

Charging Smart Program Guide

Welcome to Charging Smart

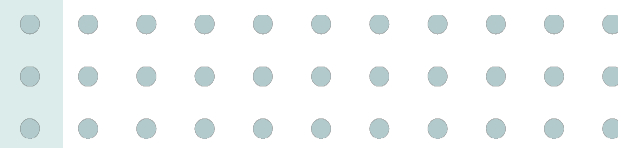
Congratulations on taking action to expand opportunities for transportation electrification in your community! By implementing policies that support electric vehicle adoption, not only can you help accelerate the transition to clean energy, but you can also ensure that your community is poised to take advantage of the many benefits of

alternative modes of transportation. Becoming Charging Smart designated means you are helping community members save money, protecting natural resources, bolstering local resilience, and increasing job opportunities in the clean energy sector. Through Charging Smart, your community will gain access to free technical assistance and learn how to implement strategies that make EVs and EV charging more affordable and accessible to community members. The Charging Smart program will connect you with EV best practices from across the country and provide clear guidance on how to implement these actions. Along the way, your community will receive points for the actions you take and achieve on your path to earning a Bronze, Silver, or Gold designation.



Acronym List

ADA	Americans With Disabilities Act
AFDC	Alternative Fuels Data Center
BEV	Battery Electric Vehicle
DCFCs	Direct current fast charging stations
EV	Electric vehicle
EVSE	Electric vehicle supply equipment
GHG	Greenhouse gas emissions
GPI	Great Plains Institute
ICMA	International Cities and Counties Management Association
IREC	Interstate Renewable Energy Council
MMC	Metropolitan Mayors Caucus
NASEO	National Association of State Energy Officials
NEVI	National Electric Vehicle Infrastructure
PHEV	Plug-in Hybrid Electric Vehicle
PM2.5	Particulate matter 2.5 micrometers or smaller
ROW	Right-of-Way
RFP	Request for Proposal
SEAC	Sustainable Energy Action Committee
SEPA	Smart Electric Power Alliance
SMART	Specific, Measurable, Attainable, Relevant, and Time-Based
TNC	Transportation network company (referring to ride-hailing services)
TSF	The Solar Foundation
V2G	Vehicle to Grid



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Full Legal Disclaimer

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¹ In developing this Charging Smart Program Guide, we utilized Claude, an AI assistant created by Anthropic, in a limited capacity, to aid in content generation and refinement. While all content has been reviewed and approved by human experts, we believe in transparency regarding AI use in our process. The Charging Smart Program team retains full responsibility for the final content.

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Charging Smart Program Overview

Why EVs and EV Charging?

Across the nation, communities are increasingly using electric vehicles (EVs) for transportation and enjoying the benefits of clean, affordable travel. As EVs see an increase in public adoption, more EV charging infrastructure is needed to support this growth. Switching to EVs can reduce spending on fuel and maintenance while improving air quality from reduced emissions.

Charging Smart is an EV-readiness program for local governments. Local and regional governments play an important role in establishing policies, procedures, and programs that impact EV charger deployment in their communities. When local governments provide a supportive environment for EV charging, they expedite the installation of EV charging stations and help make EV charging more accessible for residents and businesses. This can also support the implementation of electrified fleets and transit services and other shared modes of transportation, such as car share and bike share.

Action at the local level is fundamental in ensuring that EV programs reach everyone and ultimately deliver shared benefits to everyone. Communities participating in the Charging Smart program can find technical assistance documents, expert articles, recordings, and many additional resources in this program guide. The guide is organized following the program's guiding framework. Communities may choose actions to complete across the program's six categories.

The Charging Smart team is committed to transforming the transportation system in ways that positively benefit people, the environment, and the economy. The Charging Smart Program is a tool for local governments to transform their community's environment and economy through transportation electrification. The program provides no-cost technical assistance to help local governments follow best practices to expand EV adoption, electrified shared modes, and EV charging infrastructure in their jurisdictions. It recognizes and celebrates these communities with Charging Smart designations of Bronze, Silver, and Gold.



Charging Smart Team

Charging Smart is led by the Interstate Renewable Energy Council (IREC), with Great Plains Institute (GPI) as a lead partner. Other partners include RMI, Forth, the International City/County Management Association (ICMA), the Metropolitan Mayors Caucus (MMC), the National Association of Regional Councils (NARC), the North Carolina Clean Energy Technology Center (NCCETC), and EVNoire. Clean Cities Coalitions providing outreach and technical assistance include: Drive Clean Colorado, Clean Transportation Communities of Southern Connecticut, Clean Transportation Coalition of Western Connecticut, Louisiana Clean Fuels, North Central Texas Council of Governments, Drive Electric Tennessee, and Virginia Clean Cities. Charging Smart Industry Advisory Partners include Dominion Energy, Edison Electric Institute, Electrify America, EVgo, and Tesla.

Energy Ready

Charging Smart is part of DOE's [Energy Ready](#) suite of programs, which help local governments strategically manage the expansion of distributed energy technologies, including EV charging infrastructure, solar power, and distributed wind energy. All Energy Ready programs offer free technical assistance to U.S. local governments, helping them cut red tape, save staff time, ensure safety, and increase economic development associated with these technologies.



Energy Ready

NATIONALLY DISTINGUISHED. LOCALLY POWERED.

Getting Started with Charging Smart

Local governments interested in learning more about Charging Smart should complete an [Interest Form](#). Local governments will be paired with a Technical Assistance (TA) provider, who will help guide the community and provide expertise. Local governments need to complete the following steps to receive a Charging Smart designation.

Complete a Commitment Letter

Local governments must sign a commitment letter indicating their intention to pursue a Charging Smart designation. The letter must be signed by an authorized representative, such as an elected official or department head. This helps ensure appropriate staff time and resources are allocated to complete the designation requirements. The TA provider will provide a template of the letter.

Complete a Self-Assessment

To start TA, staff from the local government should complete a self-assessment. The self-assessment asks local governments about their plans, challenges, goals, and existing programs related to EVs and EV charging. In addition, local governments will identify which actions required for designation the community has already completed.

The TA provider will provide a link to the self-assessment. Guided by the information from the self-assessment, the TA provider will work with the local government to create a plan for achieving a Charging Smart designation, including identifying what specific actions a local government plans on completing.

Complete Designation Requirements

The local government will work with their TA provider to complete their Charging Smart plan. This may include working internally on actions, participating in cohorts, joining office hours, or receiving support on specific actions. This Program Guide explains the Charging Smart designation requirements and provides additional detail on each action. Designation requirements include:

- Specific required actions
- Required points from a specific category
- Total points requirements

Complete Metrics Report

Local governments must also complete a metrics report before receiving a Charging Smart designation. This report can be completed and submitted at any point before applying for a Charging Smart designation. The metrics report asks local governments for data on EVs and EV charging in their community. This data includes information on the number of registered EVs, number of installed EV chargers, number of permits processed, cost of permits, and timeline of permits. While communities must complete a report, they may indicate where their community does not have data available to report for a given metric(s).

Designation Levels and Requirements

The Charging Smart Program has developed a list of designation criteria based on established best practices that encourage the growth of EVs and EV charging infrastructure at the local level. The criteria for Charging Smart designation are organized into the following six categories: Planning, Regulation, Utility Engagement, Education and Incentives, Government Operations, and Shared Mobility.

Within each category, the [Criteria Details and Verification Guidance](#) section provides details and examples to help communities put these practices into action. Some of the criteria are specifically required for Bronze, Silver, and Gold designations, while most are elective. Each criterion has a corresponding point value between 5 and 20 points, in increments of five. Upon meeting the required criteria and earning the required number of total points, the participant qualifies for Charging Smart designation.



There are three levels of Charging Smart designation for local governments. Below are the requirements for each level.

Bronze	80 Total Points	4 Required Criteria
	10 of the 80 required points in Planning 15 of the 80 required points in Education and Incentives Note: 20 of the 80 required points can be earned in any category	R1.6: Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit EV charging deployment. Compile findings in a memo. (15 points) R3.1: Adopt a standard charging infrastructure permit application process for residential and non-residential EV charging and post to a public website. (10 points) R3.4: Develop a charging infrastructure permitting checklist for residential and non-residential EV charging and post it online. (5 points) U1.1: Meet with utilities to discuss EV collaboration opportunities. (5 points)²

² Points from U1.1 are not included in the Silver requirement to achieve 20 points from the Utility Engagement Category.

Silver	150 Total Points	3 Required Criteria
	Complete Bronze designation requirements 20 of the 150 required points in Utility Engagement Note: 40 of the 150 required General points can be earned from any category	R1.1: Permit chargers as an accessory use to parking lots in all zoning districts, by right. (10 points) R2.9: Allow all EV charging parking stalls to count toward minimum parking requirements when applicable. This includes parking spaces replaced with EV charging–associated equipment and other required design elements. (10 points). <i>If local government does not have minimum parking requirements, achieve 10 additional General Points in Regulation.</i> G2.2: Complete an initial fleet analysis (also consider plans for future EV purchases). (10 points)
Gold	300 Total Points	6 Required Criteria
	Complete Silver designation requirements Note: 105 – 120* of the 300 required points can be earned in any category <i>*Total point value depends on which required criteria are competed.</i>	Any from P3.1-P3.4: Complete <i>one</i> action in the “Address EVs and EV charging infrastructure in a functional plan” best practice. (5–10 points) OR P4.1–P4.4: Complete <i>one</i> action in the “Address EVs and EV charging infrastructure in comprehensive plan” best practice. (5–10 points)³ R1.5: Establish standard approval timelines for EV charging installations and consolidate all review comments for applicant feedback. R2.1: Adopt an EV-ready ordinance or plan for new construction, informed by established national standards. (20 points) OR R1.2 Define primary use standards for charging infrastructure as its own use (not as a motor or fueling station) and enable such uses in all commercial and industrial zones. (15 points) G1.4, G1.5, or G1.6: Contract, procure, and/or install a public charger. (20 points) G2.3: Complete a comprehensive fleet analysis (also consider plans for future EV purchases). (10 points)^{4,5} G2.5: Electrify at least one light duty vehicle for the municipal fleet. (15 points) OR G2.7: Electrify one medium- or heavy-duty vehicle for the municipal fleet. (10 points)

³ Points from P3.1-P3.4 and P4.1 – P4.4 are included in the Bronze requirement to earn 10 points from the Planning category.

⁴ To avoid duplicating efforts, completing G2.3 automatically satisfies G2.2 and awards those 10 points for 20 points total.

⁵ Local governments with small fleets should consult with their TA provider to identify alternatives for meeting this criterion.

EVs for All - Explained

The Charging Smart program recognizes that the transition to EVs should benefit all members of a community. Consider the challenges members of your community may face accessing or adopting EVs and EV charging, including areas with unfulfilled EV charging needs.

The “EVs for All” component serves as an element communities can consider when taking steps to ensure that EV adoption and infrastructure deployment are accessible to everyone. As you work through the Charging Smart criteria, consider how each action can be implemented to address the needs of all community members.



Some criteria are marked with an EVs For All badge, indicating actions that offer particularly strong opportunities to enable all members of your community to benefit from EVs and EV charging.

There are many opportunities to promote EVs for All, including:

1. Creation or revision of plans, regulations, policies, or other documents
2. Creation of events, programs, incentives, or other activities focused on participation
3. Data collection, project implementation, service launch, or other direct actions

Each of these avenues has its own set of considerations as outlined in the EVs for All explanatory diagram on the following page.



Does the Charging Smart criterion prompt this kind of action?

Guiding Documents

Creating or updating a plan, regulation, policy, or statement.

Community Participation Actions

Creating events, programs, or incentives that require or focus on participation.

Direct Actions

Capital projects, data collection, project implementation, or actions that do not require or focus on participation.

Then consider taking these steps to ensure everyone in your community can access the benefits of the action:

Good	Better	Best	Amazing
Identify areas in your community with unfulfilled EV charging needs and what barriers they face.	Make a plan and identify actions that could remove barriers to your identified community areas.	Make a formal commitment to completing your planned actions.	Complete the planned actions either recently or on a recurring basis.
Good	Better	Best	Amazing
Identify areas in your community with unfulfilled EV charging needs and what barriers they face.	Facilitate participation in this activity for your identified community areas.	Create opportunities for your identified community members to provide feedback on this activity.	Co-Create the design of this activity with your identified community areas.
Good	Better	Best	Amazing
Identify areas in your community with unfulfilled EV charging needs and what barriers they face.	Evaluate the needs and desires of your identified community areas.	Address the needs and desires of your identified community areas.	Proactively address the needs and desires of your identified community areas by creating avenues for regular and meaningful community participation.

Examples of EVs for All consideration might include:

- Ensuring that EV planning processes involve community voices
- Addressing the challenges faced by residents in multifamily housing or without access to home charging
- Tailoring educational materials and outreach efforts to reach all community members
- Designing incentive programs that provide meaningful support to low- and moderate-income individuals
- Prioritizing the placement of public charging stations in areas with unmet EV charging needs
- Prioritizing deployment of electric fleet vehicles or transit vehicles in communities that experience high levels of particulate matter
- Ensuring public charging stations and/or electrified shared mobility options are compliant with guidance from the U.S. National Access Board
- Ensuring low- and moderate-income individuals and/or those who live outside a community, but work within it, have access to public charging stations and/or electrified shared mobility options

Support for All Communities

Charging Smart helps local government support EV charging infrastructure development for all communities in many ways, including, but not limited to:

- EV charging for low- and moderate-income multifamily housing
- Encouraging policy and infrastructure that support people with disabilities in accessing the benefits of transportation electrification
- Installing or promoting on-street charging in neighborhoods lacking charging access
- Electrifying vehicle fleets that frequently travel in neighborhoods
- Supporting workforce development
- Implementing policies that support individuals, such as those with low- and moderate-incomes, who work in their community, but live elsewhere

By including these considerations in your EV initiatives, your community can work towards ensuring that the benefits of transportation electrification are shared by all community members.

Criteria Categories Summary

This section summarizes each of the six Charging Smart categories. The categories are constructed of criteria grouped under best practices.

Participants can also earn points for **Innovative Actions** in each Charging Smart category. These actions do not need to be tied to any specific best practice and can be awarded between 5 to 20 points. Participants can submit any action they have completed that is not explicitly described in the Charging Smart framework for consideration. Actions that are awarded points may be added to the framework in the future.

Planning | 4 Best Practices | 18 total criteria

The Planning category includes four Best Practices:

1. [Establish a community EV vision and goals](#)
2. [Address EVs and EV charging infrastructure in planning documents such as a small-area plan, city-wide plan, etc.](#)
3. [Address EVs and EV charging infrastructure in a functional plan](#)
4. [Address EVs and EV charging infrastructure in the comprehensive plan](#)

The Planning category encompasses actions local governments can take to establish a policy environment and community-wide vision supportive of electric vehicle adoption. The category spans proactively addressing EVs and charging infrastructure in community plans, conducting a needs assessment to inform planning, mapping favorable locations for charging buildout, and/or setting SMART goals to track progress over time. Updating plans to recognize the electric mobility transition that awaits ahead sends a powerful market signal to residents, businesses, and utilities.

