

**Senate Bill 2018 – 216**  
**Expand Alternative Fuel Vehicle Infrastructure**  
**Sponsored by: Senators Kevin Priola & Angela Williams**

Colorado law prohibits investor owned utilities (Xcel and Black Hills Energy) from investing in alternative fuel vehicle infrastructure. This prohibition is a barrier to the buildout of charging and alternative fueling infrastructure across Colorado. This legislation would lift that prohibition and allow – but not require - a utility to apply to the Colorado Public Utilities Commission (PUC) to build facilities to support alternative fuel vehicles. Lifting this restriction will lead to expansion of the alternative fuel market. Many other states have concluded that utilities are crucial to transportation electrification and their legislatures and public utility commissions have acted to enable, and in some states like Utah and Nevada, mandate utility investment. This bill will make Colorado the best place to own these vehicles, expanding a new technology, through the deployment of expanded, reliable charging and fueling infrastructure.

**Key provisions:**

- Removes barriers for electric and natural gas utilities to increase access to charging and fueling infrastructure for electric and natural gas vehicles.
- Does not include a mandate for utilities to build out this infrastructure.
- Provides clear criteria for how proposed utility investments should be considered by the PUC

**How will this bill benefit all utility customers?**

The average American household spends \$2,000-3,000 on gasoline annually. Driving using electricity is the cost equivalent of driving on \$1.15/gallon of gas – less than half the cost of a gallon of gas in Colorado. Widespread electric vehicle (EV) adoption would provide Colorado drivers with nearly \$30 billion in reduced fuel and vehicle operating costs by 2050.

Driving on electricity doesn't just reduce household transportation costs; it can lower the price of electricity and reduce utility bills for all customers in the process. EVs are largely charged at night, when there is significant unused electrical generating capacity; this increases the overall efficiency of the system and exerts downward pressure on electric rates. A 2017 study by the consulting firm M J Bradley found that, for every additional EV added, utility customers in aggregate receive \$630 in benefit. If Colorado is able to achieve the levels of EV adoption called for in the state EV plan, by 2030 utility customers as a whole will see \$50 million a year in electric bill savings due to this downward pressure on rates.

**Why should we pass this now?**

Sales of alternative fuel vehicles continue to expand at a rapid pace, even during recent years with relative low gas prices. EV sales grew by 42% in Colorado in 2016 alone, and by another 58% during 2017 despite low gas sales. Consumers in Colorado need access to charging and refueling infrastructure to save money on their fuel bill, and to accelerate adoption of these vehicles. Colorado can be an alternative fuel leader by supporting the build out of needed charging and fueling infrastructure now.

**For more information:**

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