



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 1511		DATE: 1/10/2024
COMMITTEE: Government Efficiency and Downsizing		
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
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**THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.
St Louis Apartment Association supports this legislation.**



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To The Honorable Members of This Committee: Thank you for the opportunity to testify. My name is Avery Frank. I am a policy analyst at the Show-Me Institute, a nonprofit, nonpartisan, Missouri-based think tank that advances sensible, well-researched, free-market solutions to state and local policy issues. The ideas presented here are my own and are offered in consideration of unfunded electric vehicle (EV) charging station mandates that have been put in place by numerous governments in the St. Louis area. The growth of the EV market has captured the attention of consumers and investors in recent years. However, it remains true that only one percent of cars on the road in the United States are fully electric. Even further, of the 310,000 electric vehicles sold in 2021, 110,000 of those were sold in California alone. As this data indicates, this market is in its early stages. Local governments, however, have started to impose mandates for EV chargers on private property owners and businesses without any indication that there is a need for government intervention. HB 1511 would protect business owners in the St. Louis area from being forced to bear the cost of installing, operating, and maintaining EV charging stations out of their own pockets by current and future St. Louis-area mandates. While such protections are a step in the right direction, the protection should be extended to all business and property owners statewide.

General Issues with Trying to Manipulate the Transportation Market

With the EV market still in its early stages of development, there are two key things to consider:

1. Governments are assuming that the EVs of the present are also the vehicles of the future. In an industry that is innovating as rapidly as EVs, this is shortsighted. It is possible, perhaps even likely, that entirely different technology, such as hydrogen-fuel cells, will emerge and make the charging stations of today obsolete.
2. Electric vehicle charger technology is also in its early stages. A level 2 (L2) charger—currently the most common type of city public charger—can charge an EV from empty to 80 percent of capacity in 4 to 10 hours. As charging technology evolves, faster options will become available, but they may or not be compatible with charging stations being built today. Mandating early-stage chargers now could make costly retrofitting necessary in the future.

The EV Market Will Grow at its Own Pace—Unfunded Mandates Hurt Business Owners

Numerous St. Louis governments, such as the City of St. Louis, St. Louis County, and Brentwood, have enacted EV-charging mandates in order to get infrastructure in place ahead of expected growth in the EV market. Such policies are both risky and unnecessary. As the EV market grows, restaurants, hotels, and other businesses will face economic decisions about whether to add charging stations to their premises in order to attract consumers. A barbershop with limited parking may not want to build an EV station as full parking lots can dissuade customers, but for a landlord or hotel-owner, an EV station could be beneficial for luring tenants or customers. The free market will determine how, and at what pace, the charging network expands as the number of electric vehicles on the road grows. Importantly, forcing a business to bear the costs of installing an EV charging station (which, for an L2 charger, costs between \$2000 and \$5000) —and also

of operating and maintaining it—could create a true hardship. HB 1511 would require governments in St. Louis County and the City of St. Louis to pay for the installation, operation, and maintenance of any charging stations that are created by their own mandate. Forced Rapid Expansion of EV Charging Technology is Unnecessary

The concern about possible problems caused by a lack of public charging facilities is unfounded, as most EV owners rarely use public chargers. According to a 2022 survey regarding public L2 chargers:

- Approximately 4 percent of EV owners report using a public charger daily
- Approximately 14 percent of EV owners use one weekly
- Approximately 16 percent use one monthly
- Approximately 46 percent of EV owners say they “rarely” use a public L2 charger
- Approximately 21 percent say they have never used one

In summary, 67 percent of all EV owners say they rarely or have never used a public L2 charger. This is hardly surprising; one of the conveniences of EVs is that one can charge them at home, and over 90 percent of EV owners charge their car at home daily (55%) or weekly (38%).

HB 1511 Should Apply to the Entire State

While the St. Louis area has made headlines with unfunded mandates, other municipalities across the state can enact similar ones. The provisions of HB 1511 restrict its effect only to the City of St. Louis and St. Louis County. Local EV charging mandates are unnecessary and harmful intrusions by governments into this evolving industry, regardless of where in the state they are enacted. HB 1511 should expand its restrictions to the entire state.