Regulation | 3 Best Practices | 35 total criteria

The Regulation category includes three Best Practices:

1. [Enable EV charging infrastructure in land use regulations](#)
2. [Incorporate charging infrastructure in building and/or zoning codes](#)
3. [Incorporate EV and EV charging infrastructure in permitting](#)

The regulation category entails updating legal frameworks that shape the built environment to enable seamless integration of EV charging infrastructure. This category includes revising zoning codes to permit accessory use chargers across all districts, incorporating EV-readiness into construction standards,

adopting accessible infrastructure guidelines, and exempting electric vehicle charging equipment from minimum parking requirements. Updating outdated rules, ordinances, and statutes can eliminate major obstacles to deployment and ensure the entire community is prepared to safely participate in transportation electrification.

Utility Engagement | 5 Best Practices | 20 total criteria

The Utility Engagement category includes five Best Practices:

1. [Work with utility on collaborative education and communication initiatives](#)
2. [Work with utility on the service connection process](#)
3. [Work with utility to address managed EV charging initiatives](#)
4. [Work with utility to address EV programs and rates](#)
5. [Work with utility to address renewable energy EV programs and incentives](#)

The Utility Engagement category focuses on building collaborative relationships between local governments and electric utilities or retail electric providers to unlock programs, rates, and investments that accelerate EV adoption. These partnerships can spur economic innovations, such as public charging incentives, dynamic rate structures, EV purchase rebates, and make-ready infrastructure investment required to manage the added load. Actively coordinating with utilities or retail electric providers ensures communities have the physical capacity and affordable charging options to electrify transportation at scale.

Education and Incentives | 6 Best Practices | 28 total criteria

The Education and Incentives category includes five Best Practices:

1. [Host public educational events and campaigns](#)
2. [Create an EV landing page on the city website](#)
3. [Provide EV and EV charger education to commercial property owners](#)
4. [Offer financial incentives for charging infrastructure installation](#)
5. [Offer financial incentives for purchasing EVs](#)
6. [Support local EV charging workforce development](#)

The Education and Incentives category encompasses public education, workforce development, outreach programs, and financial incentives that communities can provide to stimulate consumer awareness, understanding, and excitement for EVs and charging equipment. The criteria include information sharing through websites, resources and tools, ride-and-drive events (public events offering test drives of EVs), awareness campaigns, installation incentives, and other creative market stimulation tactics.

Comprehensive education initiatives, along with incentives that improve affordability, can give residents and businesses the confidence and economic appeal to switch to electric vehicles.

Government Operations | 3 Best Practices | 29 total criteria

The Government Operations category includes three Best Practices:

1. [Provide publicly available EV chargers in the community](#)
2. [Electrify the municipal fleet](#)
3. [Install staff-reserved EV chargers](#)

The Government Operations category focuses on actions local governments can take with their municipally controlled assets and resources to embrace transportation electrification. This includes electrifying public fleets, deploying community charging stations, performing feasibility analyses to identify prime municipal solar and EV project sites, and procuring large-scale energy market purchases of renewable power. Leading by example signals seriousness about the technology and builds firsthand institutional knowledge.

Shared Mobility | 4 Best Practices | 19 total criteria

The Shared Mobility category includes four Best Practices:

1. [Deploy electric transit and/or paratransit vehicles](#)
2. [Deploy electric school buses](#)
3. [Develop micromobility transportation opportunities](#)
4. [Develop an EV car-sharing program](#)

The Shared Mobility category encompasses accelerating electrification across modes of transportation serving the public, such as public transit fleets, paratransit, school buses, rideshare services, bikeshare (or other micromobility options), and car-sharing programs. Local governments can work with transit agencies, school districts, and private operators to transition these shared mobility services to electric vehicles. This involves setting goals for vehicle electrification, installing charging infrastructure, allocating funds for electric vehicles and supporting infrastructure, and educating the public about the benefits of using electric shared mobility options. By electrifying shared transportation, communities can reduce emissions, improve air quality, and provide clean transportation options that are accessible to a wide range of residents.

Criteria Overview

The Charging Smart Program contains 149 total criteria, each of which is a specific action that corresponds to best practices local governments can implement to encourage and foster electric vehicles and associated infrastructure in their community. Each criterion has a point value ranging from 5 to 20. A detailed description, with relevant examples and resources to help your community achieve each criterion, is available in Section 6 covering Criteria Detail and Verification Requirements. Please note that some documents within the resources section might have page numbers included to help target where in a resource the given and relevant information may be found, as appropriate.

Please note that although communities can earn points in any of the six categories and from any of the 149 criteria contained within, communities can also pursue points for innovative actions beyond those listed in the Charging Smart criteria. This is covered more in depth later in this guide.

In the table below, the **required criteria** are denoted with the following colors:

Required to earn Bronze designation

Required to earn Silver designation

Required to earn Gold designation

Charging Smart Program Guide Criteria

Planning Best Practice	Criterion Identifier	Criterion Points	Planning Criterion
Establish community EV vision and goals	P1.1	10	Create a community-wide EV vision
	P1.2	10	Adopt a preference policy for EVs in the municipal fleet
	P1.3	10	Develop goals that are specific, measurable, attainable, relevant, and time-based surrounding EV actions
	P1.4	5	Track progress towards goals and make them public on an annual basis
	P1.5	5	Support direct current fast charging stations (DCFCs) in communities that support major travel corridors
Address EVs and charging infrastructure in planning documents such	P2.1	5	Identify locations and frequency of charging infrastructure placement
	P2.2	5	Encourage EV charging providers to power EV charging stations with a renewable energy source
	P2.3	10	Include mobility hubs that support micromobility transportation options

as a small-area plan, city-wide plan, etc.	P2.4	5	Identify which, if any, charging infrastructure installation scenarios may necessitate traffic studies to address changes in traffic flow or volume
Address EVs and charging infrastructure in a functional plan (i.e., climate action, energy, transportation) <i>(Note: Only one of P3.1–P4.4 is required for Gold designation)</i>	P3.1	5	Acknowledgment of the future EV market and/or include community-wide EV vision
	P3.2	5	Promote co-benefits (public health, noise reduction, and pollution reduction)
	P3.3	10	Indicate which departments are responsible for community EV actions
	P3.4	10	Include goals and strategies that are specific, measurable, attainable, relevant, and time-based surrounding EV actions
Address EVs and charging infrastructure in a comprehensive plan <i>(Note: Only one of P3.1–P4.4 is required for Gold designation)</i>	P4.1	5	Acknowledgment of the future EV market and/or include community-wide EV vision
	P4.2	5	Promote co-benefits (public health, noise reduction, and pollution reduction)
	P4.3	10	Indicate which departments are responsible for community EV actions
	P4.4	10	Include goals and strategies that are specific, measurable, attainable, relevant, and time-based surrounding EV actions
Planning Innovative Action	P5.1	0–20	Participants are encouraged to share innovative actions they have taken or are planning to take. If a review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity
Regulation Best Practice	Criterion Identifier	Criterion Points	Regulation Criterion
Enable EV charging infrastructure in land use regulations	R1.1	10	Permit EV chargers as an accessory use to parking lots in all zoning districts, by right
	R1.2	15	Define primary use standards for charging infrastructure as its own use (not as a motor or fueling station) and enable such uses in commercial and industrial zones
	R1.3	10	Adopt a minor site plan review process pathway for EV charging and other lower impact projects to be approved administratively
	R1.4	5	Define what permits are required for Level 2 and Level 3 EV charging

			projects and/or V2G (Vehicle to Grid) at single-family, multifamily, and commercial/industrial properties and publish on a municipal website
	R1.5	10	Establish standard approval timelines for EV charging installations and consolidate all review comments for applicant feedback
	R1.6	15	Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit EV charging infrastructure deployment. Compile findings in a memo
<u>Incorporate charging infrastructure in building or zoning codes</u>	R2.1	20	Adopt an EV-ready ordinance or plan for new construction
	R2.2	10	Adopt an EV-ready ordinance or plan for major renovations
	R2.3	5	Require EV-capable or EV-ready in new construction of single-family units
	R2.4	5	Require 40% of multifamily parking to be EV-capable, EV-ready, or EV-installed
	R2.5	5	Require 70% of multifamily parking to be EV-capable, EV-ready, or EV-installed
	R2.6	10	Require 100% of multifamily parking to be EV-capable, EV-ready, or EV-installed
	R2.7	10	In commercial buildings, require 15% EV installed parking spaces and 30% EV capable infrastructure of the total parking spaces, or create minimum charging threshold standards
	R2.8	10	Develop guidelines for charging infrastructure in areas near multifamily housing.
	R2.9	10	Allow all EV charging parking stalls to count toward minimum parking requirements when applicable. This includes parking spaces replaced with EV charging associated equipment and other required design elements
	R2.10	5	Reduce minimum parking requirements by counting charging infrastructure stalls as more than one space
	R2.11	5	Count accessible ADA parking spots with charging stations as two or more parking spots if a parking minimum is in effect
	R2.12	5	Ensure EV installation guidance and regulations are compliant with National Access Board standards and/or state-level accessibility guidelines
	R2.13	10	Establish recommendations or policies that encourage or require developers to provide a predetermined amount of accessible charging spaces, relative to the total number of charging spaces
	R2.14	5	Adopt language in an ordinance that encourages or incentivizes managed EV chargers or charging

	R2.15	5	Require solar-ready design for surface parking facilities or other parking structures with charging infrastructure
	R2.16	5	Require solar-ready charging infrastructure for fleets, regardless of surface parking
	R2.17	5	Establish guidelines for safety measures for EV charging stations (i.e., lighting and signage)
	R2.18	10	If the local government has siting, design, and/or aesthetic guidelines, post example illustrations on a publicly accessible website
<u>Incorporate EV charging infrastructure in permitting</u>	R3.1	10	Adopt a standard EV charging infrastructure permit application process for residential and nonresidential EV charging and post to a public website
	R3.2	5	Offer pre-application meetings
	R3.3	10	Train applicable staff on best practices for permitting and inspecting charging infrastructure
	R3.4	5	Develop charging infrastructure permitting checklists for residential and nonresidential EV charging and post them online
	R3.5	10	Provide an online process for permit submission and approval; ensure electronic signatures are accepted
	R3.6	15	Track and report the average approval and inspection timelines for nonresidential EV charging
	R3.7	15	Establish a formal set of workshops with local government staff and charging infrastructure developers to improve permitting practices
	R3.8	20	Create or assign an EV Ombud position within the existing community governance structure
	R3.9	10	Demonstrate that current model codes (IRC, IBC, NFPA, and NEC) cycle is implemented in the community for EV Charging. Codes must be the most recent editions or penultimate edition
	R3.10	10	Train local government staff on updated codes within the most recent code cycle
Regulation Innovative Action	R4.1	0–20	Participants are encouraged to share innovative actions they have taken or are planning to take. If a review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity
Utility Engagement Best Practice	Criterion Identifier	Criterion Points	Utility Engagement Criterion
<u>Work with utility on collaborative</u>	U1.1	5	Meet with utilities to discuss EV collaboration opportunities
	U1.2	5	Host or support EV readiness events with utility

<u>education and communication initiatives</u>	U1.3	10	Work with utilities to promote EVs at local dealerships and/or to promote programs provided by the utility at the dealership
	U1.4	10	Identify firms or organizations in the community that are planning to electrify their fleets, share that information with the appropriate utility, and facilitate coordination between these entities
	U1.5	10	Incorporate utility incentive information into multifamily applications for existing multifamily buildings
<u>Work with utility on service connection process</u>	U2.1	10	Work with utility to determine the service connection process for commercial and public charging
	U2.2	10	Support the development and/or dissemination of information about a community-wide or regional map that provides load hosting capacity information
	U2.3	10	Work with utility to determine the service connection process for solar-plus-storage-plus-EVs and make the information available to the community
	U2.4	20	Provide input to utility on community plans to prepare for distribution grid upgrades
<u>Work with utility to address EV managed charging initiatives</u>	U3.1	10	Create and promote educational materials on the benefits of managed charging and/or available utility incentives
	U3.2	10	Contribute to the design of incentives for installing residential and/or commercial managed charging
	U3.3	10	Educate local government staff on residential and/or commercial managed charging incentives
<u>Work with utility to address EV programs and rates</u>	U4.1	5	Promote utility EV programs and rates
	U4.2	15	Work with utility or retail electric providers to alleviate demand charges
	U4.3	5	Work with utility on data sharing to track the community's utilization of EVs, EV programs, and rates
	U4.4	20	Contribute to make-ready program run by utility for commercial or multifamily charger installation
	U4.5	15	Provide input on development of utility EV policies and programs
<u>Work with utility to address renewable energy EV programs and incentives</u>	U5.1	10	Contribute to renewable energy EV programs and/or incentives
	U5.2	5	Promote utility renewable energy EV programs and/or incentives

Utility Engagement Innovative Action	U6.1	0–20	Participants are encouraged to share innovative actions they have taken or are planning to take. If a review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity
Education and Incentives Best Practice	Criterion Identifier	Criterion Points	Education and Incentives Criterion
<u>Host public education events and campaigns</u>	E1.1	10	Host ride-and-drives in the community
	E1.2	5	Create an educational video about EVs
	E1.3	10	Create educational materials or devote space in newsletters to educate residents about EVs and available incentives
	E1.4	5	Host informational booths that share EV and EV charger financial incentives and/or educational materials at community gatherings
	E1.5	5	Use metrics collected to tell success stories around electrification (this can be multi-modal)
	E1.6	5	Engage with local committees or groups focused on clean energy
<u>Create an EV landing page on the city's website</u>	E2.1	10	Create a specific page on the website to include information about EVs
	E2.2	5	Promote the EV programs the city and utilities offer to residents
	E2.3	5	Add (or link to) a map or list of publicly available chargers in the area or identify and promote EV charging by sharing digital EV charging locating tools
	E2.4	5	Add language highlighting how EVs and chargers fit into community plans and goals and add a link if available
<u>Provide EV and EV charger education to commercial property owners</u>	E3.1	5	Create and promote materials on EV benefits, opportunities, and purchasing guides for commercial property owners
	E3.2	10	Host EV educational events for commercial property owners
	E3.3	5	Create a section on the city's EV webpage dedicated to EV education for commercial property owners
	E3.4	5	Educate commercial property owners about the importance of establishing service agreements before public EV chargers are installed
<u>Offer financial incentives for charging</u>	E4.1	5	Allow charging infrastructure as an allowable expense in financing or grants for housing
	E4.2	10	Require housing financing or grants to include charging infrastructure installation

infrastructure installation	E4.3	5	Incentivize EV chargers in new multifamily buildings
	E4.4	20	Provide solar or other clean energy incentives to support EV charging infrastructure
	E4.5	5	Promote state and federal incentives
	E4.6	20	Create an EV charger incentive
	E4.7	20	Create a charging infrastructure loan program
Offer financial incentives for purchasing EVs	E5.1	20	Create incentives or financing for EV purchases by local businesses
	E5.2	5	Educate dealerships about financial incentives
	E5.3	10	Create incentives and/or benefits with local dealerships
	E5.4	20	Create incentives or financing for EVs and/or EV chargers for residents
Support local EV charging workforce development	E6.1	5	Distribute EV charging job training and career opportunities in coordination with local colleges and/or workforce development organizations.
	E6.2	5	Provide a list of qualified electricians who can assist with EV charging installation.
Education and Incentives Innovative Action	E7.1	0–20	Participants are encouraged to share innovative actions they have taken or are planning to take. If a review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity
Government Operations Best Practice	Criterion Identifier	Criterion Points	Government Operations Criterion
Provide publicly available EV chargers in the community <i>(Note: Only one of G1.4–G1.6 is required for Gold designation.)</i>	G1.1	10	Complete an assessment of community charger placement and opportunities (such as in the right-of-way)
	G1.2	10	Adopt goals and timelines for community charger installations based on use case and projected demand
	G1.3	15	Develop and issue an RFP (Request for Proposal) to install EV chargers in the ROW, parking structures, etc.
	G1.4	20	Install EV chargers in the community for public use based on adopted goals and timelines
	G1.5	20	Install EV chargers for public use within right-of-way based on adopted goals and timelines

