehicles so long as such use is economically and logistically possible. (Oregon Revised Statutes 283.327, 283.337, 267.030; Executive Order 20-04, 2020)

Washington: All state agency-owned vehicles are required to use 100 percent biofuels or electricity to the extent practicable and must prioritize both the leasing/purchasing of EVs for new procurements and the use of EVs for all trips.

Policies to increase availability of charging infrastructure...

Streetlight and power pole charging access

Seattle: The city of Seattle, the Woodland Park Zoo, and ReachNow installed 20 Light & Charge systems at the Woodland Park Zoo. The Light & Charge system transforms existing streetlights and parking lot lights into host sites for EV charging stations.

Lancaster, CA: The city of Lancaster launched the BLVD Streetlight EV Charging demonstration in 2017. The project integrates EV charging stations into five streetlights along a popular downtown boulevard.

Los Angeles: The city has installed EV chargers on 284 streetlights across the city and is installing chargers on utility poles as well.

Protecting EV designated parking spots

Arizona: Pursuant to section 28-2416, a person who is found responsible for parking a gas-powered motor vehicle within any parking space specifically designated for parking and fueling EVs can be cited and subject to a civil penalty of at least $350.

Washington State: RCW 46.08.185 states it is a parking infraction with a penalty of $124 for any person who parks a vehicle in an EV charging station on public or private property if the vehicle is not connected to the charge equipment.

Illinois: HB 0198 makes it unlawful for a non-electric vehicle that is blocking a designated charging station can be towed and the owner fined between $75 to $100.

Policies to prioritize equity and expand charging access...

Rebates for low income drivers

California: The Charge Ahead California Initiative aims to bring one million electric cars, trucks, and buses to CA by 2023. SB 1275 directs the California Air Resources Board (CARB) to create equity programs that increase access to and use of EVs among low- and moderate-income individuals. For example, rebate payments to low-income consumers are prioritized through the Clean Cars 4 All Program, and low-income eligible applicants may receive additional compensation of $7,500 toward replacing a high-emitting motor vehicle. Through CARB, the Community Housing Development Corporation has a Transportation Program that serves low-income residents in six Bay Area counties by providing a vehicle-financing option for the purchase of a used hybrid electric vehicle, plug-in hybrid, EV, or fuel cell electric vehicle. The pilot program went statewide in June 2018.

Oregon: In addition to the $750 to $2,500 rebate for the purchase or lease of a plug-in hybrid or EV, drivers with low to moderate income who live in areas with elevated concentrations of air pollution are eligible for an additional rebate of up to $2,500 to replace a car that is at least 20 years old. The state's Clean Vehicle Rebate Project provides $2,500 for used plug-in electric vehicles and $5,000 for new plug-in electric vehicles to qualifying low-income individuals.

Vermont: Burlington Electric Department offers a $1,200 rebate to its customers, as well as an additional $600 and $300 for moderate-income consumers buying battery electric vehicle and plug-in hybrids, respectively.

Other policies….

Batteries and Battery Recycling

California: The California Air Resources Board will establish the Zero-Emission Assurance Project (ZAP) to offer rebates for the replacement of the battery or other related vehicle component for eligible used EVs. Rebates will be limited to one per vehicle, and applicants must be at or below 80% of the statewide median income. Rebates will be available through July 31, 2025. (AB 193)

Federal: Currently, S 3356, the Battery and Critical Mineral Recycling Act of 2020, is an active bill before Congress. This bill would call for the Department of Energy (DOE) to award multi-year grants to eligible entities for research, development, and demonstration projects to create innovative and practical approaches to increase the reuse and recycling of batteries in EVs.

Solutions to auto dealers selling EVs

PlugStar: This training platform performed by Plug In America can be provided online or in-person to auto dealers. Qualified staff teach the auto dealers about the EV battery, how to charge and how to access charging stations, as well as review the answers to questions consumers might ask. PIA will connect the dealer to the local utility to ensure the dealer is aware of any incentives or programs and the available charging rates.

Madison Gas and Electric Dealer Program: The Dealership Rewards program offers a $50 gift card to each dealer who connects Madison Gas and Electric with customers in their service territory who are interested in purchasing an EV. The utility tracks dealership activity, including the greatest number of qualified leads, highest EV sales and event participation. The winning dealership receives a social media advertising campaign valued up to $1,500.

Other policies….

