# **Contextual Policy Scan Worksheet**

This worksheet provides questions to help you collect information on federal, state, and local policies, as well as utility programs and services, that will shape the deployment of electric vehicle (EV) charging infrastructure in your community. Information collected and documented through this worksheet can be incorporated into the introductory policy context section of a local EV infrastructure plan.

**Instructions**

1. Review the context and resources, and then answer the prompts in this worksheet.
2. Review final drafts after all sections are complete and discuss implications for the community’s EV charging plan.

**Federal Context**

**This section provides a high-level overview of federal funding programs, incentives, and standards for EV infrastructure. Answer the questions below to become familiar with federal programs, incentives, and standards that support EV charging deployment.**

The scope and pace of transportation electrification is dependent on the existence of a reliable, accessible, and well-maintained charging network. The Bipartisan Infrastructure Law provides $7.5 billion to build a nationwide network of EV chargers, which includes $2.5 billion for the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. The other $5 billion is designated to the National Electric Vehicle Infrastructure (NEVI) Formula Program, which provides funding to states to build stations along interstate highway corridors. For more information about these programs, visit the [Joint Office of Energy and Transportation (Joint Office) website](https://driveelectric.gov/states). The Federal Highway Administration’s (FHWA’s) [NEVI Standards and Requirements](https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements) set minimum standards for federally funded EV charging infrastructure projects, including the CFI program. The Internal Revenue Service also proposed new regulations for federal clean vehicle tax credits that can benefit people purchasing clean vehicles, including all-electric, plug-in hybrid electric, and fuel cell electric vehicles. The [Alternative Fuel Vehicle Refueling Property Credit](https://www.irs.gov/credits-deductions/alternative-fuel-vehicle-refueling-property-credit) provides a property tax credit for installing qualified vehicle refueling and recharging property. Information about how to receive these credits is provided on the U.S. Department of Energy’s (DOE’s) [Alternative Fuels Data Center](https://afdc.energy.gov/laws/ev-tax-credits). Note that additional incentives may be available from your state, utility, or local government.

The Joint Office also provides technical assistance to support states and communities with planning and deploying EV charging infrastructure projects under the NEVI and CFI programs. You can submit a request at [DriveElectric.gov/contact](https://driveelectric.gov/contact).

* Are there designated [alternative fuel corridors](https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/) in your jurisdiction? Are there any existing or planned stations in or near your community?
* What federal technical assistance programs are available to support EV charging projects?

**Resources**

* FHWA-designated [alternative fuel corridors](https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/).
* DOE [Alternative Fueling Station Locator](https://afdc.energy.gov/stations/#/find/nearest).
* Joint Office [Technical Assistance for Communities](https://driveelectric.gov/communities).
* Argonne National Laboratory’s [30C Tax Credit Eligibility Locator](https://experience.arcgis.com/experience/3f67d5e82dc64d1589714d5499196d4f/page/Page/).

**State Context**

**In addition to federal incentives, many states offer incentives and programs to support EV adoption and charging infrastructure development. Answer the questions below to become familiar with your state context for EV adoption and charging.**

* Does your state have existing EV infrastructure plans? If so, analyze relevant elements of those plans. These might include designated alternative fuel corridors, strategies, timelines, costs, and target areas.
* Review your [state’s plan](https://driveelectric.gov/state-plans/) for deploying EV charging stations through the NEVI Formula Program.
* What are your state’s objectives for expanding the reach of EV infrastructure?
* What state grants, rebates, vouchers, or tax credits are available for individuals or businesses to purchase or install EV charging equipment?
* What state technical assistance programs are available?
* What EV charging infrastructure workforce development or training opportunities exist in your state? To learn more about Registered Apprenticeship Programs in each state/territory, visit the [U.S. Department of Labor’s website](https://www.apprenticeship.gov/about-us/apprenticeship-system).
* Does your state have a program that vets vendors for charging providers (e.g., a state cooperative purchasing agreement or statewide price agreement)?
* Does your state have any fees for EV owners or drivers (e.g., registration fees, road usage programs)? Does your state have an excise tax on electricity sold through a charging provider?