	G1.6	20	Install EV chargers for public use within walking distance of multifamily housing areas based on adopted goals and timelines
	G1.7	10	Power public EV chargers with clean energy
	G1.8	10	Install solar carports connected with EV charging at public location(s)
	G1.9	5	Update EV charger maps (i.e., AFDC) with newly installed chargers
	G1.10	5	Track charging metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, earnings, savings, etc.)
Electrify city fleet <i>(Note: Only one of G2.5 or G2.7 is required for Gold designation.)</i>	G2.1	5	Provide fleet operators and maintenance staff with resources and/or opportunities to test EVs
	G2.2	10	Complete an initial fleet analysis (also consider plans for future EV purchases)
	G2.3	10	Complete a comprehensive fleet analysis (also consider plans for future EV purchases)
	G2.4	10	Adopt EV conversion goals for fleet with timelines and create charging assessments/plans for fleets
	G2.5	15	Electrify at least one light duty vehicle for the municipal fleet
	G2.6	10	Electrify 5% of the municipal light duty fleet
	G2.7	10	Electrify one medium- or heavy-duty vehicle for the municipal fleet
	G2.8	10	Electrify 5% of the municipal medium- and heavy-duty duty fleet
	G2.9	5	Train employees in best practices for EVs and EV charger use
	G2.10	10	Power fleet chargers with clean energy
	G2.11	5	Track EV metrics over time (i.e., tracking savings, reduced GHG emissions, PM2.5 emissions, and/or community goals and timelines)
	G2.12	10	Provide training for appropriate emergency response, first responders, and/or public safety personnel on fires and other emergencies related to EVs and charging infrastructure, and when appropriate, other electrified modes
Install staff-reserved EV chargers	G3.1	5	Complete assessment of staff need for chargers
	G3.2	10	Adopt goals and timelines for charger installation to meet staff needs
	G3.3	10	Develop policies and training for staff use of reserved EV chargers

	G3.4	20	Purchase and install chargers in accordance with adopted goals to meet staff needs
	G3.5	5	Install signage marking staff-reserved charging stalls
	G3.6	5	Track charging metrics of staff-reserved chargers (i.e., usage, reduced GHG emissions, PM2.5 emissions, savings, etc.)
Government Operations Innovative Action	G4.1	0–20	Participants are encouraged to share innovative actions they have taken or are planning to take. If a review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity
Shared Mobility Best Practice	Criterion Identifier	Criterion Points	Shared Mobility Criterion
<u>Deploy electric transit and/or paratransit vehicles</u>	S1.1	5	Work with transit operator to complete an assessment of EV transit and/or paratransit conversion opportunities
	S1.2	10	Work with transit operators to adopt conversion goals for EV transit and/or paratransit with timelines
	S1.3	20	Work with transit operator to deploy EVs for transit and/or paratransit use to meet adopted goals
	S1.4	5	Track EV metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, savings, etc.)
<u>Deploy electric school buses</u>	S2.1	5	Work with the school district(s) to complete assessment of EV school bus conversion opportunities
	S2.2	10	Work with the school district to adopt conversion goals for electric school buses with timelines and create charging assessments/plans for fleets
	S2.3	20	Work with the school district to deploy electric school buses and create charging assessments/plans to meet adopted goals
	S2.4	5	Track metrics (i.e., usage, reduced GHG emissions, savings, etc.)
<u>Develop electric micromobility transportation opportunities</u>	S3.1	5	Complete assessment of micromobility transportation needs
	S3.2	10	Adopt goals and timeline for implementing electric micromobility transportation needs
	S3.3	20	Implement electric micromobility program
	S3.4	20	Implement infrastructure, such as shared mobility lanes, to support electric micromobility
	S3.5	5	Track program metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, savings, reduced vehicle miles traveled, etc.)

<u>Develop EV car-sharing program</u>	S4.1	5	Complete assessment of EV car-sharing transportation needs and interest
	S4.2	10	Adopt goals and timeline for implementing program
	S4.3	20	Implement EV car-sharing program
	S4.4	5	Support and/or promote the introduction of electric ride hailing (TNCs)
	S4.5	5	Track program metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, etc.)
Shared Mobility Innovative Action	S5.1	0–20	Participants are encouraged to share innovative actions they have taken or are planning to take. If a review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity

Charging Smart Technical Assistance and Designation Process

As part of the TA process, TA providers will create and share a scorecard with the participating local government. This scorecard includes information on each Charging Smart criteria and tracks which criteria local governments plan to complete or have completed.

To earn national recognition from the Charging Smart Program, a community must provide documentation of the actions it has implemented. This may include a combination of signed memos, web links, program materials, policy documents, meeting notes, etc., as appropriate. Section 6 of this Program Guide provides a detailed description of each Charging Smart criterion with resources to support implementation as well as guidance on documentation and verification that will be required by the Charging Smart Team. The local government will work with their technical assistance provider to develop a plan, identify which criteria they will meet to achieve their desired designation level, and implement best practices within the community. Once they have completed the required actions, the local government can submit for designation.

Once the local government is ready for designation review, the submission is reviewed by the Designation Program Administrator within two weeks and the local government is notified of their designation by email.

Local governments are encouraged to celebrate and publicize their designations and to post information about Charging Smart on their websites and social media networks. The Charging Smart team will provide material to support such efforts.



Criteria Detail and Verification Guidance

The Charging Smart criteria are based on best practices that local governments and community stakeholders can implement to foster electric vehicles and the development of their charging equipment in their communities. This section provides a detailed description of each criterion, recommended verification for designation review, community examples, and/or resources. This section also includes an EVs For All badge on certain criteria, which indicates actions that offer an opportunity to ensure the benefits of EV charging are available to all members of your community.

The following provides an overview of the information that is provided for each Charging Smart criterion in the next section:

Criterion Identifier	Criterion Points	Criterion Language [Best practice associated with criterion]	
Objective and Description: Provides a concise and clear explanation of what the criterion entails and what a local government needs to do to meet the criterion			
Recommended Verification: Suggested options to verify how the local government has achieved the criterion			
Community Examples: Examples of how other communities have completed the criterion			
Templates: Links to a template(s) that can help complete a criterion (if applicable and available)			
Resources: Links to useful websites, reports, guidebooks, etc., that provide guidance related to the criterion			

Planning Criteria

Planning sets the foundation for a community's transition to electric vehicles, requiring a holistic approach that considers current needs, future growth, and widespread access. The criteria in this section focus on developing comprehensive EV strategies, integrating EV considerations into various planning documents, and setting measurable goals for EV adoption and infrastructure deployment. As you review these criteria, consider how your planning processes can create a roadmap for widespread EV adoption.

Questions to consider:

- How can your planning processes ensure that EV charging infrastructure is distributed throughout your community?
- How can you ensure that your planning and related documents are working together and mutually reinforcing, rather than creating conflict?
- In what ways can you collaborate with regional planning organizations and stakeholders in the planning process?
- How might your EV goals and strategies consider the established and proposed locations of EV charging infrastructure?
- How can you plan for future EV charging needs for multifamily housing and residents that do not have access to dedicated off-street parking?

As you develop your community's EV vision and set specific targets, think about how these plans can be designed to benefit all members of your community.

Planning Best Practice 1: Establish community EV vision and goals

P1.1	10	Create a community-wide EV vision [Establish community EV vision and goals]	
Objective and Description: Developing a community-wide electric vehicle (EV) vision statement, and updating it every few years, is the best practice to set the direction for transportation electrification efforts and ensure they align with broader community goals. The visioning process brings together many stakeholders to establish a shared understanding of the opportunities and challenges around widespread EV adoption. The resulting vision statement articulates the community's aspirations and values around EVs and serves as a touchstone for policymaking and planning. Increased community alignment around an EV vision can help build support for EV friendly policies and programs. Local governments can convene stakeholder workshops and public			

forums to solicit input and provide resources like surveys and discussion guides to facilitate meaningful engagement in the visioning process.

>> [Jump to P1.1 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link, copy, or attachment of the completed community-wide EV vision.

Community Examples:

- [Electric Vehicle Readiness Roadmap](#) (p. 9) | City of Fort Collins, CO
- [Electric Vehicles in Northglenn](#) | City of Northglenn, CO

Resources:

- [Community-wide EV Visions](#) (recording) | Great Plains Institute
- [Planning Process EV Toolkit](#) (p. 5) | Xcel Energy

P1.2

10

Adopt a preference policy for EVs in the municipal fleet
[Establish community EV vision and goals]

Objective and Description:

This criterion requires communities to establish a formal policy prioritizing the procurement of electric vehicles for municipal fleet replacements and expansions. Specifically, the policy should indicate a preference for electric vehicles when making new fleet purchases, allowing for exceptions only when electric options are deemed infeasible. A preference policy accelerates the electrification of public fleets, which demonstrates leadership and commitment.

Recommended Verification:

- Provide a link or attach the document that contains the preference policy. If applicable, provide a description of where the policy can be found within the document (i.e., chapter, section, etc.).

Community Examples:

- [Clean Fleet Policy](#) | City of Dallas, TX
- [Green Fleet Policy](#) | City of Kingston, NY

Templates:

- [Clean Fleet Policy](#) | North Central Texas Council of Governments
- [Planning Process EV Toolkit](#) | Xcel Energy

Resources:

- [Clean Fleet Policy Guidance](#) | North Central Texas Council of Governments
- [Developing a Green Fleet Policy](#) | North Carolina Clean Energy Technology Center

P1.3	10	Develop goals that are specific, measurable, attainable, relevant, and time-based surrounding EV actions [Establish community EV vision and goals]
Objective and Description: This criterion requires communities to establish SMART (Specific, Measurable, Attainable, Relevant, Time-Based) goals for their community-wide EV initiatives. These goals should outline clear, realistic targets for EV adoption, charging infrastructure deployment, and other related actions. By setting well-defined and achievable objectives, communities can better track progress, allocate resources effectively, and demonstrate their commitment to transportation electrification.		
Recommended Verification: Provide a link or attach a document that contains the list of goals developed.		
Community Examples: Climate Action Plan (p. 10) City of Phoenix, AZ Community Electric Vehicle (EV) Infrastructure Plan (p. 25) City of South Bend, IN Climate Action Plan (p. 108) City of Chicago, IL		
Resources: Electric Vehicle Planning Language Great Plains Institute		

P1.4	5	Track progress towards goals and make them public on an annual basis [Establish community EV vision and goals]
Objective and Description: To earn points for this criterion, communities must establish specific, measurable metrics related to their EV goals, regularly track progress towards these metrics, and publicize the results annually. Communities should identify key performance indicators (KPIs) that align with their EV plan, such as the number of EVs registered, public charging stations installed, or reduction in transportation-related emissions. A system should be implemented to collect and analyze data on these metrics throughout the year. At least annually, communities must compile this data into a public report or dashboard, making it easily accessible to residents. This practice ensures transparency, accountability, and helps maintain momentum in achieving the community's EV goals.		
Recommended Verification: Provide a link or attach a document that contains the tracked progression of the goals.		
Community Examples: Climate Action Plan Dashboard City of Issaquah, WA A²ZERO Dashboard City of Ann Arbor, MI		

P1.5	5	Support direct current fast charging stations (DCFCs) in communities that support major travel corridors [Establish community EV vision and goals]
Objective and Description: This criterion encourages communities strategically located along major transportation corridors to facilitate deployment of direct current fast charging stations (DCFCs). Transportation corridors can include Alternative Fuel Corridors. Alternative Fuel Corridors are designated sections of a highway system, identified by the Federal Highway Administration (FHWA), that aims to support the deployment of electric vehicle (EV) charging and other alternative fuel infrastructure like hydrogen, propane, and natural gas fueling stations. Specifically, communities should coordinate planning efforts, provide technical guidance, streamline permitting processes, apply for grant funding, and consider financial incentives to attract and support DCFC projects. DCFCs provide a convenient charging option for out-of-town visitors that facilitates longer-distance electric vehicle travel.		
Recommended Verification: • Provide a memo detailing how the community has supported expanding travel corridors or access for those without home charging through supporting DCFCs. If applicable, include photos of installed stations.		
Community Examples: • Conduct EV Infrastructure Planning for Communities Drive Electric U.S.A.		
Resources: • Station Data for Alternative Fuel Corridors U.S. Department of Energy • Charging Station Site Selection Guidelines Drive Electric Minnesota • Resources for Corridor-Level Planning U.S. Department of Transportation • United States EV Fast-Charging Corridor Road Map Great Plains Institute • Charging and Fueling Infrastructure Discretionary Grant Program U.S. Department of Transportation Federal Highway Authority		

Planning Best Practice 2: Address EVs and charging infrastructure in planning documents such as a small-area plan, city-wide plan, etc.

P2.1	5	Identify locations and frequency of charging infrastructure placement [Address EVs and charging infrastructure in planning documents]	
Objective and Description: This criterion requires communities to identify strategic locations and determine appropriate frequency for EV charging infrastructure placement. The planning document should analyze the area of focus for the plan, considering factors such as population density, travel patterns, existing electrical infrastructure, and future development plans. This process should result in a comprehensive map or document that outlines potential sites for EV charging stations, including both public and private locations, and recommends the type and number of chargers for each area. By including this in a planning document, communities can ensure a strategic and widespread distribution of EV charging infrastructure to meet current and future needs. >> Jump to P2.1 EVs for All Illustrative Example			
Recommended Verification: Provide a link or attach a map showcasing the location of established or proposed charging infrastructure in a planning document. If applicable, provide a description of where the information can be found within the document (i.e., chapter, section, etc.).			
Community Examples: Conduct EV Infrastructure Planning for Communities Drive Electric U.S.A.			
Resources: Alternative Fueling Station Locator AFDC, DOE Grid Up: Accelerating Charging in Communities (GUACC) Tool RMI Electric Vehicle Infrastructure Toolbox DOE			

P2.2	5	Encourage EV charging providers to power EV charging stations with a renewable energy source [Address EVs and charging infrastructure in planning documents]
Objective and Description: This criterion requires communities to include provisions in planning documents that encourage EV charging providers to power charging stations with renewable energy sources. The planning document		

should outline strategies to promote the use of clean energy for EV charging infrastructure, such as identifying potential locations for solar-powered charging stations, recommending partnerships with local utilities for renewable energy procurement, or suggesting incentives for charging providers who utilize green power. By incorporating these elements into planning documents, communities can ensure that the environmental benefits of EV adoption are maximized through the strategic use of renewable energy sources for charging infrastructure.

Recommended Verification:

- Provide a link to posted statements/guidance and/or a file that details recommendations for charging providers in the planning document. If applicable, provide a description of where the information can be found within the document (i.e., chapter, section, etc.).