Notes

Kite, Allison. *GOP Renews Push to Block Missouri Cities, Counties from Mandating EV Charging Stations* • Missouri Independent, Missouri Independent, 25 Jan. 2023, missouriindependent.com/2023/01/25/gop-renews-push-to-block-missouri-cities-counties-from-mandating-ev-charging-stations/.

Ordinance 71284: Electric Vehicle Charging Equipment (EVSE), St. Louis-MO, 1 Jan. 2022, www.stlouis-mo.gov/government/city-laws/ordinances/ordinance.cfm?ord=71284.

Muñoz, Robert. “How Many Electric Cars Are in the United States? (2024 Stats!).” *SensibleMotive*, 5 Jan. 2023, sensiblemotive.com/electric-car-statistics/#:~:text=Key%20Insights%3A%201%20Over%202%20million%20electric%20vehicles,share%20for%20electric%20vehicles%20is%2066.3%25%20More%20items.

6 EV Technology Innovations in Electric Vehicle Charging, *Driivz*, 4 Dec. 2023, driivz.com/blog/ev-charging-technology-innovations/.

Valdes, Renee. *Hydrogen Fuel Cell Cars: Pros and Cons in 2024 - Kelley Blue Book*, 14 Dec. 2023, www.kbb.com/car-advice/hydrogen-fuel-cell-cars-pros-cons/.

“Current State of Electric Vehicle Charging Systems.” *Innovate*, 17 Nov. 2023, innovate.ieee.org/innovation-spotlight/current-state-of-electric-vehicle-charging-systems/.

“Charger Types and Speeds.” U.S. Department of Transportation, www.transportation.gov/rural/ev/toolkit/ev-basics/charging-speeds#:~:text=Level%20%20chargers%20%28left%29%20are%20common%20in%20home%2C,%28123RF%20and%20Washington%20State%20Department%20of%20Transportation%20photos%29. Accessed 8 Jan. 2024.

CCS? Chademo? Ev Charger Terms You Need to Know



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WITNESS NAME			
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WITNESS NAME: DANIEL LORD		PHONE NUMBER: 314-714-0989	
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Mo. House Bill 1511 represent a non-profit that is trying to open a new location of a church in a very dilapidated building in South County, in an unincorporated part of St. Louis County, MO. The building is in rough shape and is the greatest eye sore in the mall district in that area. The parking lot is also very old and has lots of potholes. If the laws remain as is, it could very much effect the community and our church family in several negative ways: 1. It will most likely mean we will be unable to fix the building and make the much needed repairs to the parking lot that are so desperately needed and the blight will continue and property values could decline in the area. 2. It could mean we would have to direct funds (donations) away from our other important ministries working within the church (youth and children) and also external ministries that are a big help in the community such as our food and diaper distributions and disaster relief efforts in order to install these EV charging stations. By passing this bill it would positively impact hundreds of non-profits like ours in the future and keep our donors monies going to much needed community service and to meeting the needs of our communities.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: DAVID SAMUEL OVERFELT		PHONE NUMBER: 573-230-6006	
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Businesses should not be mandated to install vehicle charging stations. Some have installed where viable. Typically, local government mandates require way too many charging locations, they may require more stations than designated handicap parking. The charging stations are expensive and do not pay for themselves. "Installing an EV charging station may cost up to \$150,000, depending on the type and power. Aside from the charging station equipment, a business may incur other charges such as installation, power supply adjustment, permits, and other fees." source Ev Speedy



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WITNESS NAME			
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Associated Industries of Missouri supports this bill that requires local governments that impose a burden on employers to install and maintain electric vehicle charging stations to pay for such installation and maintenance of those charging stations. Businesses should be free to install or not install such stations depending on whether it makes sense for their companies. Local governments requiring this expense should provide the resources for any such requirement or it will be an unfunded mandate on businesses.



