



# Practical Considerations With Regulating EVSE

NCWM • EVSE Training  
for Weights and  
Measures Inspectors and  
Service Agents

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# SWTCH is the leader in EV charging for multi-tenant buildings



SWTCH simplifies EV charging operations for building owners, enabling them to comply with regulations, retain tenants and increase N.O.I.



Design, installation, and O&M of EV charging stations



Software suite solving key challenges of shared charging and electrical infrastructure



Dozens of building technology partner integrations





# Topics

- EV Charging Use Cases
- EV Charging Business Models
- State of the Industry
- Closing Thoughts



When it comes to **EV**  
**charging use cases**, there  
is no “one size fits all.”

## EV CHARGING USE CASES


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<b>RESIDENTIAL</b>	

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**RESIDENTIAL**

**WORKPLACE**

<b>RESIDENTIAL</b>	
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## EV CHARGING USE CASES

**RESIDENTIAL**

**WORKPLACE**

**ON-THE-GO**

<b>RESIDENTIAL</b>	
<b>WORKPLACE</b>	
<b>ON-THE-GO</b>	

## EV CHARGING USE CASES

**RESIDENTIAL**

**WORKPLACE**

**ON-THE-GO**

**DESTINATION**

## EV CHARGING USE CASES

RESIDENTIAL

MULTIFAMILY  
APARTMENT

WORKPLACE

ON-THE-GO

DESTINATION

## EV CHARGING USE CASES

RESIDENTIAL

MULTIFAMILY  
APARTMENT

WORKPLACE

MULTIFAMILY  
CONDOMINIUM

ON-THE-GO

DESTINATION

## EV CHARGING USE CASES

RESIDENTIAL

MULTIFAMILY  
APARTMENT

WORKPLACE

MULTIFAMILY  
CONDOMINIUM

ON-THE-GO

PRIVATE FLEET

DESTINATION



## EV CHARGING USE CASES

RESIDENTIAL

MULTIFAMILY  
APARTMENT

WORKPLACE

MULTIFAMILY  
CONDOMINIUM

ON-THE-GO

PRIVATE FLEET

DESTINATION

PUBLIC FLEET

## EV CHARGING USE CASES

RESIDENTIAL

MULTIFAMILY  
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CONDOMINIUM

ON-THE-GO

PRIVATE FLEET

DESTINATION

PUBLIC FLEET

**AND MORE**



When it comes to **EV**  
**charging business models,**  
there is no “one size fits all.”

# Definitions: NEVI Standards and Requirements

**Charging network provider** means the entity that operates the digital communication network that remotely manages the chargers. Charging network providers may also serve as charging station operators and/or manufacture chargers.

**Charging station operator** means the entity that owns the chargers and supporting equipment and facilities at one or more charging stations. Although this entity may delegate responsibility for certain aspects of charging station operation and maintenance to subcontractors, this entity retains responsibility for operation and maintenance of chargers and supporting equipment and facilities. In some cases, the charging station operator and the charging network provider are the same entity.

# Definitions: Alternative Fueling Station Locator

**Charging Network** *A group of EV charging stations connected by a dedicated platform (mobile app or website). The stations cannot be part of another network.*

**Network Service Provider** *An entity that provides software as a service for EV charging station operators and drivers. The software must enable communication between stations so operators can manage access, set fees, monitor station health, and access utilization data. The software also must enable drivers to find stations, view the real-time status of stations, start charging sessions, and pay for charging (if payment is required).*

**Station Operator** *An entity that runs one or more EV charging stations — also called a charge point operator (CPO).*

*Network service providers may serve as station operators, charging equipment manufacturers, and/or proxy service providers (white-labeled networks) for entities that do not have their own software platform.*

# Definitions

## Sources:

### NEVI (National EV Infrastructure) Standards and Requirements:

- Agency: U.S. DOT, Federal Highway Administration (FHWA)
- Source: <https://www.federalregister.gov/d/2023-03500> (2/28/2023)

### Alternative Fueling Station Locator:

- Agency: U.S. DOE, Alternative Fuels Data Center (AFDC)
- Source: <https://afdc.energy.gov/stations/charging-networks>

# EV Charging Business Models: Three examples of different approaches to ownership and operation

Ownership:	Site Host	Charge Point Operator (CPO)	Utility
<b>Examples:</b>	Hotels, apartments, offices, shopping centers, commercial parking lots.	Public on-the-go charging	Varies by state. Subject to regulated oversight and approval.
<b>Pricing and Access Decisions:</b>	Site Host	CPO (may be in partnership with OEMs)	Varies, but often public access and uniform pricing.
<b>Maintenance:</b>	Varies. May rely on own staff or contractors, or may enter into a service agreement with a charging solutions provider for network and O&M.	CPO	Varies.