Community Examples:

- [EV Readiness Ordinance](#) (p. 6) | City of Ann Arbor, MI

Resources:

- [Distributed Solar Photovoltaics for Electric Vehicle Charging](#) | NREL
- [The Benefits of Powering Your EV with Solar Energy](#) | Solar Energy Technologies Office
- [Solar Power + Electric Vehicle Charging](#) (p. 68) | Great Plains Institute
- [Solar and Electric Vehicles: A Guide for Local Governments](#) | Cadmus, TSF, ICMA

P2.3	10	Include mobility hubs that support micromobility transportation options [Address EVs and charging infrastructure in planning documents]
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Objective and Description:

This criterion requires communities to incorporate mobility hubs supporting micromobility in planning documents for EV charging infrastructure. The plan should identify locations for these hubs and proposed EV charging stations and existing transit nodes. These hubs should accommodate micromobility options such as e-bikes, e-scooters, and bike share alongside EV charging. This approach ensures the planning document comprehensively addresses diverse electric transportation needs and improves connections to public transit.

Recommended Verification:

- Provide a link or attach a document of the mobility hubs supporting micromobility transportation options in the small-area or sector plan. If applicable, provide a description of where the information can be found within the document (i.e., chapter, section, etc.).

Community Examples:

- [Mobility Hubs Study Final Report](#) | Orange County Transportation Authority

Resources:

- [Project Lessons: EV Mobility Hubs](#) | Clean Cities and Communities

P2.4	5	Identify which, if any, charging infrastructure installation scenarios may necessitate traffic studies to address changes in traffic flow or volume [Address EVs and charging infrastructure in planning documents]
Objective and Description: This criterion requires communities to assess potential traffic impacts of EV charging infrastructure within planning documents. The plan should identify scenarios where proposed charging station locations might significantly affect traffic flow or volume, potentially necessitating a traffic study. By incorporating this assessment into planning documents, communities can proactively address potential traffic challenges and ensure smooth integration of charging infrastructure into the existing transportation network.		
Recommended Verification: • Provided a link or document of the infrastructure installation scenarios within planning documents if applicable.		
Community Examples: • Traffic Impact Study for Hallendale Beach Electric Bus Facility Hallendale Beach, FL • Traffic Impact Study Requirements City of Manistee, MI		
Resources: • Planning and Zoning Guidance for Electric Vehicle Charger Deployment (p. 26) RMI, IREC, SEAC • What Is a Traffic Impact Study and When Is One Needed? University of Connecticut		

Planning Best Practice 3: Address EVs and charging infrastructure in a functional plan

P3.1 (Gold)	5	Acknowledgment of the future EV market and/or include community-wide EV vision [Address EVs and charging infrastructure in a functional plan (i.e., climate action, energy, transportation)]
Note: Only one of P3.1-P3.4 or P4.1-P4.4 is required for Gold designation.		
Objective and Description:		

This criterion requires communities to formally recognize the growing importance of the EV market in their functional planning documents. Functional plans are topic-specific documents that guide a community's approach to particular issues or services. Examples include climate action plans, energy plans, transportation plans, or sustainability plans. This acknowledgment should include projections for future EV adoption and its potential impact on the community. By including EV considerations in these functional plans, communities demonstrate a commitment to preparing for, and supporting the transition to, electric transportation.

Recommended Verification:

- Provide a link or attach one of the community's functional plans. Provide a description of where the acknowledgment or community-wide EV vision can be found within the plan (i.e., chapter, section, etc.).

Community Examples:

- [Electric Vehicle Readiness Roadmap](#) (pp. 7, 25–27) | City of Fort Collins, CO

Resources:

- [The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure](#) | NREL
- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (pp. 9–10) | RMI, IREC, SEAC
- [Planning Process EV Toolkit](#) | Xcel Energy

P3.2
(Gold)

5

Promote co-benefits (public health, noise reduction, and pollution reduction)
[Address EVs and charging infrastructure in a functional plan (i.e., climate action, energy, transportation)]

Note: Only one of P3.1–P3.4 or P4.1–P4.4 is required for Gold designation.

Objective and Description:

This criterion requires communities to highlight and promote the co-benefits of EV adoption in their planning documents and public communications. Examples include climate action plans, energy plans, transportation plans, or sustainability plans. These benefits may include improved public health due to reduced air pollution, decreased noise pollution, and overall environmental improvements.

Recommended Verification:

- Provide a link or attach one of the community's functional plans. Provide a description of where the statement of co-benefits can be found within the plan (i.e., chapter, section, etc.).

Community Examples:

- [Electric Vehicle Readiness Roadmap](#) (p. 17) | City of Fort Collins, CO

- [Transportation Electrification Action Plan](#) | City of Phoenix, AZ
- [Zero Emission Vehicle Action Plan](#) (pp. 14–15) | City of Oakland, CA
- [Zero-Emission Vehicle Roadmap](#) | City of Boston, MA

Resources:

- [Individual Benefits of Mobility Electrification](#) | U.S. Department of Transportation
- [Community Benefits of Mobility Electrification](#) | U.S. Department of Transportation

P3.3 (Gold)	10	Indicate which departments are responsible for community EV actions [Address EVs and charging infrastructure in a functional plan (i.e., climate action, energy, transportation)]
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Note: Only one of P3.1–P3.4 or P4.1–P4.4 is required for Gold designation.

Objective and Description:

Identifying lead department(s) or working group(s) responsible for coordinating community EV initiatives is the best practice to ensure accountability and continuity. The designated entity oversees implementation of EV plans, monitors progress towards goals, and serves as a point of contact for stakeholders. Clearly communicating roles and responsibilities improves organizational efficiency and external partnerships. Local governments should document the designated department(s), working group(s), or project manager(s) in EV planning documents and on the municipal website. Examples include climate action plans, energy plans, transportation plans, or sustainability plans.

Recommended Verification:

- Provide a link or attach one of the community's functional plans. Provide a description of where the statement can be found within the plan (i.e., chapter, section, etc.).

Community Examples:

- [Electric Vehicle Readiness Roadmap](#) (pp. 37–59) | City of Fort Collins, CO
- [Zero Emission Vehicle Action Plan](#) (pp. 60–63) | City of Oakland, CA

P3.4 (Gold)	10	Include goals and strategies that are specific, measurable, attainable, relevant, and time-based surrounding EV actions [Address EVs and charging infrastructure in a functional plan (i.e., climate action, energy, transportation)]
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Note: Only one of P3.1–P3.4 or P4.1–P4.4 is required for Gold designation.

Objective and Description:

This criterion requires communities to incorporate SMART (Specific, Measurable, Attainable, Relevant, Time-Based) community-wide goals and corresponding strategies for EV adoption and infrastructure deployment into their planning documents. These goals and strategies should provide a clear roadmap for implementing the community's EV vision and should be integrated with other relevant planning objectives. By including specific, actionable goals and strategies, communities can ensure that their EV initiatives are prioritized and effectively implemented.

Recommended Verification:

- Provide a link or attach one of the community's functional plans. Provide a description of where the SMART goals related to EV actions can be found within the plan (i.e., chapter, section, etc.).

Community Examples:

- [Zero-Emission Vehicle Roadmap](#) (p. 6) | City of Boston, MA
- [Climate Action Plan](#) | City of Bloomington, IN

Resources:

- [Electric Vehicle Planning Language](#) | Great Plains Institute

Planning Best Practice 4: Address EVs and charging infrastructure in a comprehensive plan

P4.1 (Gold)	5	Acknowledgment of the future EV market and/or include community-wide EV vision [Address EVs and charging infrastructure in a comprehensive plan]
Note: Only one of P3.1-P3.4 or P4.1-P4.4 is required for Gold designation.		
Objective and Description: This criterion requires communities to formally recognize the public policy trend toward vehicle electrification by incorporating broad visionary language and goals into comprehensive planning documents. Specifically, plan updates should acknowledge growth in the adoption of electric vehicles and describe a community-wide transition to electric transportation. A shared vision for electric vehicles sets the foundation for specific supportive policies and actions.		
Recommended Verification: • Provide a link or attach the community's comprehensive plan. Provide a description of where the acknowledgment or community-wide EV vision can be found within the plan (i.e., chapter, section, etc.).		

Community Examples:

- [Transforming Minnesota's Electric Vehicle Market: Comprehensive Plan Best Practices for Local Action](#) | Great Plains Institute
- [Electric Vehicle Planning Language](#) | Great Plains Institute

Templates:

- [Community EV Vision Worksheet](#) | Great Plains Institute

Resources:

- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (pp. 9–10) | RMI, IREC, SEAC
- [Planning Process EV Toolkit](#) | Xcel Energy
- [The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure](#) | NREL

P4.2 (Gold)	5	Promote co-benefits (public health, noise reduction, and pollution reduction) [Address EVs and charging infrastructure in a comprehensive plan]
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Note: Only one of P3.1-P3.4 or P4.1-P4.4 is required for Gold designation.

Objective and Description:

This criterion requires communities to highlight the environmental, economic, and social benefits of vehicle electrification within comprehensive planning documents. Specifically, plans should emphasize how the broader use of electric vehicles can lead to improved air quality and public health outcomes along with reduced noise pollution. Promoting co-benefits builds public and political support for transportation electrification efforts.

Recommended Verification:

- Provide a link or attach the community's comprehensive plan. Provide a description of where the statement of co-benefits can be found within the plan (i.e., chapter, section, etc.).

Community Examples:

- [Thrive Indianapolis](#) (pp. 71–72) | City of Indianapolis, IN

Resources:

- [State Electric Vehicle Benefits](#) | Union of Concerned Scientists
- [Electric Vehicle Communications](#) | Great Plains Institute

P4.3 (Gold)	10	Indicate which departments are responsible for community EV actions [Address EVs and charging infrastructure in a comprehensive plan]
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Note: Only one of P3.1-P3.4 or P4.1-P4.4 is required for Gold designation.

Objective and Description:

This criterion requires communities to designate point person(s) or department(s) responsible for leading local efforts around electric vehicles and charging infrastructure. Specifically, comprehensive planning documents should indicate which office(s) or agency(ies) will oversee tasks such as tracking EV adoption, managing charging infrastructure permits/applications, and coordinating policies and engagement. Assigning clear responsibility increases accountability.

Recommended Verification:

- Provide a link or attach the community's comprehensive plan. Provide a description of where the statement can be found within the plan (i.e., chapter, section, etc.).

Community Examples:

- [Charlotte Future 2040 Comprehensive Plan](#) (p. 7) | City of Charlotte, NC

Resources:

- [Planning Resources](#) | Great Plains Institute

P4.4
(Gold)

10

Include goals and strategies that are specific, measurable, attainable, relevant, and time-based surrounding EV actions [Address EVs and charging infrastructure in a comprehensive plan]

EVs
For All

Note: Only one of P3.1-P3.4 or P4.1-P4.4 is required for Gold designation.

Objective and Description:

This criterion requires communities to establish clear goals, metrics, and implementation strategies related to electric vehicles within comprehensive planning documents. Specifically, plans should include targets and actions adhering to the SMART goal-setting framework and should span objectives such as charging infrastructure deployment, public fleet electrification, and awareness campaigns. Outlining specific strategies tied to target dates focuses efforts and enables tracking progress.

>> [Jump to P4.4 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach the community's comprehensive plan. Provide a description of where the SMART goals related to EV actions can be found within the plan (i.e., chapter, section, etc.).

Community Examples:

- [Thrive Indianapolis](#) (p. 73) | City of Indianapolis, IN

- [EVs in Planning Documents](#) | Great Plains Institute

Resources:

- [Electric Vehicle Planning Language: A Guide for Local Governments](#) | Great Plains Institute

P5.1

0-20

Planning Innovative Action

Objective and Description:

Participants are encouraged to share innovative actions they have taken or are planning to take. Innovative actions will be reviewed by a team of experts and each action may be worth up to 20 points. If the review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity.

Recommended Verification:

- Provide a memo describing the innovative action and include any supporting documentation or links that provide additional details.

EVs for All Illustrative Examples - Planning

To illustrate how communities can consider EVs for All, we have provided examples for selected criteria in each category. The following table showcases sample actions for three planning criteria. These examples are meant to inspire and guide your efforts, but remember that the specific needs and opportunities in your community may lead to different or additional actions.

Planning Sample Actions		Possible Ratings			
		Good	Better	Best	Amazing
P1.1	Create a community-wide EV vision	Identify areas in the community with unmet charging needs. Consider adding the use of renewable energy sources to power EV chargers and/or acknowledging the future of the EV market, which would also satisfy Charging Smart criteria P2.2 and/or P3.1.	Make a plan to invite community members to brainstorm possible solutions to meet unmet charging needs and to add to the EV vision, so their voices can be a part of the process. Communities could also satisfy Charging Smart criterion P2.3 by identifying a next step to explore the creation of mobility hubs which can also support electrified micromobility transportation options in addition to EVs.	Make a formal commitment to achieve a future goal that would be implemented into the community EV vision. For example, satisfying the Charging Smart criterion P3.4 by including detailed SMART goals in the formal commitment of the community-wide EV vision could work for this point.	Provide examples of actions that were taken within the last five years as a result of creating or completing the CS criteria. For example, if you were to complete the goal stated in the previous column, breaking down the work done in each section of the SMART goals and how they were achieved to help the community and the barriers they face, this would be satisfactory.
P2.1	Identify locations and frequency of	Identify areas in the community with unmet EV	Use relevant tools and datasets to identify areas	Set target goals and make a formal commitment to deployment of EV charging in	Indicate that funding allocations or applications were submitted for EV charging based on

	EV charging infrastructure placement	charging needs to ensure all areas benefit.	within your community lacking EV charging infrastructure.	identified areas. (This does not necessarily mean committing funds, committing to a goal is sufficient.)	planning documents and that some portion of it will be proactively dedicated to providing EV charging infrastructure in identified communities.
P4.4	Include goals and strategies that are specific, measurable, attainable, relevant, and time-based surrounding EV actions	Identify areas where EV charging needs are unmet. Communicate that strategies regarding EVs and charging infrastructure are being developed. Methods of communication may require different methods of distribution than the community's standard communication styles (e.g., provide applicable translations of communications or distribute communication materials to multifamily housing units or community leaders).	Offer opportunities for the community to provide input or feedback to shape development of goals and strategies.	Formally adopt goals and strategies to meet EV charging needs based on community input.	Demonstrate that formally adopted goals and strategies to meet EV charging needs are based on community input.

Regulation Criteria

Effective regulation plays a crucial role in creating an environment conducive to EV adoption and infrastructure deployment. As you review the criteria in this section, consider how your community's codes, ordinances, and permitting processes can be optimized to support and accelerate EV integration, while ensuring public safety and accessibility.

Questions to consider:

- How can your zoning and building codes be updated to make EV charging more ubiquitous and easier to install?
- In what ways can your regulations address potential barriers to EV adoption, particularly for renters, multifamily housing residents, or areas with unmet EV charging needs?
- How might streamlined permitting processes avoid delays and reduce staff time for deploying EV chargers?
- How can your community's regulations ensure that public charging infrastructure is accessible to people with disabilities?
- How might "charging" and "parking" conflict in local zoning requirements when installing EV chargers?
- In what ways do EV chargers differ from traditional fueling stations?

As you evaluate your current regulations and consider updates, think about how each change might impact all segments of your community, and how you can craft rules that promote access to EV charging ownership opportunities.