**Resources**

* Joint Office [State Plans for Electric Vehicle Charging.](https://driveelectric.gov/state-plans/)
* DOE [Alternative Fuels Data Center State Laws and Incentives](https://afdc.energy.gov/laws/state) search tool.

**Regional Context**

**Answer the questions below to learn more about potential regional partners and leaders with existing EV infrastructure plans.**

* Which local and/or regional entities conduct transportation planning in your area (e.g., counties, metropolitan planning organizations (MPOs), regional transportation planning organizations (RTPOs), transportation nonprofits, or community-based organizations)?
* Do any of those entities have existing EV infrastructure plans? If so, analyze relevant elements of those plans. Relevant elements might include which partners and stakeholders are involved, strategies, timelines, costs, and target areas.
* Does your local MPO or RTPO have a transportation improvement program to identify local and regional projects to receive federal and state funding? Have these programs funded EV equipment-related projects in the past? What entities have proposed these projects?
* Are you eligible to participate in a regional or national cooperative purchasing association? For example, Sourcewell competitively bids contracts for electric vehicle supply equipment (EVSE), network services, and maintenance plans that are available to state governments, local governments, higher education, and K–12 education institutions.

**Resources**

* FHWA/Federal Transit Administration [Metropolitan Planning Organization Database](https://www.planning.dot.gov/mpo/).
* FHWA’s [Transportation Improvement Program](https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/transportation-improvement-program-tip).

**Utility Context**

**Answer the questions below to learn more about how the local electric utility and state utility regulator is or can be part of an EV infrastructure plan.**

* What is your local electric utility (or utilities)? Do they have a plan or stated goal for supporting EV charging?
* Has a statewide electric utility regulator established a framework that identifies roles, expectations, and responsibilities for utilities, EV charging developers, and utility customers as it relates to transportation electrification?
* Does your utility have a make-ready program or offer charging as a service? If so, what costs and what percentage of those costs does it cover?
* Does your utility or utility regulator offer rebate programs to offset a portion of the cost for commercial and residential customers to procure and install their own EVSE?
* Does your utility provide a distribution capacity “heat map” to help inform the potential scope or time frame for utility upgrades that may be necessary to serve the EVSE deployment?
* Does your utility own and operate EV charging infrastructure, offer charging as a service, or allow customers to select their preferred vendor and control operation of utility-owned EVSE on the customer’s premises?
* Are you familiar with the electricity tariff in which you will need to take service, which can vary depending on the amount of power associated with the service request? Does your utility’s electricity tariff in question include a demand charge component ($/kW) that could affect DC fast charging station deployment and operating costs, in addition to a volumetric rate ($/kWh) that charges customers based on the quantity of electricity consumed? Does your utility have a seasonal or annual time-of-use electricity rate structure?

**Resources**

* Search and filter for utilities by state or ZIP code and get contact information to learn about their EV charger installation efforts in the [U-Finder Tool](https://afdc.energy.gov/utility-finder).
* To learn more about demand charges, [review page 7 of this report from the National Association of State Energy Officials](https://www.naseo.org/data/sites/1/documents/publications/Demand%20Charges%20and%20EV%20Charging%20-%20Final.pdf).

**Local Context**

**Answer the questions below to learn about your local government’s EV infrastructure goals, priorities, considerations, and partnerships.**

* What are your local government’s goals (if any) related to reducing transportation emissions or increasing vehicle electrification?
* What are your local government’s goals (if any) related to equitable access to transportation or EV infrastructure?
* What are your local government’s plans or interest in modifying permitting or zoning ordinances to streamline EV charging infrastructure development?
* Does your local government have any plans to develop an EV readiness plan? If so, what will that plan include, and what is the time frame?
* Does your local government have a collaborative city–utility partnership with a memorandum of understanding or other agreement that includes EV measures? If so, how can that partnership be leveraged to increase EV infrastructure development?