



ChargePoint, Inc.

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November 30, 2023

Senator Joe Cervantes
Senate District 31

Dear Senator Cervantes:

I am writing on behalf of ChargePoint to express strong support for a Clean Transportation Fuels Standard ("CFS") in New Mexico.

By way of background, ChargePoint is one of the largest network operators of EV charging stations across North America and provides networked EV charging solutions to customers of all types, including single and multi-family residential, workplace, parking, highway fast charging and medium and heavy-duty fleets. Today, one ChargePoint account provides access to hundreds of thousands of places to charge in North America and Europe. In New Mexico, there are ChargePoint over 200 active charging ports and those numbers continue to grow as EV adoption increases. ChargePoint is also an active participant under California and Oregon's clean fuels programs and has collaborated in CFS rulemakings in California, Oregon, Washington, Canada, and Germany.

There are many benefits of transitioning New Mexico to cleaner, often cheaper transportation fuels, which this policy would help bring about. Clean (transportation) fuel standards are proven, science and market-based methods of efficiently reducing emissions from transportation while promoting local economic development. These programs work by sending a clear and effective market signal to prospective electric vehicle ("EV") charging station operators (and other fuel providers) that encourages investment in clean fuel and infrastructure, thereby expanding the local market for clean, renewable fuels.

Where they exist today, CFS programs have accelerated transportation electrification by increasing private investment in EVs and charging infrastructure and supporting program-funded direct vehicle rebates. Upfront costs and uncertain payback periods can hinder investment in EV charging stations; under existing CFS programs however, we have seen payback periods on charging stations reduced by more than half, which in turn encourages more investment. Clean fuels programs are also influencing fleet operators to transition fleets away from higher polluting fossil fuels towards zero-emission EVs. In New Mexico, a state that sees a high amount of interstate freight transport, a CFS program would significantly help gas stations and rest stops invest in charging infrastructure to serve the medium and heavy-duty EV fleets of tomorrow that will create less air and noise pollution as they traverse the state.

In addition to reducing emissions and drawing in private investment in new technologies, clean fuels programs also help insulate consumers and fleet operators from volatile fossil fuel markets. By encouraging clean alternatives to fossil fuels, CFS programs provide consumers with more options to choose from and foster more competitive fuels markets. For example, at the time of this letter, the average cost per gallon of gasoline in New Mexico was \$3.35 according to AAA; the equivalent cost per gallon for an average EV using New Mexico's average electricity rate¹ amounts to \$0.82. By accelerating the transition to EVs, a CFS would promote significant household fuel savings for New Mexicans.

¹ EIA's commercial electricity rate for New Mexico (11.42 cents/kWh).



Clean fuels programs also stimulate local economic and job growth. EV charging station deployments specifically require site planning and development, construction, engineering, and electrician services, all of which are relatively employment-intense services that lead to local jobs in local economies. Research shows that new spending that results from fuel savings benefits local economies more so than an equal amount of spending on petroleum products. One study showed that 16 times the number of jobs are created per dollar of spending in non-petroleum sectors, compared to a dollar's spending on oil and gas².

Finally, a CFP will come at no cost to the state budget, while delivering significant financing for clean transportation and electrification projects. To illustrate, US CFS programs have generated over \$1.5 billion for transportation electrification alone since these programs have been in place.

We look forward to serving as a resource to you and your staff as this policy is considered in 2024 that can reduce emissions while leveraging significant private capital and creating thousands of jobs across New Mexico.

Sincerely,

A handwritten signature in cursive script that reads "Emily Kelly".

Emily Kelly
Senior Manager, Public Policy
ChargePoint

² Roland-Host, D. 2012. Plug-in Electric Vehicle Deployment in California: An Economic Assessment. University of California, Berkeley.