Regulation Best Practice 1: Enable EV charging infrastructure in land use regulations

R1.1 (Silver)	10	Permit EV chargers as an accessory use to parking lots in all zoning districts, by right [Enable EV charging infrastructure in land use regulations]
Objective and Description: This criterion requires communities to update zoning codes to explicitly permit electric vehicle charging stations as an accessory use across all major zoning districts. Specifically, communities must codify in the zoning ordinance that EV charging stations are allowed by right in surface parking lots and structured parking facilities as an accessory use across residential, commercial, industrial, and other major zoning		

categories. Allowing charging infrastructure as an accessory use provides clarity to property owners and developers. A by-right approval (also known as an as-of-right approval) is granted when a development proposal strictly conforms to zoning and building codes and, thus, qualifies for construction without requiring discretionary approval.

Recommended Verification:

- Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).

Community Examples:

- [EVSE Ordinances](#) (EV Ordinance Database) | Great Plains Institute

Templates:

- [Model Municipal EV Ordinance](#) | New Jersey Department of Community Affairs

Resources:

- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 25) | RMI, IREC, SEAC
- [Electric Vehicle Ordinance Considerations](#) | Great Plains Institute

R1.2	15	Define primary use standards for charging infrastructure as its own use (not as a motor or fueling station) and enable such uses in all commercial and industrial zones [Enable EV charging infrastructure in land use regulations]
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Objective and Description:

This criterion requires communities to establish specific zoning standards for EV charging infrastructure as a distinct primary use, separate from traditional motor vehicle fueling stations. By defining EV charging as its own use category, communities can create tailored regulations that address the unique characteristics and needs of charging stations. The criterion also calls for enabling these uses in all commercial and industrial zones, promoting the integration of charging infrastructure in areas with high traffic and extended dwell times.

Recommended Verification:

- Provide a link or a document outlining the definition of the primary use standards and a description of where the definition can be found (i.e., article and section numbers).

Resources:

- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 25) | RMI, IREC, SEAC
- [Electric Vehicle Ordinance Considerations](#) | Great Plains Institute

R1.3	10	Adopt a minor site plan review process pathway for EV charging and other lower impact projects to be approved administratively. [Enable EV charging infrastructure in land use regulations]
Objective and Description: This criterion requires communities to establish a minor site plan review process that can be approved administratively. Local governments have established minor site plan reviews as an alternative to the typical more rigorous site plan review process. A minor site plan review applies to development less impactful to the property and its surroundings, such as EV charger installation, and is approved administratively, avoiding discretionary reviews.		
Recommended Verification: Provide a link to the process or related documents and a description of where the statement can be found (i.e., article and section numbers).		
Community Examples: Minor Site Plan Review for Fewer than 60 Spaces City of Toledo, OH		
Resources: Webinar: Navigating Zoning and Building Codes for EV Charging Infrastructure Drive Electric		

R1.4	5	Define what permits are required for Level 2 and Level 3 EV charging projects and/or V2G (Vehicle to Grid) at single-family, multifamily, and commercial/industrial properties and publish on a municipal website [Enable EV charging infrastructure in land use regulations]
Objective and Description: This criterion requires communities to clarify and publish the permitting requirements for various types of EV charging infrastructure across different property types, including fleet depots. The municipal website should specify which permits are needed for installing Level 2 chargers, Level 3 chargers, and Vehicle to Grid (also known as V2G) systems at single-family homes, multifamily buildings, commercial/industrial sites, and fleet depots. Providing this information in a clear and accessible format helps streamline the installation process for property owners, fleet managers, and contractors. By addressing permitting requirements for both private and fleet charging, communities can support a comprehensive transition to EVs and ensure the efficient deployment of charging infrastructure in many settings.		
Recommended Verification: Provide a direct link to where this information is posted publicly.		
Community Examples: Expedited Permitting Process for Electric Vehicle Charging Stations Sonoma County, CA		

- [EV Readiness Workbook](#) (pp. 21–23) | Atlanta Office of Resilience

R1.5 (Gold)	10	Establish standard approval timelines for EV charging installations and consolidate all review comments for applicant feedback [Enable EV charging infrastructure in land use regulations]
Objective and Description: This criterion requires communities to standardize and streamline the review process for EV charging permit applications. Specifically, communities should set and communicate standard approval timelines for charging infrastructure permits. Standardizing timeframes and review processes reduces uncertainty for charging infrastructure projects. If multiple departments need to review the permit application, the reviews should be completed such that all comments can be consolidated and provided collectively. Ideally, multiple departments should review the application simultaneously rather than sequentially. While a community and applicant may need to communicate multiple times to resolve an issue, new comments should not be introduced after the first review.		
Recommended Verification: • Provide a memo detailing the review and approval process for permitting EV charging installation or a link to where standard approval times are posted publicly. Demonstrate how approval timelines are standardized and how review comments are limited to one round.		
Community Examples: • Expedited Permitting Process for Electric Vehicle Charging Stations (ECVS) King City, CA • Expedited Permitting Process for Electric Vehicle Charging Stations Sonoma County, CA		
Resources: • Planning and Zoning for Electric Vehicle Charger Deployment (pp. 9, 48) RMI, IREC, SEAC		

R1.6 (Bronze)	15	Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit EV charging infrastructure deployment. Compile findings in a memo [Enable EV charging infrastructure in land use regulations]	
Objective and Description: This criterion requires communities to conduct a comprehensive review of zoning codes and land use regulations to identify barriers to the deployment of electric vehicle charging infrastructure. Specifically, planners must examine limiting factors, such as parking requirements, accessory use allowances, setbacks, siting, design, or aesthetic guidelines, and permitting procedures to uncover intentional or unintentional obstacles to EV charging infrastructure projects. Findings should be summarized in a memo			

to inform future policy changes. Reviewing codes facilitates the removal of zoning and regulatory barriers to accelerate charging infrastructure deployment.

[>> Jump to R1.6 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a memo detailing the findings from the review. Emphasize areas where zoning code intentionally or unintentionally prohibits EV charging infrastructure deployment.
 - Memo template and examples of completed memo template will be provided by IREC.

Resources:

- [Planning and Zoning for Electric Vehicle Charger Deployment](#) (p. 22) | RMI, IREC, SEAC

Regulation Best Practice 2: Incorporate charging infrastructure in building or zoning codes

R2.1 (Gold)	20	Adopt an EV-ready ordinance or plan for new construction [Incorporate charging infrastructure in building or zoning codes]
Objective and Description: This criterion requires communities to implement an EV-ready zoning code, building code, or ordinance for new construction. The code or ordinance should require EV capable, ready, or installed infrastructure for new construction to make it feasible and effective to add EV charging in the future. For definitions of different levels of EV preparedness, review the Definitions Appendix . The requirements should not specify or favor particular charging technologies, but rather focus on core infrastructure needs that can support various current and future EV charging options. For example, the ordinance should set broader electrical capacity, conduit, and kWh requirements that can accommodate different charging technologies, rather than specifying requirements for a particular type of charger, such as Level 2. This approach prepares new buildings for increased EV adoption while maintaining flexibility as charging technologies evolve, ensuring long-term relevance of the ordinance.		
Recommended Verification: • Provide a link to the municipal code and a description of where the EV-ready ordinance can be found (i.e., article and section numbers).		
Community Examples: • EVSE Ordinances (EV Ordinance Database) Great Plains Institute • EV Readiness Ordinance Case Studies Electrification Coalition		

Resources:

- [Planning and Zoning for Electric Vehicle Charger Deployment](#) (p. 32) | RMI, IREC, SEAC
- [Electric Vehicle Ordinance Considerations](#) | Great Plains Institute
- [EV Readiness in American Cities Climate Challenge Cities – Policy Options and Peer City Research](#) | American Cities Climate Challenge
- [EV Readiness Policies and Building Codes](#) | Electrification Coalition

R2.2

10

Adopt an EV-ready ordinance or plan for major renovations
[Incorporate charging infrastructure in building or zoning codes]

Objective and Description:

This criterion requires communities to implement an EV-ready zoning code, building code, or ordinance for major renovations that focuses on core infrastructure needs that can support various current and future EV charging options. The ordinance should set broader electrical capacity, conduit, and kWh requirements that can accommodate different charging technologies, rather than specifying requirements for a particular type of charger, such as a Level 2 charger. This approach prepares renovated buildings for increased EV adoption while maintaining flexibility as charging technologies evolve, ensuring long-term relevance of the ordinance and complementing similar requirements for new construction.

Recommended Verification:

- Provide a link to the municipal code and a description of where the EV-ready ordinance or plan for major renovations can be found (i.e., article and section numbers).

Community Examples:

- [EVSE Ordinances](#) (EV Ordinance Database) | Great Plains Institute
- [EV Readiness Ordinance Case Studies](#) | Electrification Coalition

Resources:

- [Planning and Zoning for Electric Vehicle Charger Deployment](#) (p. 32) | RMI, IREC, SEAC
- [Electric Vehicle Ordinance Considerations](#) | Great Plains Institute
- [EV Readiness in American Cities Climate Challenge Cities – Policy Options and Peer City Research](#) | American Cities Climate Challenge
- [EV Readiness Policies and Building Codes](#) | Electrification Coalition

R2.3

5

Require EV-capable or EV-ready in new construction of single-family units

**EVs ⚡
For All**

		[Incorporate charging infrastructure in building or zoning codes]
Objective and Description: This criterion requires communities to adopt an ordinance mandating new single-family residential construction to be EV-capable or EV-ready. EV-capable requirements ensure that basic infrastructure like conduits and electrical panels are installed during construction to support future charging station installation. EV-ready requirements go a step further by specifying the installation of wiring and outlets needed to plug in a charging station. Incorporating these requirements into new construction leverages timing efficiencies and avoids more costly future retrofits. >> Jump to R2.3 EVs for All Illustrative Example		
Recommended Verification: • Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).		
Community Examples: • EV Ordinance Database Great Plains Institute • EV Ready Parking Columbus Columbus, OH • 101.9. - Electric Vehicle Charging Infrastructure Readiness Requirement for New Residential Construction City of Atlanta, GA		
Resources: • Planning and Zoning for Electric Vehicle Charger Deployment (p. 32) RMI, IREC, SEAC • Electric Vehicle Ordinance Considerations Great Plains Institute • EV Readiness in American Cities Climate Challenge Cities – Policy Options and Peer City Research American Cities Climate Challenge • EV Readiness Policies and Building Codes Electrification Coalition		

R2.4	5	Require 40% of multifamily parking to be EV-capable, EV-ready, or EV-installed [Incorporate charging infrastructure in building or zoning codes] 
R2.5	5	Require 70% of multifamily parking to be EV-capable, EV-ready, or EV-installed [Incorporate charging infrastructure in building or zoning codes] 

R2.6	10	Require 100% of multifamily parking to be EV-capable, EV-ready, or EV-installed [Incorporate charging infrastructure in building or zoning codes]	
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Note: The points achieved for actions R2.4, R2.5, and R2.6 are additive.

Objective and Description:

These criteria collectively address the implementation of EV charging infrastructure requirements in multifamily housing developments. They establish a tiered approach to ensuring that multifamily parking facilities are prepared for increasing EV adoption. Communities can choose to require different levels of EV readiness based on their local needs and goals, ranging from 40% to 100% of parking spaces. These requirements may include a combination of EV-capable spaces (with electrical capacity and conduit in place), EV-ready spaces (with wiring completed to the point of a future charging station), and fully installed electric vehicle charging equipment. By implementing these standards, communities can ensure that multifamily residents have access to EV charging options, removing a significant barrier to EV adoption for those without access to single-family home charging.

[>> Jump to R2.4, R2.5, and R2.6 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).

Community Examples:

- [EV Readiness Policy for New Developments](#) | City of Boston, MA
- [EV Ordinance Database](#) | Great Plains Institute

Resources:

- [Planning and Zoning for Electric Vehicle Charger Deployment](#) (p. 32) | RMI, IREC, SEAC
- [Electric Vehicle Ordinance Considerations](#) | Great Plains Institute
- [EV Readiness in American Cities Climate Challenge Cities – Policy Options and Peer Research](#) | American Cities Climate Challenge
- [EV Readiness Policies and Building Codes Webinar](#) | Electrification Coalition

R2.7	10	In commercial buildings require 15% EV-installed parking spaces and 30% EV-capable infrastructure of the total parking spaces, or create minimum charging threshold standards [Incorporate charging infrastructure in building or zoning codes]
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Objective and Description:

This criterion requires communities to establish EV charging infrastructure standards for commercial buildings. These standards apply specifically to commercial building groups as defined in the International Energy Conservation Code (IECC): Groups A (Assembly), B (Business), E (Educational), M (Mercantile), and S-2 (Low-hazard storage). Based on the Appendix of the 2024 code, communities should mandate that at least 15% of parking spaces in these buildings have EV charging installed and at least an additional 30% be EV capable (or EV-ready). Consider specifying EV capable and EV-ready installation technical requirements as minimum rather than maximum requirements so that systems may be sized to support DCFCs to future-proof installations. Consider adjustments for the power difference between Level 2 charging and DCFCs and new technologies, such as automatic load management systems (ALMS). By incorporating these requirements into building or zoning codes, communities ensure that new commercial developments are prepared for increasing EV adoption and providing accessible charging options for employees, customers, and visitors across a wide range of commercial settings.

Recommended Verification:

- Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).

Community Examples:

- [EV Ordinance Database](#) | Great Plains Institute
- [ReCharge Boston: Boston's Zero Emission Vehicle Program](#) | City of Boston, MA

Resources:

- [2024 International Building Code – Appendix CG Electric Vehicle Charging Infrastructure](#) | International Code Council
- [2021 International Building Code - Chapter 3: Occupancy Classification and Use](#) | International Code Council
- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (pp. 32-37, 58) | RMI, IREC, SEAC
- [Electric Vehicle Ordinance Considerations](#) | Great Plains Institute
- [EV Readiness in American Cities Climate Challenge Cities – Policy Options and Peer City Research](#) | American Cities Climate Challenge

R2.8

10

Develop guidelines for charging infrastructure in areas near multifamily housing
[Incorporate charging infrastructure in building or zoning codes]

EVs
For All

Objective and Description:

This criterion requires communities to establish guidelines for electric vehicle charging standards in areas near multifamily housing developments. Specifically, guidelines could address proximity, ease of access,

pricing schema limitations, and/or ADA access standards to ensure residents of multifamily housing have access to EV chargers, especially if onsite chargers are not feasible.

[>> Jump to R2.8 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link to guidelines and a description of where the statement can be found (i.e., article and section numbers). Alternatively, describe in the scorecard a meeting or communications where the guidelines were shared.

Community Examples:

- [Multi-Family EV Charging Accessibility Replication Guide](#) | Dallas-Fort Worth Clean Cities

Resources:

- [Best Practices for Model Multifamily Charging Programs](#) | Forth
- [Resources](#) | Charge at Home
- [EV Charging at Multifamily Housing Properties](#) | Charge at Home
- [Electric Vehicle Charging for Multifamily Housing](#) | U.S. Department of Energy
- [Pole-Mounted Electric Vehicle Charging: Preliminary Guidance for a Low-cost and More Accessible Public Charging Solution for U.S. Cities](#) | World Resources Institute
- [Community Charging: Emerging Multifamily, Curbside, and Multimodal Practices](#) | Joint Office of Energy and Transportation

R2.9
(Silver*)

10

Allow all EV charging parking stalls to count toward minimum parking requirements when applicable. This includes parking spaces replaced with EV charging-associated equipment and other required design elements
[Incorporate charging infrastructure in building or zoning codes]

Objective and Description:

This criterion requires communities to update parking ordinances to allow electric vehicle charging stalls to satisfy minimum parking space requirements. Specifically, communities must codify in relevant ordinances that parking spaces converted to host EV charging infrastructure can fully count toward fulfilling minimum parking space quotas defined in local regulations. This policy prevents the unintended consequence of requiring additional parking to accommodate charging infrastructure.

