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June 9, 2022



Coalition urges states to use EV charging funds to incentivize long-term investment in the industry

-- Short-term grants to entities with no capital invested in EV charging will not spark the EV charging network that America needs --

The Federal Highway Administration issued a Notice of Proposed Rulemaking (NPRM) on Thursday morning regarding proposed minimum standards and requirements for EV charging projects that states would like to fund with the \$5 billion through the National Electric Vehicle Infrastructure (NEVI) Formula Program.

As regulators develop standards for the program – and state leaders develop their implementation plans – Charge Ahead Partnership urges them to incentivize the long-term private investment that is necessary to expand the EV charging footprint throughout the country.

The NEVI program comes with the ambitious goal of setting up 500,000 chargers by the year 2030. The federal government’s push for a nationwide EV charging network is to be applauded, but how states deploy the money will ultimately determine the program’s efficacy.

Rather than steering funds exclusively toward publicly-funded entities or to groups not staking their own capital in the EV charging industry, the FHWA ought to develop criteria that incentivize private investment in the EV charging marketplace.

Charge Ahead Partnership (CAP), a national coalition of businesses, associations and individuals united by the goal of efficiently and effectively developing an EV charging network, is urging the FHWA to consider how states can use their funds to attract investment in EV charging for the long haul, fostering a sustainable business environment that thrives long after this initial funding stream has dried up.

“This influx of federal funding into the EV charging market is a once-in-a-generation opportunity to motivate retailers, businesses and entrepreneurs to enter an exciting new marketplace,” said Jay Smith, executive director of CAP. “However, we should all be thinking beyond this one federal grant program, and use it to drive long-term private investment so that the EV charging market can blossom into a profitable, economically-stable industry that EV-driving Americans can count on to get from A to B.”

As the nation’s existing widespread fuel station network proves, private companies are ready and able to meet drivers’ refueling and recharging needs. CAP urges states to take advantage of the fuel stations and retailers that already dot every interstate, while also accelerating investments to get EV chargers to underserved and remote areas.

“Thousands of retailers across America are eager to invest their own capital in the EV charging business. Allowing private businesses access to this market will spark competition and innovation, ensuring that recharging an electric vehicle will be as easy as refilling a car with fuel,” Smith said.

States are set to receive \$615 million in FY2022 and a total of \$5 billion over the next five years under the NEVI Formula Program established by President Biden's Bipartisan Infrastructure Law.

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*To learn more about **Charge Ahead Partnership (CAP)** and join our efforts to help expand America's EV charging network please visit www.chargeaheadpartnership.com. In addition to joining CAP you can stay connected with us by following us on social media on Twitter at [@EV_ChargeAhead](https://twitter.com/EV_ChargeAhead), Facebook at [@ChargeAheadPartnership](https://www.facebook.com/ChargeAheadPartnership) and on Instagram at [@EVChargeAhead](https://www.instagram.com/EVChargeAhead).*