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WITNESS NAME: RON LEONE		PHONE NUMBER: 573-864-5189	
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WITNESS NAME			
INDIVIDUAL:			
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I am a resident of St. Louis County and I am opposed to this bill.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: JACQUELINE BARDGETT		PHONE NUMBER: 573-634-8760	
REPRESENTING: THE CITY OF ST. LOUIS		TITLE: LOBBYIST	
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Please find below a letter from the City of St. Louis' Office of Sustainability Director outlining their opposition to HB 1511: Dear Members of the House Committee Government Efficiency and Downsizing: I write in opposition to House Bill No. 1511 due to the adverse impact it would have on the financial interests, growth objectives, and sustainability goals of the City of St. Louis. It is essential to future growth strategies that the City of St. Louis implements policies and practices that will attract new use and improved facilities, designed with amenities to promote innovation. Electric vehicles are a key component of that strategy. Using electric vehicles (EVs) produces significantly fewer greenhouse gas emissions than do their gas-powered counterparts. Vehicle tailpipe emissions present health concerns and should be mitigated to promote the health of our residents. Electric vehicles in Missouri currently emit 33% less greenhouse gas emissions than gasoline vehicles, and EVs emit no harmful tailpipe air pollutants that exacerbate health conditions such as asthma. Ground-level air pollutants that come from conventional vehicles tend to have a disproportionately high impact on low-income communities and people of color. Supporting the use of EVs lessen these adverse air quality and equity concerns associated with vehicle greenhouse gas emissions. Ultimately, electric vehicles will save society money by mitigating health concerns and they will help the bottom line of consumers. EVs are less expensive to operate and maintain, saving the average driver in St. Louis about \$6,800 in fuel costs over the vehicle's lifetime. Moving toward a future with more electric vehicles requires charging stations. Consumers need to be confident that there will be sufficient convenient places to charge the vehicle. Sometimes that is where they reside and other times it is where they conduct business. Hence, to attract new development and greater use of EVs, it is important to support the existence of EV charging infrastructure. In January 2021, St. Louis adopted three ordinances designed to advance sustainability objectives and make it easier and more cost-effective for Electric Vehicle Supply Equipment (also known as EV Charging Stations) to be installed, often at a future date. The three related ordinances - which apply to certain new construction and significant renovations - support strategic development objectives and tie directly to the City's Building Code. Collectively they are known as the City's EV Readiness Ordinances. There are phased-in requirements depending on the type of property, with the earliest commencing in January 2022 and the latest in January 2025. In no case would more than 2% of parking spaces in any development be required to have EV chargers installed under St. Louis' current policy. Careful consideration was made to craft a policy that would meet growing demand for charging capacity in diverse geographic areas, while making sure financial impacts were modest. The majority of the requirements require EV Ready spaces - ones that have the electrical capacity for a future installation of an EV charger. With these ordinances in place, St. Louis stands ready to improve its air quality and adapt to the changing transportation needs of its residents. It is anticipated that House Bill No. 1511 may make it financially unfeasible for the City of St. Louis to implement in large part.

Moreover, the most affordable time to install EV charging stations is when development is occurring as a part of other construction activities, rather than as a stand alone project. Retrofitting a parking lot or garage to include charging stations after they have been constructed can be costly on building owners and operators; investing upfront can result in 75% savings compared with retrofitting for EV charging infrastructure at a later time. The intent of St. Louis' current EV Ready building codes is to decrease total overall cost to property owners while creating an adequate supply of Electric Vehicle charging capacity over time, in conjunction with other development activities. I urge you to reject House Bill No. 1511. Thank you for your time and consideration of this request. Sincerely, Elysia Russell
Director
Office of Sustainability
City of St. Louis



