



Drive Electric FL 2024 Legislative Priorities

Presentation to Annual Meeting
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October 13, 2023

Background

- Developed by Drive Electric Florida Policy Committee over the last six months
- Based on 2023 Priorities Document
- Major changes:
 - Recommend new EVMP
 - Deleted managed charging section
 - Don't take a position on utility ownership
 - Specify amount of additional highway fund fee based on study
- Approved by the Board of Directors on October 9, 2023

1. EV Goals

The Legislature should set EV market goals for the State of Florida, based on the aggressive scenario in the FDOT Electric Vehicle Master Plan. The EVMP should be updated on a regular basis.

2. Underserved Populations

Underserved populations should receive special attention as the State develops EV plans and programs

3. Transportation Electrification Council

A Transportation Electrification Council should be established to coordinate electrification efforts throughout the State, with FDOT as the lead agency.

4. Emergency Planning

Disaster planning and investment for resilience should be priorities of Florida agencies, utilities and EVSE infrastructure developers

5. The Utility Role

The utility has an important role to play in assuring that the State can meet its EV goals and ensure beneficial results. The role should include infrastructure investment, planning, marketing education and outreach, and supportive rate design.

6. EV Incentives

Florida should consider providing incentives for vehicle purchases, perhaps focused on underserved populations

7. Highway Funding

EV owners should pay an annual additional registration fee until a longer-term solution of the highway funding conundrum is found. Drive Electric Florida commissioned a study by the Center for Urban Transportation Research, University of South Florida which found that a comparable fee to taxes paid by gasoline-powered autos would be \$125 to \$146 per year, including \$89 to replace state taxes lost and \$36 to \$57 which is the range of local taxes imposed in the state.