# State of the **EV charging** **industry**

# Time for some rough math!

## Level 2 Charging

June 2025 U.S. average stats:<sup>1</sup>

- Average utilization rate: 14.6%
- Average price per kWh: \$0.25

Math:

14.6% utilization \* 8,760 hours in a year = 1,279 hours/year \* average charging rate of 5 kW = 6,395 kWh dispensed \* \$0.25 =

**\$1,599 annual revenue per L2 charger**

1. Source: Stable Insights, EV charging utilization trends:  
<https://stable.auto/insights/electric-vehicle-charger-utilization-by-month>

## DC Fast Charging

EOY 2025 U.S. average stats:<sup>2</sup>

- Average utilization rate: 16.4%
- Average price per kWh: \$0.49

Math:

16.4% utilization \* 8,760 hours in a year = 1,437 hours/year \* average charging rate of 50 kW = 71,850 kWh dispensed \* \$0.49 =

**\$35,207 annual revenue per DCFC**

2. Source: Paren, State of the Industry Report, Full Year 2025:  
<https://www.paren.app/reports/state-of-the-industry-report-us-ev-fast-charging-full-year-2025>

# Early leaders in the EV charging industry





**AV**  
AeroVironment™

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EVOCHARGE™

EVBOX

greenlots®

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FREEWIRE



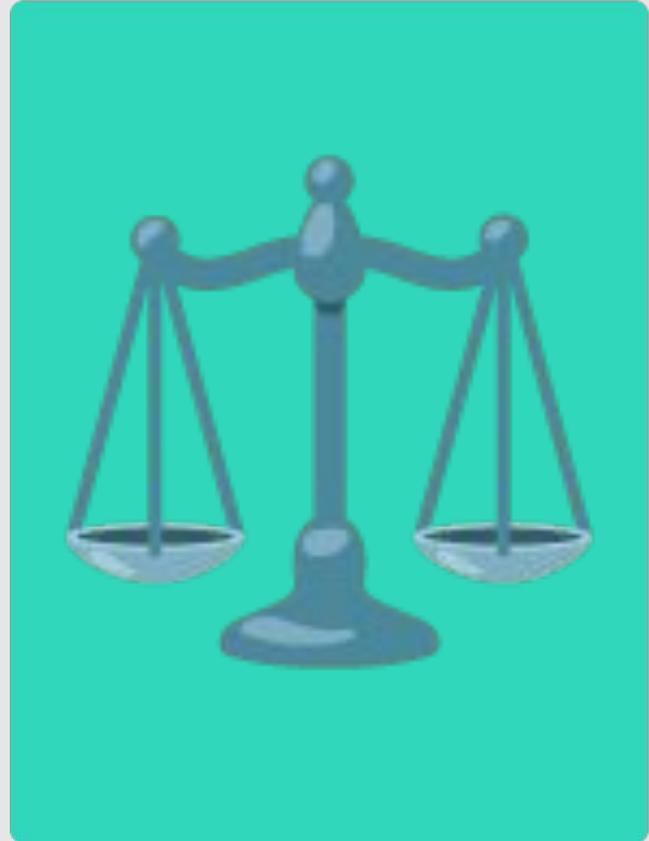
SemaConnect



Closing thoughts

# Closing thoughts

- The **EV charging industry is dynamic**. It is not yet a mature, well-established industry.
- Charging technology and business models need to **continuously evolve and innovate** to improve the user experience and to provide charging when and where drivers want it.
- Too much **regulatory rigidity can stifle this innovation**.
- **How** Weights and Measures officials develop and enforce regulations can make or break these investments.
- **Balance and fairness** are essential.





# EV Charging Policy Roadmap:

[swtchenergy.com/US-Policy-Roadmap](https://swtchenergy.com/US-Policy-Roadmap)



Electric vehicles (EVs) save households and businesses money on fueling, repairs, and maintenance, improve air quality and respiratory health, and can help improve the reliability of the electric grid. These benefits will not happen automatically, however. This EV charging policy roadmap includes ten best practices for states and localities to unlock the full value EVs have to offer.

## 1. IMPLEMENT EV-READY BUILDING AND ELECTRICAL CODES

It is far more cost effective to install charging infrastructure when a building is under construction than to retrofit an existing building. When the infrastructure is included at the time of construction, it generally adds only 1 percent or less to construction costs, whereas retrofitting an existing building can be 4 to 8 times as costly.<sup>1</sup> Many building and electrical codes now establish minimum requirements for parking spaces to meet certain standards for EV-readiness. Such standards can significantly drive down the cost of installing chargers and make it more accessible, affordable, and convenient to charge.

The International Energy Conservation Code (IECC) is a model building code for commercial buildings such as office buildings, hotels, and larger apartment and condominium buildings.<sup>2</sup> An appendix to the 2024 IECC includes recommended EV infrastructure standards which states and local jurisdictions should adopt in their building codes.

<sup>1</sup> See, e.g., Southwest Energy Efficiency Project, SWEEP guide to EV infrastructure building codes.  
<sup>2</sup> ICC Digital Codes

## 2. LEVERAGE INCENTIVES TO EXPAND CHARGING & ACHIEVE POLICY GOALS

The business case to profitably own and operate chargers is improving as EV adoption grows, but it remains challenging. Financial incentives such as grants and rebates—for chargers, the supporting infrastructure, maintenance, and networking—can all meaningfully improve the economics and lead to increased deployment.

Not surprisingly, private deployments of publicly available chargers tend to follow EV adoption and be concentrated in more affluent areas. Unfortunately, this leaves behind many drivers who live in rural communities or lower income neighborhoods, as well as residents of multifamily buildings.

Policymakers and regulators can structure incentives to achieve public policy goals such as promoting more equitable access for households in multifamily buildings and in underserved communities. Indeed, public utility commissions, in their role as economic regulators, are uniquely positioned to work with electric utilities to address gaps in the private market.

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