

# SUPPORT EV CHARGING (HB 1225/SB 407)

Dear Members of the Virginia General Assembly:

The undersigned companies and organizations write in strong support of **HB 1225 and SB 407**, patroned by Delegate Irene Shin and Senator Boysko respectively. It is essential that Virginia build a reliable, convenient and customer-driven electric vehicle (EV) charging market that is based upon fairness and a competitive, level playing field. The most efficient and effective way to build out this market is by embracing private investment and the inherent competition and innovation that comes with it. Several of the undersigned businesses are those who want to be a part of this expanding market.

Passing this legislation will break down major barriers to private investment in the EV charging marketplace and incentivize fuel retailers and other businesses to invest in Virginia to build out an EV charging network that will best meet the needs of drivers. **We respectfully ask you to pass HB 1225 and SB 407.**

**This legislation allows for increased free market competition and makes it easier for private entities to invest in EV charging stations by:**

- **Directing the State Corporation Commission (SCC) to determine the appropriate distance between privately-owned fast-charging stations and electric utility-owned ones.**
- **Requiring electric utilities to file rates specific to public fast-charging stations that utilize alternatives to demand charges.**
- **Promoting an efficient EV charging build out by streamlining utility make-ready infrastructure policies to support EV charging stations.**

Virginia statute currently allows electric utilities to install commercial EV charging stations anywhere without any consideration for unfair competition with private enterprise (see § 56-1.2:1 B). Without a change in policy, there is an ongoing threat of electric utilities making use of their status as monopolies to gain a competitive edge over private businesses in the EV charging market. HB 1225 and SB 407 clarify this issue by directing the SCC to open a proceeding by June 1, 2027, that will establish the “radial distance” between eligible privately-owned fast-charging stations and stations owned by investor-owned utilities (IOUs). The legislation prohibits IOUs from owning and operating fast chargers within the radial distance established by the SCC. Additionally, this legislation encourages private investment by streamlining the make-ready infrastructure process for interconnecting EV charging stations and also directs utilities to file public EV fast charging rates that mitigate demand charges, fostering greater predictability and certainty for businesses.

Electric utilities and private businesses, such as retailers, are natural partners in building out Virginia’s EV charging network. Passage of HB 1225 and SB 407 will help the EV charging market develop in a competitive manner and send a signal to businesses that it is safe to invest in the Commonwealth of Virginia.

We are grateful for your consideration.

