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## **President Biden acknowledges that electric vehicle chargers should be as easy to find as gas stations**

**-- Thirty-five states receive approval for federal funding to build out their EV charging networks. --**

Charge Ahead Partnership, a coalition of businesses, associations and individuals that share the common goal of developing a nationwide charging network for electric vehicles (EVs) across the United States, appreciates that President Joe Biden highlighted the important role that fuel retailers can play in the future of EV charging in America.

President Biden called for charging stations along America's highways that replicate the current refueling experience as he announced that 35 states have received funding approval to build out their EV charging network under the National Electric Vehicle Infrastructure (NEVI) formula program.

Grants and partnership opportunities mark an important step to kickstart the market for EV charging. But they do not replace the need to further refine existing energy policy.

Fuel retailers can single-handedly eliminate range anxiety, which remains the No. 1 reason why many consumers refrain from purchasing an electric vehicle. However, federal investments must drive necessary policy and market reforms or the NEVI grant program will result in charging stations being placed in undesirable locations, limiting consumer interest in purchasing EVs and minimizing private companies' desire to invest in charging stations.

To achieve its goal of a nationwide network of U.S. charging stations, the Administration and state-level decision makers should allocate grant money in a market-driven, consumer focused manner.

The NEVI funds alone are not enough to establish the EV charging network that America needs. In addition to utilizing this funding effectively, state-level policy makers need to foster an environment that invites private investment.

The most significant obstacle currently preventing private retailers from entering this marketplace is the interference of public utilities. Large power companies can use ratepayer funds to subsidize the cost of utility-owned EV chargers while also levying significant demand charges on private retailers. Until these issues are addressed, America will not have the EV charging network that we need.

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*To learn more about **Charge Ahead Partnership (CAP)** and join our efforts to help expand America's EV charging network please visit [www.chargeaheadpartnership.com](http://www.chargeaheadpartnership.com). In addition to joining CAP you can stay connected with us by following us on social media on Twitter at [@EV\\_ChargeAhead](https://twitter.com/EV_ChargeAhead), Facebook at [@ChargeAheadPartnership](https://www.facebook.com/ChargeAheadPartnership) and on Instagram at [@EVChargeAhead](https://www.instagram.com/EVChargeAhead).*