**If local government does not have minimum parking requirements, achieve 10 additional General Points in Regulation.*

Recommended Verification:

- Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).

Community Examples:

- [CA Assembly Bill 1100 Section 22511.2](#) | State of California
- [CO House Bill 23-1233](#) | State of Colorado
- [Kansas City, MO municipal code 88-305-10-B. Parking](#) | Kansas City, MO

Resources:

- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 28) | RMI
- [Electric Vehicle Ordinance Considerations](#) | Great Plains Institute
- [EVSE Ordinances](#) | Great Plains Institute
- [Electric Vehicle Charging Station Permitting Guidance](#) | California Governor's Office of Business and Economic Development

R2.10	5	Reduce minimum parking requirements by counting charging infrastructure stalls as more than one space [Incorporate charging infrastructure in building or zoning codes]
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Objective and Description:

This criterion allows communities to incentivize the installation of electric vehicle charging infrastructure by updating parking ordinances. Specifically, relevant regulations should be amended to stipulate that parking spaces converted and reserved for EV charging can count as more than one space towards satisfying any minimum parking space requirements defined in local codes. For example, New Jersey stipulates that EV charging “spaces will count towards minimum parking mandates and earn a two for one credit for the EV parking, up to 10% of total required parking.” This approach not only reduces and rightsizes parking requirements but also helps accommodate the space needed for electric vehicle charging equipment.

Recommended Verification:

- Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).

Community Examples:

- [EVSE Requirements for New Multi-Unit Dwellings](#) (p. 3) | New Jersey Department of Environmental Protection
- [CA Assembly Bill 970](#) | State of California
- [Development Code Chapter 16.64 Off-Street Parking and Loading Requirements](#) | City of Stockton, CA

Resources:

- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 28) | RMI, IREC, SEAC

- [EV Ordinance Database](#) | Great Plains Institute

R2.11	5	Count accessible ADA parking spots with charging stations as two or more parking spots if a parking minimum is in effect [Incorporate charging infrastructure in building or zoning codes]	
Objective and Description: This criterion allows communities to incentivize access to electric vehicle charging infrastructure by updating parking ordinances. Specifically, relevant regulations should stipulate that ADA-accessible parking spaces that are outfitted with EV charging capability can count two or more times toward satisfying any minimum parking space requirements defined in local codes. This policy helps ensure charging access for people with disabilities while eliminating a barrier to deploying infrastructure. >> Jump to R2.11 EVs for All Illustrative Example			
Recommended Verification: • Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).			
Community Examples: • CA Assembly Bill 1100 State of California			
Resources: • Planning and Zoning for Electric Vehicle Charger Deployment (p. 28) RMI, IREC, SEAC			

R2.12	5	Ensure EV charging installation guidance and regulations are compliant with National Access Board standards and/or state-level accessibility guidelines [Incorporate charging infrastructure in building or zoning codes]	
Objective and Description: This criterion requires communities to implement parking infrastructure guidelines ensuring accessibility and ease of use for people with disabilities. Specifically, jurisdictions should require that accessible parking spaces outfitted with electric vehicle charging meet technical requirements set forth by the U.S. Access Board (or state-level regulations), such as equipment height, reach distances, and ground surfaces. Aligning with national standards enables full utilization of accessible charging infrastructure by people with disabilities. >> Jump to R2.12 EVs for All Illustrative Example			

Recommended Verification:

- Provide a link to the municipal code or related documents and a description of where the statement can be found (i.e., article and section numbers).

Community Examples:

- [Electric Vehicle Ordinance Considerations](#) (p. 5) | Great Plains Institute
- [ADA Requirements for Electric Vehicle Charging Stations](#) | State of Minnesota

Resources:

- [Design Recommendations for Accessible Electric Vehicle Charging Stations](#) | U.S. Access Board
- [Planning and Zoning for Electric Vehicle Charger Deployment](#) (p. 31) | RMI, IREC, SEAC
- [Webinar: Designing for Accessible EV Charging Stations](#) | Joint Office of Energy and Transportation

R2.13

10

Establish recommendations or policies that encourage or require developers to provide a predetermined amount of accessible charging spaces, relative to the total number of charging spaces

[Incorporate charging infrastructure in building or zoning codes]

EVs
For All

Objective and Description:

This criterion requires communities to establish a recommended or required number of charging spaces that must be accessible. Accessible spaces should be placed on an accessible route to the building or public way (sidewalk), as appropriate. As an example, the State of California has established minimum numbers of van accessible, standard accessible, and ambulatory charging spaces based on the total number of EV charging spaces. California's requirements are aligned with the key determinations regarding EV charging made by the United States Access Board.

[>>Jump to R2.13 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach the document that contains the recommendation or policy. If applicable, provide a description of where the policy can be found within the document (i.e., chapter, section, etc.).

Community Examples:

- [EV Readiness Ordinance](#) | Ann Arbor, MI

Resources:

- [Accessible EV Parking Requirements and Dimensions](#) | California Building Code

R2.14	5	Adopt language in an ordinance that encourages or incentivizes managed EV chargers or charging [Incorporate charging infrastructure in building or zoning codes]
Objective and Description: This criterion requires communities to promote the use of managed electric vehicle (EV) charging systems. Managed charging allows for the optimization of charging times and power levels, which can help balance grid load and potentially reduce costs for EV owners. Communities should develop programs or policies that encourage or provide incentives for the installation and use of managed charging systems in residential, commercial, and public settings.		
Recommended Verification: Provide a link to an ordinance that details recommendations for charging providers.		
Community Examples: A Comprehensive Guide to Electric Vehicle Managed Charging Smart Electric Power Alliance		
Resources: Managed Electric Vehicle Charging Federal Energy Management Program The State of Managed Charging in 2021 Smart Electric Power Alliance From Unidirectional to Bidirectional: Understanding the Role and Value of Managed Charged Smart Electric Power Alliance		

R2.15	5	Require solar-ready design for surface parking facilities or other parking structures with charging infrastructure [Incorporate charging infrastructure in building or zoning codes]
Objective and Description: Establishing requirements for new or renovated surface parking lots or other parking structures to be built solar-ready is a best practice to facilitate future integration of solar-powered EV charging stations. Solar-ready design involves configuring the parking lot layout, electrical infrastructure, and other elements to streamline the installation of solar photovoltaic (PV) systems. Increasing the solar readiness of parking facilities with charging infrastructure can reduce the cost and complexity of adding solar power to offset the electricity demand of EV chargers. Local governments should include solar-ready requirements for applicable parking facilities in their building or development codes.		
Recommended Verification: Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).		
Resources:		

- [Solar PV, Solar Ready, Battery, and Electric Ready](#) | California Energy Commission

R2.16	5	Require solar-ready charging infrastructure for fleets regardless of surface parking [Incorporate charging infrastructure in building or zoning codes]
Objective and Description: This criterion requires communities to mandate that specifically fleet charging infrastructure be designed and installed in a way that facilitates future integration with solar power systems. This applies to all fleet charging installations, whether they are located on surface parking lots or other areas. Solar-ready design may include appropriate electrical capacity, conduit installation, and structural considerations to support future solar panel installations.		
Recommended Verification: • Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).		
Resources: • Solar PV, Solar Ready, Battery, and Electric Ready California Energy Commission		

R2.17	5	Establish guidelines for safety measures for EV charging stations (i.e., lighting and signage) [Incorporate charging infrastructure in building or zoning codes]	
Objective and Description: Developing guidelines for safety measures around EV charging stations is a best practice to ensure charging stations are accessible, visible, and secure. Guidelines should cover elements like lighting requirements, to ensure adequate illumination for safe operation at night, and signage standards to clearly identify the location and usage rules for charging stalls. Establishing consistent safety guidelines can help improve the user experience and reduce accidents or confusion around EV charging stations. Local governments should include EV charging station safety guidelines in their development codes or permitting materials and reference relevant national standards where applicable. >> Jump to R2.17 EVs for All Illustrative Example			
Recommended Verification: • Provide a link to the municipal code and a description of where the statement can be found (i.e., article and section numbers).			

Community Examples:

- [Kane Electric Car Ordinance](#) | Kane County, IL
- [Electric Vehicle Supply Equipment Workbook](#) | Atlanta Office of Resilience

Resources:

- [Physical Safety and Security at Electric Vehicle Charging Sites](#) | Joint Office of Energy and Transportation
- [Signage for Electric Vehicle Charging Stations](#) | AFDC
- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 39) | RMI, IREC, SEAC

R2.18

10

If the local government has siting, design, and/or aesthetic guidelines, post example illustrations on a publicly accessible website.
[Incorporate charging infrastructure in building or zoning codes]

Objective and Description:

This criterion requires communities with EV charging station siting, design, or aesthetic guidelines to provide example illustrations on a public website. Visual examples help clarify expectations and make it easier for developers and property owners to understand and comply with the guidelines. Illustrations should be clearly labeled, highlight key requirements, and be easily accessible from relevant permitting and planning webpages.

Recommended Verification:

- Provide a link to the publicly accessible webpage and a description of where the illustration examples can be found.

Community Examples:

- [Expedited Permitting Process for Electric Vehicle Charging Stations](#) (pp. 9–10) | Sonoma County, CA

Resources:

- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 55) | RMI, IREC, SEAC
- [Electric Vehicle Ordinance Considerations](#) | Great Plains Institute
- [Electric Vehicle Charging Station Permitting Guidebook \(2nd Ed.\)](#) (p. 25) | California Governor's Office of Business and Economic Development

Regulation Best Practice 3: Incorporate EV and EV charging infrastructure in permitting

R3.1 (Bronze)	10	Adopt a standard EV charging infrastructure permit application process for residential and nonresidential EV charging and post to a public website [Incorporate EV charging infrastructure in permitting]
Objective and Description: This criterion requires communities to develop an internal permitting process for electric vehicle charging and publish the information online. The process should cover all aspects of the permitting and zoning process: 1. What permits are required for the application? 2. What departments will be reviewing the application and what, if anything, triggers additional department reviews? 3. What, if anything, triggers a zoning review? 4. What, if anything, triggers a discretionary review? 5. What, if anything, qualifies for expedited review? The published information should cover residential and nonresidential (retail, workplace, multifamily, institutional, industrial, etc.) land uses. It should note whether applications are reviewed concurrently or sequentially by departments (concurrent is best practice). The online information may be included with the online checklist required by R.3.4. Conveying the internal permitting process helps installers know what to expect and plan accordingly.		
Recommended Verification: • Provide a link to the standardized EV charging infrastructure permit application process.		
Community Examples: • Expedited Permitting Process for Electric Vehicle Charging Stations Sonoma County, CA • Permit Application Process City of Saint Paul, MN		
Templates • Template EV Charging Permitting Fact Sheet State of Colorado		
Resources: • EVSE Standard Permitting Process Guidance IREC • Planning and Zoning Guidance for Electric Vehicle Charger Deployment (p. 47) RMI, IREC, SEAC • Permitting Processes for Electric Vehicle Charging Infrastructure AFDC		
R3.2	5	Offer pre-application meetings [Incorporate EV charging infrastructure in permitting]

Objective and Description:

Providing optional pre-application meetings for EV charging projects is a best practice to improve the quality and completeness of permit submissions. Pre-application meetings allow EV charging project applicants to discuss their plans with permitting staff and receive guidance on specific requirements, potential issues, and necessary documentation prior to the formal submittal process. Investing time upfront to ensure applications align with local regulations can help reduce review timelines and avoid costly delays or revisions. Local governments should establish a clear process for scheduling and conducting EV charging project pre-application meetings and promote their availability through the permitting website and application materials.

Recommended Verification:

- Provide a link to the webpage listing the available meetings. Describe in the scorecard which staff positions and departments are involved in the meetings and outline the meeting agenda.

Community Examples:

- [Pre-application Meeting Information](#) | King County, CA

Resources:

- [Cutting the Red Tape: Updating Permitting Processes and Building Codes to Support EVSE Deployment](#) | Electrification Coalition
- [Improving Permitting and Zoning for EV Fast Charging Stations](#) | National Association of Energy Officials

R3.3	10	Train applicable staff on best practices for permitting and inspecting charging infrastructure [Incorporate EV charging infrastructure in permitting]
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Objective and Description:

This criterion requires communities to ensure staff involved in permitting and inspecting electric vehicle charging infrastructure receive up-to-date training. Specifically, relevant personnel should complete courses, workshops, or seminars focused on existing best practices for streamlined approval of compliant and safe EV charging projects. Educating staff facilitates consistent application of codes and standards, which results in an improved experience for contractors and residents.

Recommended Verification:

- Attach any supporting documentation (i.e., certificate of completion, agenda of training, attendance logs, etc.). If not included, describe in the scorecard what training was completed, the staff positions who completed it, and the date it was completed.

Community Examples:

- [EVSE Permitting](#) (Slides) | Great Plains Institute

Resources:

- [Electric Vehicle Community Preparedness Trainings](#) | National Fire Protection Association
- [Electric Vehicle Supply Equipment, Energy Storage and Solar Permitting and Inspection Guidelines](#) | New Buildings Institute
- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 48) | RMI, IREC, SEAC

**R3.4
(Bronze)**

5

Develop charging infrastructure permitting checklists for residential and nonresidential EV charging and post them online
[Incorporate EV charging infrastructure in permitting]

Objective and Description:

This criterion requires communities to create and publish comprehensive online checklists for residential and nonresidential electric vehicle charging infrastructure permitting. The checklists should outline all required information, technical specifications, site plans, supporting materials, and permit fees necessary for a complete permit application. It should also include the steps to complete an inspection. It should include processes that vary for residential and nonresidential (retail, workplace, multifamily, institutional, industrial) land uses. These checklists should be easily accessible on the community's website and regularly updated to reflect current standards and safety considerations.

Recommended Verification:

- Provide a link to the online permitting checklists.