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: MICHAEL BERG		PHONE NUMBER: 314-644-1011	
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Chair Murphy and members of the Missouri House Government Efficiency and Downsizing Committee, On behalf of over 11,000 dues paying Sierra Club members in the State of Missouri, the Sierra Club Missouri Chapter opposes House Bill 1511. One of local government’s most important functions is to plan for and respond to the changing on-the-ground needs of its constituents. By restricting political subdivisions from acting to prepare for the transformative—and already occurring—shift toward using electricity to fuel our vehicles, House Bill 1511 would needlessly hinder the ability of local governments to carry out their essential planning function at a time when it’s most critical. The State should not tell our local governments (neither statewide nor specifically in St. Louis City and St. Louis County as this bill would do) that they cannot act to improve children’s health by planning for zero-emission electric buses at schools; nor should the State tell our local governments that whether they can plan for vehicle charging infrastructure at homes, businesses, and public locations depends on the size of their bank account. Doing so threatens access to federal funding, restricts development of public-private partnerships, and will prolong the existing harms to our economy and to Missourians’ health from the use of fossil-burning vehicles. House Bill 1511 threatens to negatively impact the health of our schoolchildren. House Bill 1511 would prohibit localities from requiring installation of charging infrastructure at public schools, undermining localities’ ability to support a transition to clean, zero-emitting school buses or the use of electric vehicles by school employees. That is a perverse restriction that will prolong the serious harms that children face from diesel exhaust from conventional buses and tailpipe fumes from fossil-burning vehicles. Nearly 50 percent of schoolchildren ride the bus, and some 90 percent of those buses are diesel-burning relics. Exhaust from those buses harms students’ physical health, putting them at risk for conditions like cancer and asthma. Diesel exhaust is also linked to cognitive development impacts, endangering students’ learning. Unfortunately, these impacts are disproportionately shouldered by lower-income students, students with disabilities, and students of color—all of whom are more likely to ride the bus. House Bill 1511’s restriction on planning for schools is unreasonable, and it is even more unreasonable considering the substantial funding for clean school buses available to Missouri in the Infrastructure Investment and Jobs Act. House Bill 1511 needlessly complicates access to federal funding programs and the development of public-private partnerships. House Bill 1511 would prohibit local governments from requiring the development of charging infrastructure at schools and, for any other location, local governments would be similarly restricted unless they can pay in full for the “installation, maintenance and operation” of the infrastructure. Even then, severe limitations would apply to the number of charging stations. That makes little sense at a time when substantial federal

