

## MVP: Morgan Lewis' Levi McAllister

By Jonathan Capriel

*Law360 (September 20, 2022, 2:02 PM EDT)* -- Levi McAllister of Morgan Lewis & Bockius LLP helped Nuvve Holding Corp. establish a first-of-its kind deal with school districts for an electric bus fleet that puts power back into the grid and represents Evergo as it tries to set up its first vehicle charging stations in the United States, earning him a spot as one of Law360's 2022 Transportation MVPs.

### ***HIS BIGGEST ACCOMPLISHMENT THIS YEAR:***

McAllister, head of the firm's EV and energy commodity trading and compliance working groups, will be the first to say he's "nerding out" when talking about the innovations developed by the companies he represents. But it's hard for him not to, especially when speaking about electric vehicle charging firm Nuvve Holding Corp., which entered into partnerships with school districts to transfer their fossil fuel buses to an electric fleet.

Nuvve's bidirectional charging stations allow the buses to not only charge while not in use but also put excess energy stored in the batteries back into the power grid.

"What they are doing, I think actually they are a little bit ahead of their time," he said. "This is where the future is headed."

McAllister and the firm's part of it was to pen a unique contract where Nuvve and the school district would share the revenue earned from selling the energy the buses put back into the local power grid. School buses are an ideal tool for this, McAllister said, because their large batteries mean they hold a significant amount of power, and their hours of idleness coincide with when many power stations need the most energy.

"This is what I mean when I say ahead of their time because this concept is viable, but it's not ... quite caught on yet," he said.

### ***WHY HE'S A TRANSPORTATION ATTORNEY:***

Just four years ago, McAllister was exclusively an energy lawyer with the bulk of his work in the electrical power sector, oil and natural gas regulation, and energy commodity trading.



Over time as his clients became more interested in the emerging renewables industry, McAllister realized there was a largely untouched intersection between transportation and the energy industry. That led him to the electric vehicle sector.

He's able to pull from his background to inform deal making, he said, with the Nuvve contracts being an example of this.

"You have a company that speaks the language of electric vehicles and school districts that speak the language of buses, but neither of those entities speaks the language of electric utilities or tariff rates," he said. "So, this is a perfect example of one of those areas where I'm able to draw on that historic experience in the energy industry and use that to provide a lot of value to them."

#### **WHAT MOTIVATES HIM PROFESSIONALLY:**

When first getting into the electrical vehicle space, McAllister assumed that a lot of people had it all figured out. But, with all the rapidly changing technologies and varied state regulations and incentives, that's hardly the case.

"We are all sort of in the trenches together," he said. "What really excites me is the opportunity to grapple with a new problem in this industry."

There's also this sense that he's a part of the larger overarching national goal to switch from fossil fuel vehicles to ones that run on clean and renewable fuels.

"There are some real pragmatic problems that have to be solved," he said. "How are you going to charge them up? How do we get a family to feel comfortable getting into an electric vehicle driving across the country to Grandma's house knowing they'll be able to get 'fuel' when they need it."

#### **OTHER NOTABLE CLIENTS HE'S WORKED WITH:**

He and the firm are currently helping Evergo, a U.S. subsidiary of InterEnergy, in its effort to open public electric vehicle charging stations in New England under a pay-per-use or subscription model. The company has many stations in South America and the Caribbean, but none in the United States at this point.

McAllister said he's heading up the company's effort in not only securing the contractual arrangements, but also determining what they should look like.

"There is a lot to think about when it comes to entering a new market," he said. "Whether it's an arrangement with the landowner or the utility, they needed someone to draft up the contracts to mitigate their risk as much as possible. It's a really neat experience."

— *As told to Jonathan Capriel.*

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