Community Examples:

- [Electrical Vehicle Supply Equipment \(EVSE\) Installation Permit Application Process](#) | City of Oakdale, MN
- [How to Obtain a Permit for Electric Vehicle Charging Systems](#) | City of San Diego, CA
- [Residential and Non-Residential Checklist for Permitting Electric Vehicles and Electric Vehicle Service Equipment \(EVSE\)](#) | City of Manteca, CA

Templates:

- [Electric Vehicle Supply Equipment Permitting](#) | Great Plains Institute

Resources:

- [EVSE Standard Permitting Process Guidance](#) | IREC
- [EVSE Permitting](#) (Guide, Slide Deck, and Resources) | Great Plains Institute
- [Electric Vehicle Charging Station Permitting Guidebook \(2nd Ed.\)](#) | California Governor's Office of Business and Economic Development
- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 60) | RMI, IREC, SEAC

R3.5	10	Provide an online process for permit submission and approval; ensure electronic signatures are accepted. [Incorporate EV charging infrastructure in permitting]
Objective and Description: This criterion requires communities to offer an online system for submitting and approving permits related to EV charging infrastructure. The system should allow applicants to complete and submit all necessary forms electronically, track the status of their application, and receive approval notifications. Accepting electronic signatures streamlines the process and eliminates the need for paper-based submissions. Online permitting systems should be user-friendly, secure, and integrated with back-end review processes. Communities should clearly provide contact information for support regarding the online permitting process.		
Recommended Verification: • Provide a direct link to the online webpage for the process for permit submissions and approvals. Provide a location or screenshot of the webpage where electronic signatures are accepted.		
Community Examples: • Electric Vehicle Charging Station Permit Baltimore County Government		
Resources: • ePermitting: Revolutionizing the Permitting Process ICMA • Planning and Zoning Guidance for Electric Vehicle Charging Stations (p. 47) RMI, IREC, SEAC		

R3.6	10	Track and report the average permit approval and inspection timelines for nonresidential EV charging [Incorporate EV charging infrastructure in permitting]
Objective and Description: This criterion requires communities to establish and publish clear standards for EV charging station permit approval timelines. Communities should implement a system to track actual approval times and regularly report the average timelines on their online permitting checklist or website for nonresidential EV charging. This promotes transparency, helps set expectations for applicants, and encourages continuous improvement in the permitting process.		
Recommended Verification: • Provide a memo detailing the standards for permit approval timelines, tracked progress over time, and reported average approval timelines. Clearly articulate these standards, along with a few tangible steps, for accomplishing this.		
Community Examples:		

- [Expedited Permitting Process for Electric Vehicle Charging Stations](#) | Sonoma County, CA

Resources:

- [Electric Vehicle Charging Station Permitting Guidebook](#) | California Governor's Office of Business and Economic Development

R3.7

15

Establish a formal set of workshops with local government staff and charging infrastructure developers to improve permitting practices
[Incorporate EV charging infrastructure in permitting]

**EVs ⚡
For All**

Objective and Description:

This criterion requires communities to organize regular workshops that bring together local government staff and charging infrastructure developers. These workshops should focus on identifying challenges in the permitting process and collaboratively developing solutions to streamline and improve practices. By fostering open dialogue and cooperation, these workshops can lead to more efficient and effective permitting processes for EV charging infrastructure.

[>> Jump to R3.7 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach a document of the formal steps for improving permitting practices and a description of where the statement can be found (i.e., article and section numbers).

Community Examples:

- [Electric Vehicle Charging Infrastructure Meeting Agenda and Minutes](#) | New Hampshire Department of Environmental Services

Resources:

- [Plugging into Mobility Needs at Lower-Income Multifamily Housing](#) (p. 33) | RMI
- [Electric Vehicle Charging Station Permitting Guidebook](#) | California Governor's Office of Business and Economic Development

R3.8

20

Create or assign an EV Ombud position within the existing community governance structure
[Incorporate EV charging infrastructure in permitting]

**EVs ⚡
For All**

Objective and Description:

Establishing an EV Ombud position within the local government is a best practice to create a dedicated resource for advancing transportation electrification initiatives. The EV Ombud serves as a champion and

central point of contact for EV-related issues, working across departments to streamline processes, coordinate planning efforts, and respond to stakeholder inquiries. Having a designated EV lead can help accelerate EV adoption by providing focused expertise and accountability. Local governments should formally assign EV Ombud responsibilities to a new or existing staff member and provide adequate resources and authority to effectively carry out the role.

[>> Jump to R3.8 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a copy of the job description and/or job posting for this position. If the duties of an EV Ombud person are added to an existing position, please provide a copy of the revised position description and clearly note where/how the responsibilities have been incorporated.

Resources:

- [Cutting the Red Tape: Updating Permitting Processes and Building Codes to Support EVSE Deployment](#) | Electrification Coalition
- [Planning and Zoning Guidance for Electric Vehicle Charger Deployment](#) (p. 48) | RMI

R3.9

10

Demonstrate that current model codes (IRC, IBC, NFPA, and NEC) cycle is implemented in the community for EV Charging. Codes must be the most recent editions or penultimate edition.
[Incorporate EV charging infrastructure in permitting]

Objective and Description:

The safe and reliable installation of EV chargers requires timely implementation of the foundational building, fire, and electrical codes and standards. This includes the International Building Code (IBC), International Residential Code (IRC), National Electric Code (NEC), and National Fire Protection Association (NFPA) codes and standards. The codes, which are typically updated every three years, are not necessarily adopted as soon as they are published. State and local governments generally adopt the codes on schedules related to state and local governmental processes. This variability makes it more difficult (and costly) for EV charger installers and developers to operate across multiple jurisdictions. Therefore, states and localities are encouraged to update their codes to more effectively regulate EV charger development.

Recommended Verification:

- Provide a link or attach a document of codes.

Resources:

- [Codes Save](#) | International Code Council (ICC)
- [Sample Adoption Ordinances](#) | International Code Council (ICC)

- [Guide to EV Infrastructure Building Codes](#) | Southwest Energy Efficiency Project (SWEET)
- [Electric Vehicles and Building Codes: A Strategy for Greenhouse Gas Reductions, Model Code Language](#) (p. 6) | International Code Council (ICC)
- [Code Adoptions](#) | International Code Council (ICC)

R3.10	10	Train local government staff on updated codes within the most recent code cycle. [Incorporate EV charging infrastructure in permitting]
Objective and Description: Train local government staff on updated codes. This includes the International Building Code (IBC), International Residential Code (IRC), National Electric Code (NEC), and National Fire Protection Association (NFPA) codes and standards. Regular code training, completed within every code cycle, is best practice to ensure employees are up to date on new procedures, codes, and products within the EV industry.		
Recommended Verification: • Provide a signed memo with details about the training, including the name of trainer, attendees (name, title, departments), location, date, and time.		
Resources: • Building Energy Codes Training Resources U.S. Department of Energy		

R4.1	0-20	Regulation Innovative Action
Objective and Description: Participants are encouraged to share innovative actions they have taken or are planning to take. Innovative actions will be reviewed by a team of experts and each action may be worth up to 20 points. If the review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity.		
Recommended Verification: • Provide a signed memo describing the innovative action and include any supporting documentation or links that provide additional details.		

EVs for All Illustrative Examples - Regulation

To illustrate how communities can consider EVs for All, we have provided examples for selected criteria in each category. The following table showcases sample actions for selected Regulation criteria. These examples are meant to inspire and guide your efforts, but remember that the specific needs and opportunities in your community may lead to different or additional actions.

Regulation Sample Actions		Possible Ratings			
		Good	Better	Best	Amazing
R1.6	Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit EV charging infrastructure deployment. Compile findings in a memo	In the memo, acknowledge areas of the community with unmet EV charging needs.	Within the memo, identify and reflect on the requirements that currently exist in, or are absent from, the community's zoning requirements and how they positively and/or negatively impact the identified community areas.	Make a formal commitment to address the current requirements, or the absence of requirements, which inadvertently impact the identified areas. The commitment should include specific requirements that will be added, revised, or removed.	Demonstrate that the zoning requirements were updated in such a way that addressed areas that were identified as inadvertently creating barriers for impacted community areas.
R2.3	Require EV-capable or EV-ready in new construction of single-family units	Acknowledge how the requirement for EV-capable or EV-ready at single-family units could impact housing developments for people with low income that lack	Assess the situations in which requirements for newly constructed single-family homes to be EV-capable or EV-ready would negatively impact low-income	Address the potential that requirements for parking to be EV-capable or EV-ready in single-family units increase costs for low-income individuals by establishing a	Pass an ordinance that obligates the local government to provide support to low-income housing before the requirements go into effect

		garages or have detached garages.	individuals and consider potential methods of mitigating these impacts.	program that helps reduce costs for developers or helps cover costs for residents.	in order to proactively address the potential the requirements could impact individuals with low income.
R2.4 R2.5 R2.6	Require 40 - 100% of multifamily parking be EV-capable, EV-ready, or EV-installed	Acknowledge that requirements for parking to be EV-capable, EV-ready, or EV-installed at multifamily housing could increase costs for people with low income.	Assess the situations in which requirements for parking to be EV-capable, EV-ready, or EV-installed at multifamily housing could negatively impact low-income individuals. Consider potential methods of mitigating this, which could include looking to peer local governments for precedent.	Address the potential that requirements for parking to be EV-capable, EV-ready, or EV-installed at multifamily housing could increase costs for low-income individuals by establishing a program that helps reduce costs for developers or helps cover costs for residents.	Proactively address the potential that requirements for parking to be EV-capable, EV-ready, or EV installed at multifamily housing could increase costs for low-income individuals by passing an ordinance that obligates the local government to provide support to low-income housing before the requirements go into effect.
R2.8	Develop guidelines for charging infrastructure in areas near multifamily housing	Acknowledge that some multifamily housing developments may comprise partially or completely of units designed to be affordable for low- and moderate-income individuals who may experience barriers to benefiting from EVs.	Evaluate the needs of low- and moderate-income individuals living in multifamily housing which may include a lack of access (or ability to install) charging infrastructure that would dissuade them from making an investment in a personal EV. Another barrier could be that a lack of charging infrastructure limits their access to electric car share	Address these barriers by developing standards that prioritize proximity of charging infrastructure to multifamily housing that serves low- and moderate-income individuals. Also consider opportunities to regulate costs for use of this infrastructure through policy and/or requirements for discounts for low-income individuals.	Establish a process for people with low- and moderate-income to provide feedback about existing EV chargers and/or requests for additional accessible EV chargers. Also, allow property owners to share feedback on their needs for support in meeting the standards. Ensure there is a process for reviewing, responding, and possibly

			systems, which are a much more affordable option.		acting on this feedback in a proactive manner.
R2.11	Count accessible ADA parking spots with charging stations as two or more parking spots if a parking minimum is in effect	This criterion inherently removes barriers to benefiting from EVs and necessarily includes a community acknowledging, assessing, and addressing the needs of people with disabilities may have in accessing public EV chargers.			Establish a process for people who are differently abled to provide feedback about existing EV chargers and/or requests for additional accessible EV chargers. Also, allow property owners to share feedback on the need for more accessible EV chargers beyond minimum requirements, which may impact compliance with parking minimums. Ensure there is a process for reviewing, responding, and possibly acting on this feedback in a proactive manner.
R2.12	Ensure EV charging installation guidance and regulations are compliant with National Access Board standards and/or state-level	This criterion inherently removes barriers to benefiting from EVs and necessarily includes a community acknowledging, assessing, and addressing the needs people with disabilities may have in accessing public EV chargers.			Establish a process for people to provide feedback about existing EV chargers' accessibility. Ensure there is a process for reviewing, responding, and possibly acting on this feedback in a proactive manner.

	accessibility guidelines				
R2.13	Establish recommendations or policies that encourage or require developers to provide a predetermined amount of accessible charging spaces, relative to the total number of charging spaces	This criterion inherently removes community barriers to benefiting from EVs and necessarily includes a community acknowledging, assessing, and addressing the needs of accessible charging spaces.			Demonstrate ongoing commitment to accessibility by creating a process for community members facing barriers to share feedback on needs or support for maintaining standards of accessibility. Ensure this feedback loop is maintained and regularly updated.
R2.17	Establish guidelines for safety measures for EV charging stations (i.e., lighting and signage)	Acknowledge that specific locations of charging infrastructure or situations could cause concern for community members.	Identify and discuss how specific situations could cause safety concerns for community members.	Formally commit to adopting safety measures for charging infrastructure.	Establish a process for people to provide feedback about existing EV chargers' safety measures. Ensure there is a process for reviewing, responding, and possibly acting on this feedback in a proactive manner.
R3.7	Establish a formal set of workshops with local government staff and charging	When planning the workshops, identify community members or charging infrastructure developers who may be impacted by the permitting	Invite community members and charging developers to participate in the workshops. Facilitate their participation by ensuring the time, location, and assistive tools provided	Create opportunities for community members and charging developers to provide feedback on proposed permitting practices. The method of	Establish a process to receive feedback on the permitting practices. Ensure there is a process for reviewing, responding, and, when applicable, acting on

	infrastructure developers to improve permitting practices	practices that will be discussed.	are considered when planning the workshops.	feedback should be accessible to these groups. Consider providing translations, creating a format that is accessible to screen readers, or other actions aimed at increasing accessibility as applicable.	the feedback in a timely manner.
R3.8	Create or assign an EV Ombud position within the existing community governance structure	Acknowledge that the transition to electrification can impact all community members and understanding those impacts should be a priority of the Ombud.	Create a comprehensive, cross-sectoral assessment of potential barriers to benefiting from transportation electrification in your community. This could be done either as part of justification/preparation for the Ombud position or as one of the first tasks of the Ombud.	Demonstrate that the Ombud has already addressed the needs of members of the community through direct action (i.e., spearheading the installation of EV chargers, creating an incentive program, or revising zoning code or regulations) or through formalized planning or preparatory work. (Obligation of resources has been completed with this goal in mind).	Create an advisory committee of community members and meet with the Ombud regularly. In the charter for the committee, it clearly details how it can make formal recommendations and how such recommendations will be elevated to and considered by decision-makers.

Utility Engagement Criteria

Collaboration with local utilities or retail electric providers is essential for creating a robust and widespread EV ecosystem. The criteria in this section focus on fostering partnerships that can drive EV adoption, manage grid impacts, and create innovative programs to support electrification. It is crucial to initiate this coordination early in your EV planning process to ensure alignment and maximize benefits. As you review these criteria, we urge you to think about how your community can leverage utility relationships to address the needs of all residents. By engaging utilities or retail electric providers from the outset, you can better integrate their expertise and resources into your EV strategies, leading to more effective outcomes.

Questions to consider:

- How might utilities or retail electric providers support your EV charging goals, strategies, and planning processes?
- How can you work with utilities or retail electric providers to ensure that EV programs and rate structures benefit homeowners, renters, and those in multifamily dwellings?
- In what ways can collaboration with the utility or retail electric provider help to bring charging infrastructure to all neighborhoods?
- How can managed charging programs be designed to be accessible and beneficial for low-income residents?
- How can you engage with utilities or retail electric providers to ensure that grid upgrades for EV support are distributed throughout your community?
- How can you ensure there is sufficient capacity to support electrified public fleets and/or shared mobility options?

As you develop plans for renewable energy integration with EV charging, think about how these initiatives can be structured to provide affordable charging options for all community members, including those who might not have access to home charging or solar installations.

Utility Engagement Best Practice 1: Work with utilities on collaborative education and communication initiatives

U1.1 (Bronze)	5	Meet with utilities to discuss EV collaboration opportunities [Work with utilities on collaborative education and communication initiatives]	
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Objective and Description:

This criterion requires communities to initiate a conversation with their electric utility(ies) focused on strategic coordination around electric vehicles. Specifically, a meeting should define shared objectives, explore potential partnerships, and identify opportunities for collaborative promotion of electrified transportation. If applicable, discuss siting and planning of EV charging locations and related grid capacity and upgrades. To aid in the discussion, localities are encouraged to come to the meeting with projected charger demand by use case by census tract (obtained from RMI's Infrastructure Modelling Tool) and plans to support special areas of concern, such as multifamily housing. Opening a dialogue lays the foundation for impactful utility engagement.

[>> Jump to U1.1 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide an agenda for the meeting and a memo summarizing the meeting, including the next steps for collaboration.

Resources:

- [Utility Engagement Resources](#) | Great Plains Institute
- [Utility Finder](#) | U.S. Department of Transportation
- [Utility Engagement](#) | U.S. Department of Transportation
- [Scaling EVs: Working with Utilities to Support Electrification](#) | Electrification Coalition

U1.2

5

Host or support EV readiness events with utility

[Work with utility on collaborative education and communication initiatives]

Objective and Description:

This criterion requires communities to collaborate with their local utility to organize or support events that promote EV readiness. These events may include workshops, webinars, or information sessions that educate residents, businesses, and stakeholders about EV basics, charging infrastructure, utility programs, and incentives. Collaborating with the utility on EV readiness events helps ensure that the community receives accurate, up-to-date information and can take advantage of available resources and support.

