





# Transportation Electrification: State Energy Office, PUC, and DOT Collaboration

Photo by: NASEO

### Purpose of the Mini Guide

- Define each agency's role in supporting transportation electrification
- Identify cross-agency collaboration models and the value of leveraging each agency's strengths
- Highlight best practices and lessons learned from the states



### National Council on Electricity Policy MINI GUIDE

### Mini Guide on Transportation Electrification: State-Level Roles and Collaboration among Public Utility Commissions, State Energy Offices, and Departments of Transportation

Prepared for the National Council on Electricity Policy (NCEP), administered by the National Association of Regulatory Utility Commissioners (NARUC) Center for Partnerships & Innovation (CPI)

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any states across the country have set ambitious electric vehicle adoption goals and are working to establish policies and programs to support transportation electrification. State Energy Offices, Public Utility Commissions (PUCs), and Departments of Transportation (DOTS), as well as State Environmental Agencies, Consumer Advocates, and other important state-level partners each have a unique and vital role to support electric vehicle (EV) rollout. Frequently, these agencies have been working together to coordinate EV infrastructure planning and design incentive programs, as well as launch ambitious policy and regulatory frameworks in the EV space.

Recent federal legislation, including the Infrastructure and Investment in Jobs Act (IIIA) and Inflation Reduction Act (IRA), has provided states with additional opportunities to advance transportation electrification efforts. 'The IIIA will provide 57: 5 billion for investments in EV charging infrastructure; of the total, 55 billion is dedicated to the National Electric Vehicle Infrastructure (NEV) program that directs funds to state DOTs to build a network of EV chargers across the country. The remaining 52.5 billion is set aside for the Discretionary Grant Program for Charging and Fueling Infrastructure in which states, localities, tribes, territories, and metropolitan planning organizations are eligible to apply for funding to support publicly accessible EV charging and alternate fuel infrastructure.

The EV Master Plan is a notable example of a product that could not be completed without cross-agency collaboration. 
The purpose of the EV Master Plan was to create a plan for charging infrastructure across the state highway system. The DOT has expertise in state highways, unlike the other two agencies. The plan, however, required information regarding appropriate regulatory models for getting electricity to the charging stations, which is where the PSC was able to assist.

— Andrew Foy, Chairman of Florida PSC.

1 A summary of vehicle electrification funding and related provisions is available at: U.S. Department of Energy Alternative Fuels Data Center, 2021, Bipartison Infrastructure Law (Infrastructure Investment and Jobs Act of 2021), <a href="https://aids.onergy.gov/laws/infrastructure-investment-jobs-act">https://aids.onergy.gov/laws/infrastructure-investment-jobs-act</a>.

#### About the NCEP Mini Guide Series

The National Council on Electricity Policy (NCEP) is a platform for all state-level electricity decision makers to share and learn from diverse perspectives on the evolving electricity sector. The NCEP mini guide series promotes this dialogue by highlighting examples of successful engagement across its members. Each mini guide features collaborative approaches, lessons learned, and interviews with leading state and local decision makers.

# State Agency Roles in EV Infrastructure

### State Energy Office

 Advise Governors and Legislators, develop EV policies and programs

### State Department of Transportation

 Designated agency for the disbursement of NEVI formula funds

### State Public Utility Commissions

 Oversee the utility's role in EV infrastructure siting and charger ownership

## Major Themes



Identify and leverage each agencies' key strengths and gaps



Formal collaboration is necessary and worthwhile



Informal engagement can be a valuable supplement to formal collaboration



Include additional public and private sector stakeholders to increase benefits