



Date: 6.13.2023

To: House Committee on Transportation, Mobility, and Infrastructure

From: Michigan League of Conservation Voters

Re: Support HB 4706; Right To Charge Legislation

Chairman Nate Shannon and Honorable Members of the House Committee on Transportation, Infrastructure, and Mobility:

GM CEO Mary Barra highlights nearly a \$billion investment in EV Charging

Last Thursday, June 8th, 2023, National Public Radio's Marketplace [interviewed GM CEO Mary Barra](#) about their third generation Ultium battery platform and the nine electric vehicles GM will have available for sale by the end of this year. Charging infrastructure was featured prominently in the interview, and Ms. Barra acknowledged that the lack of charging infrastructure could become a "gating factor" if it is not quickly and adequately deployed. She highlighted GM's three quarters of a billion dollar commitment to accelerate charging infrastructure buildout, while citing Walmart, 7-11, and "a lot of startups working on charging infrastructure."

HB 4706 is a green light to the electric vehicle and charging sector that Michigan is serious about building out a robust EV charging network. The bill clarifies state policy and ensures in statute that an entity need not be a formally licensed public utility to furnish electricity to consumers for profit through electric charging stations. The bill signals to EV charging startups, existing suppliers, and the wide variety of potential host retailers that Michigan intends to enable and grow a dynamic EV charging market quickly and efficiently to keep up with demand.

Why is policy clarity needed? The Public Service Commission has allowed the sale for resale for EV charging in tariffs for the last several years; however, the Commission's authority does not extend to municipal nor cooperative utilities. Additionally, existing statute could be interpreted as limiting the types of businesses and entities generating power that could then sell that power for EV charging. The proposed legislation makes it clear that selling power for EV charging is authorized outside of the licensed utility framework - this approach creates a more dynamic marketplace with more players competing to enter - driving down prices for consumers and increasing deployed charging capacity.

Range anxiety is often cited as a top barrier for new entrants into the EV markets, and building out Michigan's EV charging infrastructure is key in addressing that issue. HB 47046 is one component of a legislative, policy, and appropriations framework for Michigan to take a leadership role in the advanced mobility future.

Respectfully,

A handwritten signature in black ink, appearing to read "Nicholas Occhipinti".

Nicholas Occhipinti, Michigan League of Conservation Voters