Medium and heavy duty freight

Multi-State Medium and Heavy-Duty Zero-Emission Vehicle MOU: Recently, 15 state governors and the mayor of the District of Columbia released a joint memorandum of understanding on their commitment to truck electrification and eliminating toxic air pollution from medium- and heavy duty trucks and buses by 2050. The states joining this effort are CA, CO, HI, ME, MD, MA, NJ, NY, NC, OR, PA, RI, VT, WA, DC. The new MOU calls for 30 percent of new truck and bus sales to be zero-emission by 2030, and 100 percent zero-emission by 2050.

Truck Replacement Program (TRP): New Jersey's TRP is funded by CMAQ and the EPA's Diesel Emission Reduction Act and provides grant funding for the replacement of up to two trucks per entity. Trucks must be diesel-fueled and older than model year 2003. The fund provides up to 50 percent of the cost of a new truck or a maximum of $25,000, whichever is less.

Voucher Incentive Programs: Voucher programs intend to lower vehicle costs at the point of purchase and offer funds on a first-come, first-served basis. Approved vendors apply for vouchers and deduct the voucher amount from the purchase cost. Once the vehicles are purchased, the vendor submits the paperwork and is reimbursed the voucher amount. The California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and the New York Truck – Voucher Incentive Program (NYT-VIP) both offer vouchers to assist with electric truck procurement.

Next Steps:

...5.0 version next year!

...add in new model policies (i.e. AB 326 in CA on subscription models)

….update the best policies

...provide more policy templates

For additional questions...

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STATE LEGISLATIVE ROLE IN ELECTRIFYING THE TRANSPORTATION SECTOR

OCTOBER 27, 2020

Laura Shields
NCSL Energy Program Policy Associate

NCSL

NCSL OVERVIEW

- Bipartisan Organization:
  - Serves the 7,383 legislators and 30,000+ legislative staff of the nation's 50 states, commonwealths and territories
- Activities
  - Research and provide information on topics of interest to the states
  - Technical assistance and training
  - Opportunities for policymakers to exchange ideas
  - Lobbying at the federal level for states' interests

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NATIONAL CONFERENCE OF STATE LEGISLATURES

ROLE OF STATE LEGISLATURES

- Signal support
- Initiate dialogue
- Develop policy study committees
- Provide incentives, funding or financing
- Mandate or restrict actions

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POLICY TOPICS WE'RE FOLLOWING

We tracked nearly 430 transportation-related bills under consideration in 2020.
Roughly 10% (44) of those bills passed.

- Alternative Fuels & Vehicles
- Clean Energy
- Cybersecurity
- Energy Efficiency
- Energy Security & Resilience
- Energy Storage
- Fossil Fuels
- Grid Modernization
- Infrastructure
- Workforce Development

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QUESTIONS WE'RE GETTING FROM STATE LAWMAKERS

Fees

- Which states have fees and what are the fee amounts?
- Where does the revenue go?

Direct-Sales Model

- Which states allow or prohibit direct-sales?
- Are only certain manufacturers allowed to engage in direct-sales?

Incentives

- Is there any analysis or evidence that incentives increase EV adoption?
- What are examples of school bus incentives? EVSE incentives? Fleet incentives?

Infrastructure

- How are EVSE operators and infrastructure regulated and by who?
- What are state legislative models for supporting EV infrastructure deployment?

Visit NCSL's EV Fees webpage for additional information about state EV fee policies:
https://www.ncsl.org/research/energy/new-fees-on-hybrid-and-electric-vehicles.aspx

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STATE LEGISLATIVE ACTION

At least 28 states have enacted plug-in EV fees and of those 14 have separate fees for hybrid vehicles.

At least 18 states have laws that expressly allow for EV manufacturers to engage in direct-sales.
Recent Example: Colorado Senate Bill 167 (enacted 2020).

At least 23 states and D.C. have enacted statutory incentives related to EVs or EV infrastructure.
Recent Example: New Jersey Senate Bill 2252 (enacted 2020).

At least 19 states and D.C. have laws that exempt EV service providers from regulation as a public utility.
Recent example: Utah House Bill 396 (enacted 2020).

