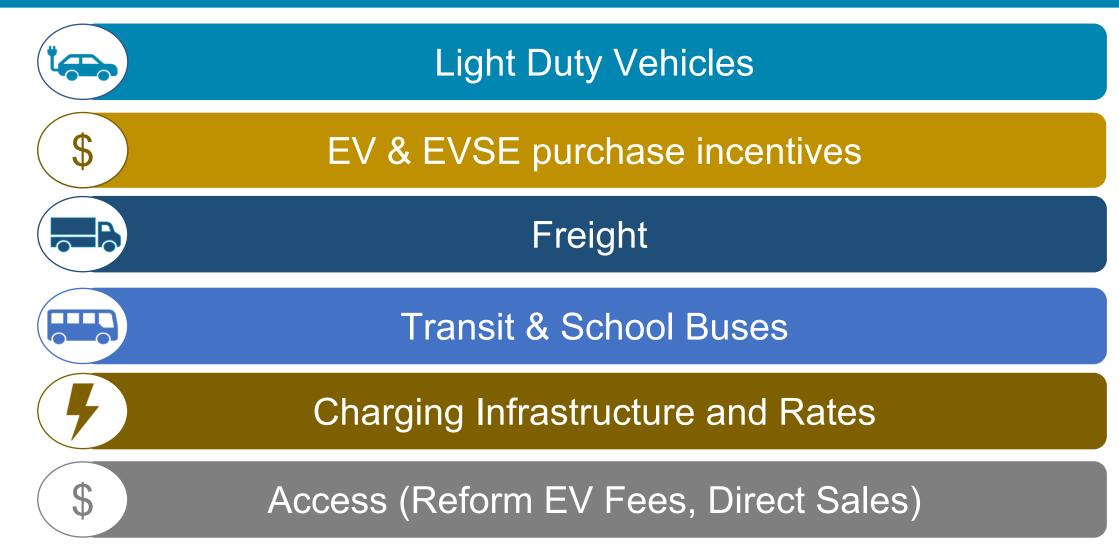


Near Term Opportunities







State Policy Opportunities for LD Vehicle Advancements

State/Public Fleets

Encourage and support fleet acquisition efforts

- Promote large scale public procurement programs / "EV First" procurement policies
- Require a percent of fleet purchases be EVs and policies that reduce up-front capital outlays
- Move towards innovative financing options (e.g. vehicle leases to capture tax credits, pay as you save)
- Provide education and training for decision makers and drivers

Consumers

Expand EV access, awareness, and requirements

- Create monetary and non-monetary incentives (e.g. tax rebates, preferred parking access)
- Enhance direct sales channels for EV start-ups/EV-only manufacturers
- Provide dealership & consumer-facing education (e.g. ride and drives)
- Set sales targets





State Policy Opportunities for Freight

Freight policies

- Adopt the goals in the Multi-State
 Medium- and Heavy- Duty MOU and
 supporting policies -- financial and non financial incentives, financing models,
 fleet owner/operator education
- Establish public fleet procurement goals/targets for medium/heavy duty trucks





State Policy Opportunities for Buses

Hop on and get moving

- Set EV Bus Goals: Vehicle acquisition targets
- Update Procurement: Adopt EV First policy, Revise specifications for EVs
- Reduce Capitol Burden: Pay as you save/on-bill financing.
 Combine cap-ex & op-ex budget lines
- Provide Incentives: Utility/ratepayer funding & partnerships



Opportunities for Charging Infrastructure/Rates

Low Carbon Fuel Standard

- Low-carbon fuel standard to require CO2e reductions in state fuel mix
- Regional interest from other states

Utilities & EVSE

- Rate-payer utility investment in charging
- Funding for EVSE (enhanced tax credit, influenced VW funding)
- Bulk purchase discount programs
- Rebates for consumers installing chargers

EV-Ready Buildings

- State-wide EVready building codes
- Local EV-ready building codes
- Update policies for Multi-Use Development charging

Rate Design

- Time of Use Rates (especially MD/HD, bus)
- Address Demand Charges (especially MD/HD, bus)
- Direct utilities to file EV pilot programs and rate cases



Support Access: EV Fees, Direct Sales

Status

- EV Registration Fees \$100 annually
- WI does not allow EV direct-toconsumer sales

Actions

- Reform the EV fee structure/ensure comparability to ICE vehicles
- EV OEMs support allowing direct sales to consumers



Electrification Coalition

Changing the Future of Transportation

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