funding is available to the state, including directly to localities, to support electric vehicles and related charging infrastructure. The Infrastructure Investment and Jobs Act (IIJA) makes \$5 billion available to help school districts acquire “clean” school buses, with half of that funding being dedicated to zero-emission school buses and half up-for-grabs between zero-emission technologies and “clean” fossil technologies. House Bill 1511 would chill local government action to support and encourage schools to access those funds to pursue grants for zero-emitting electric buses, possibly foregoing the health benefits that could otherwise accrue to the state, especially to school children. IIJA also created a \$5B National Electric Vehicle (NEVI) program and a \$2.5B Charging and Fueling Infrastructure (CFI) grant program. Under NEVI, Missouri will receive more than \$98 million. The Missouri Dep’t of Transportation’s plan for use of the money—now approved by federal authorities—expects entities receiving money to coordinate with municipalities to ensure they act in accordance with local efforts and intends to rely on local governments to “fine tune” investments and assess impact on disadvantaged communities. The Plan also predicts the state is well-situated to leverage NEVI funds to build good-paying jobs for electrical contractors and construction workers and that MDOT will rely on local officials to assess opportunities. Restricting local governments from taking action to plan for vehicle charging needlessly complicates MDOT’s ability to prioritize its funding, and is even more unreasonable at this time of incredible opportunity and need to restrict local governments from creating further opportunities in the same area is incomprehensible. The CFI program is a competitive grant program that is available to local governments. House Bill 1511 would harm Missouri local governments’ ability to access to those funds by restricting their ability to take preparatory actions that would increase project value to and demonstrate their competency. House Bill 1511 would also limit the range of program proposals that local governments could prepare for CFI (and possibly for NEVI funding). For example, a municipality may wish to require certain public locations to install charging infrastructure supported by federal funding together with cost share from an electric utility and a private EV technology company. House Bill 1511 suggests this would not be possible, as it requires a political subdivision to pay for all costs where charging is required (and only carves out “a business owner or property owner” to share in those costs). Such restrictions would harm Missouri’s ability to access federal funds designed to meet on-the-ground needs. House Bill 1511 would prohibit local governments’ from taking common-sense steps to make their localities “EV-ready.” House Bill 1511 seeks to prohibit political subdivisions from making their localities ready for electric vehicles. Such “EV-Ready” planning, which may direct that new residential, commercial, or public parking areas are equipped with the conduit and wiring needed to install charging stations, are prudent acts of public policy. Not only do they lay the groundwork for greater adoption of electric vehicles, but they avoid future cost barriers, as installing the infrastructure for EV charging in new construction as opposed to retrofits of existing structures can reduce costs by 75 percent. House Bill 1511 will prolong existing harms from transportation pollution to our economy and public health. Transportation plays a significant role in Missouri’s economy. It is the single largest energy use sector in the state. As such, it is a large capital drain on the economic system because Missouri produces no gasoline. In 2019, statewide expenditures on conventional transportation fuels exceeded \$11 billion, the vast majority of which flowed out of the state. Fueling EVs with electricity generated in-state can reverse this trend. Moreover, numerous studies indicate that the fuel and maintenance cost savings experienced by EV drivers translate into real local economic benefits, in stark contrast to the petroleum sector. Transportation pollution plays a serious role in undermining Missourians’ health and degrading Missouri’s environment. Missouri has struggled to meet national standards for ozone—also known as smog. Ozone is a corrosive gas that inflames the lungs, constricts breathing, and is increasingly understood to cause premature death. Nearly 50 percent of Missouri’s NOx emissions—a primary precursor of smog—come from its transportation sector. A widespread transition to electric vehicles will greatly reduce these harms while working as an economic engine for the State. The State should not hamper that transition by adopting House Bill 1511. Please reject House Bill 1511.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: NICK STEINGART		PHONE NUMBER:	
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Chairman Murphy, On behalf of the Alliance for Automotive Innovation (Auto Innovators), I thank you for the opportunity to express our opposition to HB 184. This legislation would encroach on local government control, by banning local jurisdictions from planning for their future transportation infrastructure needs related to electric vehicles. From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – Auto Innovators represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. Active in Washington, D.C. and all 50 states, the association is committed to a cleaner, safer and smarter personal transportation future. Automakers are making staggering investments in electrification. Along with battery partners, automakers have committed \$125 billion (so far) to expand the production of EVs and batteries inside the U.S. and across North America. This transition to electrified vehicles will require public and private investment to meet the needs of all communities. Today, consumers can find more than 110 models of plug-in hybrid (PHEV), fully electric (BEV), and fuel cell electric vehicles (FCEV)— and more are on the way as over 150 models are expected to be on the market by 2026. Automakers are providing customers with record-breaking choice in energy-efficient models, while also providing even safer, more environmentally friendly, affordable vehicles. Bans on proactive actions by local governments to accommodate businesses and their customers, employers and their employees, and new homeowners/renters will only hinder communities as more electrified vehicles take the roadways. This legislation would have a particularly negative impact on motorists that do not have access to home charging and must rely on publicly available chargers to fuel their vehicles. Building codes that encourage investment in EV capable, installed, or ready parking spots is one tool available to local governments to ensure that infrastructure meets the needs of their constituents. There are significant cost savings to developers, owners, and construction contractors by making sure parking spots are EV-ready at the point of construction. According to one analysis, 240v EV ready charging costs under \$2,000 when included in new construction, but up to \$15,000 or more if done through a retrofit. With consumer interest in EVs at all-time highs, and automakers announcing new EV models seemingly every week, local governments have taken notice. We encourage the committee to reconsider this legislation and preserve local decision-making. We appreciate the opportunity to express our opposition to HB 1511 and respectfully ask that your reconsideration of this legislation. As a major job contributor to the Missouri economic engine, the Alliance for Automotive Innovation’s members hope to continue to serve as a resource for the committee.



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WITNESS NAME		
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WITNESS NAME: MADELEINE ROBERTS		PHONE NUMBER: 573-416-0382
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Good morning, thank you to the Chair and committee for having me today. My name is Madeleine Roberts, I am here today with MOST Policy Initiative. We provide research resources to the Missouri State Legislature, and I am here today to share the information contained in our science note, electric vehicle charging stations. More EV charging stations are needed to meet anticipated demand for infrastructure to support increasing EV sales. There are 3 types of EV charging ports- Level 1, level 2, and DC fast charge, which differ based on how many miles of driving range are added per hour of charging. Costs for equipment and installation increase with the miles added per hour of charging. Level 1 chargers' equipment and installation fees can cost as little as \$300, with prices increasing to over \$100,000 for higher charging capabilities and features. Costs are lowest when installing an EV charging station during renovation or construction of a new building or parking lot, with costs increasing for retrofitting a facility. The MO Department of Transportation is preparing to open requests for proposals as part of the National Electric Vehicle Infrastructure Formula Program.