

HOUSE ENERGY AND NATURAL RESOURCES COMMITTEE

March 4, 2021 9:00 a.m. – Coteau AB

**North Dakota Department of Transportation
Steve Salwei, P.E., Director of Transportation Programs**

SB 2091

Mr. Chairman and members of the committee, I'm Steve Salwei, Director of Transportation Programs for the North Dakota Department of Transportation (DOT). I'm here today to provide some information relating to SB 2091.

The 2019-2020 Legislative Assembly passed SB 2061 which required the Department of Transportation to take the lead and work with the Electric Vehicle Infrastructure Coalition to prepare an Electric Vehicle Study to make recommendations and to report their findings and recommendations to the sixty-seventh Legislative assembly. That report was submitted to Legislative Management in September of 2020 and identified three recommendations.

1. EV Charging stations should be privately owned and publicly available. Similar to how gas stations operate in the state.
2. Century Code that may affect EV charging station infrastructure should be reviewed by state legislators.
3.
 - a. Adopt the most recent federal spacing requirements for the Interstate System.
 - b. Adopt a 75-mile spacing or the most recent federal spacing requirements (whichever is greater) for the remainder of the state.

SB 2091 as we understand it, would address recommendation #1 by allowing private individuals or businesses to resell electricity to Electric Vehicle owners for the purpose of recharging their electric vehicles. This would be like a gas station selling gas to vehicle owners.

There was one question in the study that is not currently addressed in SB 2091:

“Should the state develop a mechanism to capture lost gas tax revenue from out-of-state EV Drivers?”

While the question from the EV Study was specific to the lost revenue from out-of-state EV Drivers, there is a broader challenge every state in the nation is currently facing and that is addressing the lost revenue from the ever increasing more fuel-efficient vehicles on the road today. This challenge is inclusive of Electric Vehicles.

While there are currently studies underway to try to find a mechanism that moves away from the Gas Tax to more of a per mile fee, those studies are only in their infancy stage of figuring out what will or will not work concerning this issue.

So, while this bill doesn't address this broader challenge, we wanted to bring it to your attention so that you can start to think about how to address this challenge in the future.

This concludes my testimony, and I am available to answer questions the committee may have. Thank You.