

RANK:

22

SCORE:  
24/100

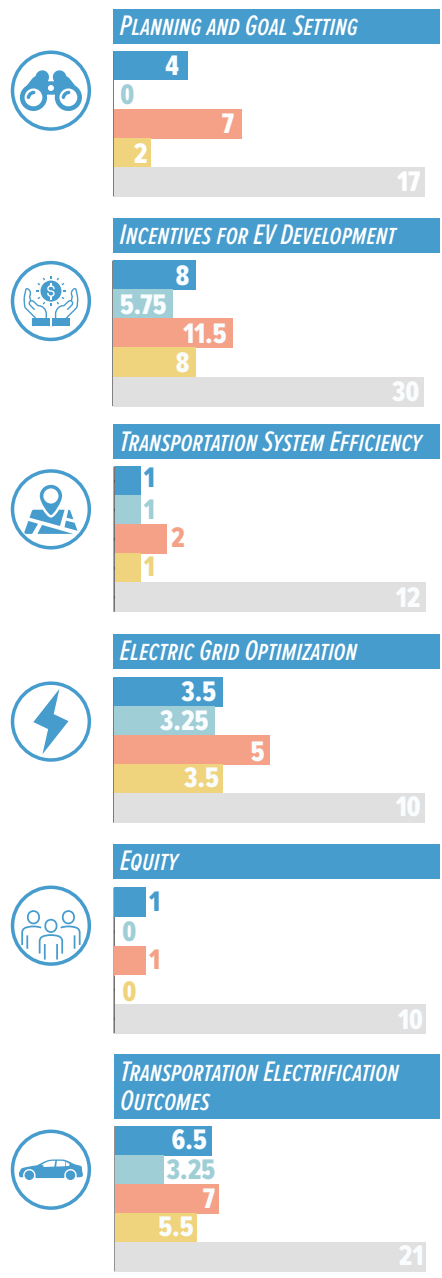
STATE TRANSPORTATION ELECTRIFICATION SCORECARD

# FLORIDA



Florida ranks 22nd in ACEEE's State Transportation Electrification Scorecard. The state earned 24 out of a possible 100 points.

■ FLORIDA     ■ SE REGIONAL MEDIAN  
■ TOP 30 MEDIAN     ■ NATIONAL MEDIAN  
■ TOTAL POSSIBLE POINTS



Florida has taken important steps to transition toward electric transportation, as demonstrated by the comprehensive plan for the deployment of electric vehicles (EVs) and necessary EV charging infrastructure developed by the Department of Agriculture and Consumer Services' Office of Energy. Florida can build on existing EV planning by establishing goals for light-duty (LD) and heavy-duty (HD) vehicles and can accelerate deployment of EVs by offering state incentives.

### EVs AND EV CHARGING INFRASTRUCTURE PLANNING AND GOAL SETTING

The *Florida Electric Vehicle Roadmap*, released in 2020, provides a comprehensive assessment of the status of and need for EV charging infrastructure in Florida and includes a pathway to EV adoption and implementation of EV-ready infrastructure statewide. Florida should build on its road map by creating state deployment goals for LD and HD EVs. The legislature and/or public utility commission can also set clear policy guidance about what utility investments in EVs and EV charging are appropriate and the criteria that will be used to evaluate them.

### INCENTIVES FOR EV DEPLOYMENT

Florida has sent important policy signals in support of ramped-up EV adoption, such as imposing no additional annual EV fees and authorizing direct sales of EVs to consumers by manufacturers. The state could go even further by offering state and utility incentives for the purchase of EVs and the installation of EV charging infrastructure. Establishing purchase incentives for EVs is a crucial step to expanding the deployment of EVs and EV chargers in Florida. The state should establish on-the-hood rebates for LD purchases and incentives for HD EVs while also strengthening utility incentive programs for EV charger programs and infrastructure.

### TRANSPORTATION SYSTEM EFFICIENCY

Florida, like most states in the *Scorecard*, has taken limited action to ensure that transportation electrification goes beyond addressing GHG emissions reductions to improve lives by providing accessible, cost-effective, equitable, and clean mobility options for all. While the state has taken steps to fund EV transit bus deployment, it could also adopt specific goals for transit agency procurement of EV buses and set sector-wide GHG emissions reduction targets to help guide effective deployment of electric vehicles.

### ELECTRIC GRID OPTIMIZATION

Florida utilities such as Florida Power and Light offer some time-of-use rates that allow optimal EV charging, including a pilot DC fast charging (DCFC) rate approved in December 2020 that will test the impact of reducing demand charges on deployment of fast charging. Other utilities could offer more specialized rates for DCFC to enable a private DCFC charging market and address the challenging economics for this type of charging. Utilities could also offer EV-specific rates or explicitly target EV customers to encourage off-peak charging for private vehicles. Several Florida utilities are leading by example through managed charging and demand response capabilities via utility-owned public chargers. Additionally, a statewide commitment to lowering emissions from the electric power sector would work to ensure that the power fueling EVs comes from cleaner sources. Making these changes would establish Florida as a notable leader, not just in the Southeast region but nationally.

### EQUITY

Like many of the states evaluated in the *Scorecard*, Florida can make much more progress to ensure that transportation electrification efforts are equitable. Of note, however, is Duke Energy's 10% carve-out for income-qualified communities as part of its 2017 charging infrastructure pilot. Other utilities can follow Duke's lead in directing investments, adopting policies, and establishing funding opportunities that support EVs and EV charging infrastructure in low-income, economically distressed, and environmental justice communities. The state should also leverage Volkswagen settlement funding to create a program to replace existing school buses with EVs.

### OUTCOMES

The current levels of EVs and EV chargers per capita in Florida lag behind those of regional leaders like Georgia and Virginia. Enhancing incentives and/or direct investments in EVs and EV chargers and codifying statewide targets for EV deployment would improve the overall per capita numbers of EVs and EV charging infrastructure in the state.