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COLLABORATION BETWEEN UTILITY COMMISSIONS AND LEGISLATURES

Mini Guide Takeaways

- Commission-Led Approaches:
  - Designating a Legislative Liaison
  - Sending subject-matter experts to testify at hearings
  - Invite legislators to attend technical trainings on emerging policy topics or technologies
- Legislature-Led Approaches:
  - Sending drafts of legislation to the PUC for comment
  - Reaching out to the PUC for testimony and briefings to offer subject-matter expertise
  - **Asking PUC to develop a study on a specific policy topic**


National Council on Electricity Policy
MINI GUIDE

Engagement between Public Utility Commissions and State Legislatures

State Public Utility Commission Composition and Scope

About the NCEP Mini Guide Series

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DIRECTIVE LEGISLATION

Relevant Legislative Actions:

- Establishing utility transportation electrification programs.
- Directing utility commissions to evaluate EV market barriers and policy options for enhancing utility participation in transportation electrification.

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CASE STUDY: NEVADA

In 2016 the Nevada PUC opened an investigatory docket on various EV charging policy matters including regulation of power for EV charging and statewide deployment of EV infrastructure, among others.

Senate Bill 145 (enacted 2017) was a broad grid modernization bill that in part established new requirements for a utility EV infrastructure program.

> **Section 1.4** of this bill: (1) creates the Electric Vehicle Infrastructure Demonstration Program; (2) requires the Commission to adopt regulations concerning the Program; and (3) authorizes each utility to recover the costs of carrying out the Program.

In 2018 the PUC issued regulations authorizing Nevada Energy to establish a $15 million EV fund.

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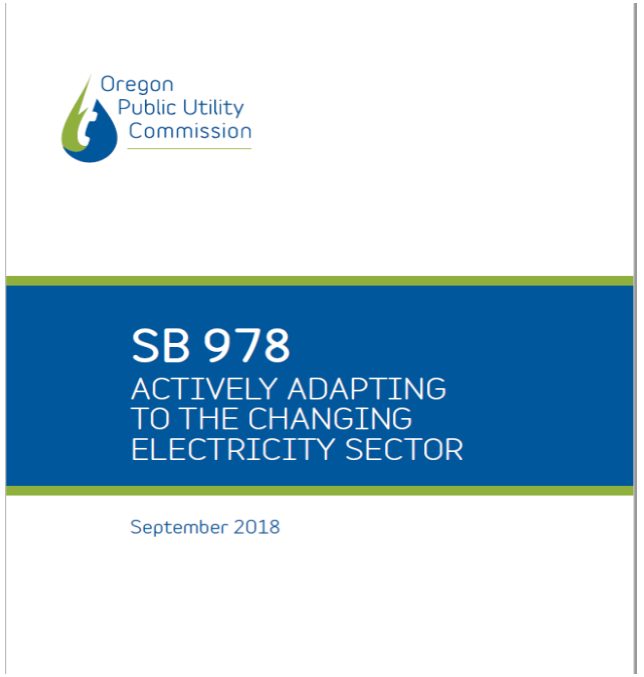
SEEKING COMMISSION ANALYSIS AND EXPERTISE

Florida: Senate Bill 7018 (enacted 2020) in part requires the Public Service Commission, in consultation with the Office of Energy, to make recommendations for building out the state's charging infrastructure based on projected EV growth.

Washington: House Bill 1853 (enacted 2015) directed the Utilities and Transportation Commission to submit a report to the legislature on the impact of incentives on EVSE and EV deployment and recommendations for utility participation in the EV market.

Oregon: Senate Bill 978 (enacted 2017) directed the PUC to identify trends, technologies, and policy drivers in the evolving energy industry, including transportation electrification.



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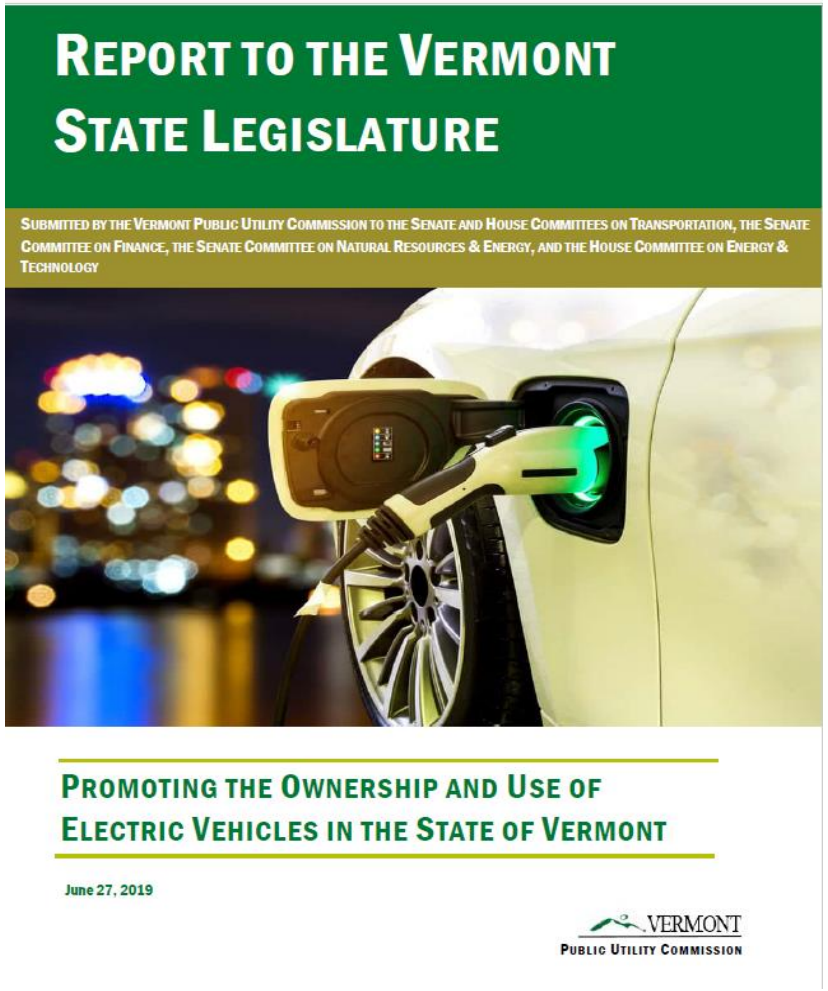
CASE STUDY: VERMONT



- In 2018 the legislature enacted House Bill 917 directing the PUC to evaluate issues related to EV charging and deployment and submit an analysis of those issues to the legislature in 2019.
- **The** report identified areas for legislative action, including ensuring public charging stations are fully accessible and appropriating funds that support EV adoption and EV charging.

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CASE STUDY: VERMONT

- House Bill 529 (2019) directed the PUC to submit a supplemental report to the Legislature on EV tariff design.
- **The report** indicated that a per-kWh fee on EV charging would need to be established through legislation. Legislative action would also be necessary to require submetering at charging stations and customer payment of fees.

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ADDITIONAL RESOURCES

- NCSL Energy Legislative Database
- Plugged In: NCSL's State & Federal Newsletter
- NCSL Energy Publications List
- NCSL EV Resources (Coming Soon!)

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Questions?

Raise your hand to ask a question or type a question into the question box

Peer Discussion – Commissioners and Commission Staff Only

Facilitators

- Working Group Chair Maria Bocanegra and Illinois Commerce Commission Staff
- Working Group Vice-chair Jason Stanek and Maryland Public Service Commission Staff

Discussion Questions

- What are examples of effective collaboration regarding EVs between the commission and legislature in your state?
  - What is a measure of effective or successful collaboration?

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  - If so, how do you think information sharing can be improved?

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- Are there specific EV policy issues that are more (or less) conducive to effective collaboration?
- Have you experienced any barriers to information sharing with your state legislature with regards to EVs?
  - If so, how do you think information sharing can be improved?
- How is your commission currently tracking legislative activity?

Upcoming EV SWG Calls: Always on a Tuesday, 3-4:30pm ET / 12-1:30pm PT

- Annual Meeting:
  - Joint Staff Subcommittee Meetings Between ERE and Rate Design on **November 5**
    - **12:30-1:30PM (ET): Part I: What Can Utilities do to Encourage EV Adoption – A Discussion of Tariffs and Programs**
    - **1:45-2:45PM (ET): Part II: What Can Utilities Do to Encourage EV Adoption – Which Tariffs and Programs Are Working?**
  - Concurrent Session - **November 10th, 3-3:45PM (ET): Preparing for Commercial Fleet Electrification**
- December Meeting - **December 15, 3-4:40PM (ET): Performance-Based Regulation Related to Electric Vehicles** (*moved from 12/22*)
- RAP Webinar on **Thursday, October 29, 2-3PM (ET): Roadmap for Electric Transportation: Options for Lawmakers**
- EVSWG Listserv: NARUC-EVSWG@lists.naruc.org
- **Presentations and recordings of past EVSWG events**