Recommended Verification:

- Provide a link or a copy of the flyer for the event and/or showcase the support of EV readiness events.

Resources:

- [Webinar](#) and [White Paper](#): Utility Education and Outreach Goals | Plug In America
- [Ride and Drive Events](#) | Plug In America

- [Electric Vehicle Ride & Drive Event Guide](#) | Drive Electric Tennessee

U1.3	10	Work with utilities to promote EVs at local dealerships and/or to promote programs provided by the utility at the dealership [Work with utilities on collaborative education and communication initiatives]
Objective and Description: This criterion entails collaborative education and outreach efforts between communities and utilities focused on electric vehicle dealers. Specifically, partners should coordinate appropriately tailored promotional resources, materials, or incentives to stimulate consumer adoption. Engaging dealers and equipping sales teams cultivates knowledge and excitement for EVs at the point of purchase.		
Recommended Verification: • Provide a link or attach a document promoting EVs and programs. If not publicly posted, describe in the scorecard how your community has collaborated with the utility to promote EVs and available programs at local dealerships. When possible, provide the outcome of the promotion.		
Community Examples: • Utility Engagement Resources Great Plains Institute • Electrified Dealership Program Orlando Utility Commission • Find EV Dealers Xcel Energy		
Resources: • Engaging Partners on EVs Great Plains Institute • Driving for Benefits: The Utility Role in Transportation Electrification Alliance for Transportation Electrification		

U1.4	10	Identify firms or organizations in the community that are planning to electrify their fleets, share that information with the appropriate utility, and facilitate coordination between these entities [Work with utility on collaborative education and communication initiatives]
Objective and Description: This criterion requires communities to identify local fleets (e.g., municipal, commercial, and delivery) that are planning to electrify and share this information with utilities. Localities should also encourage businesses anticipating fleet electrification to notify their utilities well in advance of implementation. This collaboration can help identify infrastructure upgrades, make-ready incentives, utility fleet advisory services, or other programs or considerations for fleet electrification. Local economic development staff are well suited for this role given their mission to engage businesses.		

Recommended Verification:

- Provide a link or attach a document showcasing fleets and the shared information provided to utilities. Confidential information can be removed from the document as appropriate.

Community Examples:

- [Business EV charger pilot program](#) | We Energies

Resources:

- [Empowering Sustainable Fleets: Utilities' Role in Accelerating Electric Vehicle Fleet Conversion](#) | Qmerit
- [Utility Best Practices for EV Infrastructure Deployment](#) (pp. 6–10, 14–15, 53–56) | Smart Electric Power Alliance
- [Overview of Utility Transportation Electrification Plans](#) (pp. 9–11) | Western Resource Advocates

U1.5	10	Incorporate utility incentive information into multifamily applications for existing multifamily buildings [Work with utility on collaborative education and communication initiatives] 
Objective and Description: This criterion requires communities to integrate information about utility incentives for EV charging infrastructure into the application or permitting process for existing multifamily buildings. The goal is to proactively inform property owners and developers about available incentives from local utilities when they apply for permits for renovations or upgrades. Communities should develop a process to regularly update and provide this information, potentially including it in application packets or during pre-application meetings. By making this information a standard part of the application process, communities can encourage the retrofitting of existing multifamily housing with EV charging capabilities, leveraging utility incentives to make these improvements more feasible and cost effective.		
Recommended Verification: • Provide a link to permit application or webpage where available incentives can be found.		
Community Examples: • Construction Permit - Addition or Alteration (Steps to Get Your Permit > Research > Find Incentives for Your Project) City of Seattle, WA		
Resources: • Utility Incentive Search by Zip Code AFDC		

Utility Engagement Best Practice 2: Work with utility on service connections process

U2.1	10	Work with utility to determine the service connection process for commercial and public charging [Work with utility on service load connections process]
Objective and Description: This criterion requires communities to determine the service connection process with their local utility. Communities should link to the utility site(s) that provide(s) detailed information. As a best practice, utilities should create a straightforward, accessible guide to the service connections process for commercial and public EV charging stations. The guide should outline the steps involved in connecting charging stations to the grid, including the process for infrastructure upgrades, studies, approvals, and average timelines for each step of the process. By working with the utility to understand and improve transparency around this process, communities can better align it with their permitting and inspection processes and help charging station developers and owners navigate the connection process more easily and efficiently.		
Recommended Verification: Provide a link to the public website detailing the service connection process. If applicable, provide a description of where this can be found.		
Community Examples: Utilities, Charger Vendors Find Interconnection Best Practices to Propel EV Growth Utility Dive		
Resources: Working with Electric Utilities Clean Cities and Communities Paving the Way: Emerging Best Practices for Electric Vehicle Charging Interconnection IREC		

U2.2	10	Support the development and/or dissemination of information about a community-wide or regional map that provides load hosting capacity information [Work with utility on service connections process]	
Objective and Description: This criterion requires communities to first determine if their utility or region has created a load hosting capacity map. If so, the community disseminates information about public use of the map and solicits input from residents and charging providers on the usefulness of the map. If the utility either does not have an existing load hosting capacity map or it does not provide adequate or sufficiently updated			

information, the community provides feedback through ongoing stakeholder working groups, regulatory proceedings, or discussions with the utility to support the development or improvement of the map. Involving the community in the mapping process helps ensure the maps meet the needs of all residents and businesses. Ideally, the final map would be publicly accessible and regularly updated (best practice is monthly).

[>> Jump to U2.2 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach the documentation of the developed map and associated information. If applicable, provide a description of where the map can be found. Describe in the scorecard how the jurisdiction was involved in the process.

Community Examples:

- [Electric Certified Territories Mapping Application](#) | Ohio Public Utilities Commission
- [EV Load Capacity Map](#) | ComEd

Resources:

- [U.S. Atlas of Electric Distribution System Hosting Capacity Maps](#) | Office of Energy Efficiency & Renewable Energy
- [Paving the Way: Emerging Best Practices for Electric Vehicle Charging Interconnection](#) | IREC

U2.3	10	Work with utility to determine the service connection process for solar-plus-storage-plus-EVs and make the information available to the community [Work with utility on service connections process]
Objective and Description: This criterion requires communities to determine the service connection process for integrated solar, energy storage, and EV charging projects with their utility. At a minimum, communities should link to the utility site(s) that provide(s) detailed information. As best practice, utilities should create a straightforward, accessible guide to the service connections process specifically for integrated solar, energy storage, and EV charging systems. This guide should detail the unique considerations and steps involved in connecting these combined systems to the grid. By documenting this process, communities can facilitate the deployment of more complex and sustainable energy systems.		
Recommended Verification: • Provide a link or attach a document of the service connections process for the categories mentioned. If applicable, provide a description of where this can be found within the documentation (i.e., chapter, section, etc.). Describe in the scorecard how the jurisdiction was involved in the process.		

Resources:

- [Working with Electric Utilities](#) | Clean Cities and Communities
- [Connecting Electric Vehicle Charging Infrastructure to Commercial Buildings](#) | Better Buildings

U2.4

20

Provide input to utility on community plans to prepare for distribution grid upgrades

[Work with utility on service connections process]

Objective and Description:

This criterion requires communities to work closely with their local utility to plan for any necessary upgrades to the electricity distribution grid to support the increased demand from EV charging. Specifically, the community should share details of known community needs and planned capital projects or community-wide objectives. As EV adoption grows, it is important to ensure that the grid infrastructure can handle the additional load. By collaborating with the utility, communities can proactively address infrastructure needs and support the smooth integration of EVs into the transportation system.

Recommended Verification:

- Provide a link or attach a document of the input provided to the utility for the planning of distributing grid updates. If applicable, provide a description of where this can be found (i.e., chapter, section, etc.).

Community Examples:

- [Can Power Grids Cope With Millions of EVs? Palo Alto Offers a Glimpse at the Challenges Municipalities and Utilities Face](#) | IEEE Spectrum

Resources:

- [Scaling EVs: Working with Utilities to Support Electrification](#) | Electrification Coalition
- [Charging Ahead: Grid Planning for Vehicle Electrification](#) | Energy Systems Integration Group

Utility Engagement Best Practice 3: Work with utility to address managed EV charging initiatives

U3.1	10	Create and promote educational materials on the benefits of managed charging and/or available utility incentives [Work with utility to address managed EV charging initiatives]	
Objective and Description: This criterion requires communities to develop and disseminate educational materials that highlight the benefits of managed EV charging and any available utility incentives for smart charging programs. Managed charging involves adjusting the timing and intensity of EV charging to align with grid conditions, renewable energy availability, and user preferences. By educating residents and businesses about the potential cost savings, environmental benefits, and grid support opportunities associated with managed charging, communities can encourage greater participation in these programs. The educational materials should also promote any utility incentives for managed charging, such as reduced rates or rebates, to further incentivize adoption. >> Jump to U3.1 EVs for All Illustrative Example			
Recommended Verification: Provide a link or attach a document of the created educational materials on the benefits. Describe in the scorecard how these materials were promoted.			
Community Examples: Benefits of Buying an Electric Car City of San Francisco, CA			
Resources: Working with Electric Utilities Clean Cities and Communities Understanding the Role and Value of Managed Charging SEPA Managed Charging Programs: Maximizing Customer Satisfaction and Grid Benefits SEPA			
U3.2	10	Contribute to the design of incentives for installing residential and/or commercial managed charging. [Work with utility to address managed EV charging initiatives]	
Objective and Description: This criterion requires communities to contribute to their utility's efforts to develop incentives for residential and/or commercial managed EV charging. By providing input on incentive design,			

communities can help create programs that are attractive to residents and businesses and aligned with local EV adoption goals.

Recommended Verification:

- Provide a link or attach a document of the incentives and describe the extent of the contribution in the scorecard.

Resources:

- [Working with Electric Utilities](#) | Clean Cities and Communities
- [Managed Charging Programs: Maximizing Customer Satisfaction and Grid Benefits](#) | SEPA
- [Utility Finder](#) | Alternative Fuels Data Center

U3.3

10

Educate local government staff on residential and/or commercial managed charging incentives.

[Work with utility to address managed EV charging initiatives]

Objective and Description:

This criterion requires communities to ensure their staff are well-informed about utility managed charging programs, potentially including rebates, rates, or other financial benefits. Staff should be able to effectively communicate their benefits to residents and businesses to help accelerate the adoption of Charging Smart technologies in the commercial sector. Managed charging helps support grid stability and potentially reduce charging costs by allocating charging to times of non-peak load.

Recommended Verification:

- In the scorecard, identify the relevant staff members and detail the materials provided on utility managed charging.

Community Examples:

- [EV Fast Charge Program](#) | Pacific Gas & Electric

Resources:

- [Managed Charging Programs: Maximizing Customer Satisfaction and Grid Benefits](#) | SEPA
- [Utility Finder](#) | AFDC

Utility Engagement Best Practice 4: Work with utility to address EV programs and rates

U4.1	5	Promote utility EV programs and rates [Work with utility to address EV programs and rates]	
Objective and Description: This criterion requires communities to actively promote EV programs and rates offered by local utilities or retail electric providers. Promotional efforts should focus on increasing awareness and participation in utility initiatives that support EV adoption, such as rebates for charging stations, discounted electricity rates for EV charging, make-ready programs, or special EV charging tariffs. Communities should collaborate with utilities to develop targeted outreach strategies and provide clear, accessible information about available programs through multiple channels. >> Jump to U4.1 EVs for All Illustrative Example			
Recommended Verification: • Provide a link or attach a document where the community has promoted EV programs and rates. If this information is provided in multiple places, describe in the scorecard the overarching approach to promotion.			
Community Examples: • EV Charging Stations City of Walnut Creek, CA • Electric Vehicles in Alexandria City of Alexandria, VA			
Resources: • Local Government Roadmap to Engaging Utilities on Electric Vehicles Great Plains Institute • Driving for Benefits: The Utility Role in Transportation Electrification Alliance for Transportation Electrification • Working with Electric Utilities Clean Cities and Communities			

U4.2	15	Work with utility or retail electric provider to alleviate demand charges [Work with utility to address EV programs and rates]
Objective and Description: This criterion requires communities to collaborate with their utility or retail electric provider to develop or enhance rate structures or take other actions specifically designed to mitigate the impact of demand charges on EV charging. Enhanced rate structures might include a switch to time-of-use rates to		

encourage off-peak charging and reduce the need for demand charges or their severity. Other actions could include pilot programs to install batteries in high demand charge prone areas, e.g. rural areas, to help charging providers manage their load. It is typically easier for the utility to receive utility commission approval for pilot programs than for a more formal legislative or commission mandate. Demand charges can significantly increase the cost of operating charging stations, potentially hindering their deployment. By working with the utility to address this issue, communities can help make charging more economically viable and support the expansion of public charging infrastructure.

Recommended Verification:

- Provide a link or attach a document of the work done with utility to alleviate demand charges. If applicable, provide a description of where this can be found (i.e., chapter, section, etc.).

Community Examples:

- [With Looming EV Load Spikes, PG&E, Duke, Other Utilities Adopt New Rate Design and Cost Recovery Strategies](#) | Utility Dive
- [Residential EV Time-Varying Rates](#) | Smart Electric Power Alliance

Resources:

- [EV Retail Rate Design 101](#) (p. 7) | Lawrence Berkeley National Laboratory
- [Electric Transportation Rate Design Principles for Regulated Utilities](#) | Alliance for Transportation Electrification

U4.3	5	Work with utility on data sharing to track the community's utilization of EVs, EV programs, and rates [Work with utility to address EV programs and rates]	
Objective and Description: This criterion requires communities to work with the utility to understand data on EV registrations and the community's utilization of EV programs and rates. If data is available, communities should leverage electric utility data to actively monitor community participation levels across specialized EV offerings. Analysis of metrics for EV registrations, enrollment levels, subscription volumes, and charging profiles for programs such as rebates, rate plans, and demand response offerings should inform future infrastructure planning and education efforts. >> Jump to U4.3 EVs for All Illustrative Example			
Recommended Verification: • Provide a report using data provided by the utility to assess the application of the utility's EV programs and rates. When possible, compare utilization rates to registered EVs within the community.			

Resources:

- [Driving for Benefits: The Utility Role in Transportation Electrification](#) | Alliance for Transportation Electrification
- [Working with Electric Utilities](#) | Clean Cities and Communities
- [Utility Best Practices for EV Infrastructure Deployment](#) | Smart Electric Power Alliance
- [Utility Engagement Resources](#) | Great Plains Institute

U4.4	20	Contribute to make-ready program run by utility for commercial or multifamily charger installation [Work with utility to address EV programs and rates]
Objective and Description: A make-ready program typically involves the utility installing and maintaining all or part of the electrical infrastructure needed to support EV charging stations. These programs help reduce the upfront costs and complexity of installing charging infrastructure, particularly in settings where multiple users will benefit. If possible, communities should contribute to the development of the make-ready program.		
Recommended Verification: • Provide a link or attach a document of the make-ready program for commercial or multifamily charger installation. Describe in the scorecard how the jurisdiction was involved in the process.		
Community Examples: • Electric Vehicle Charging Station Make Ready Program National Grid U.S. • EV Make-Ready Program Joint Utilities of New York		
Resources: • Working with Electric Utilities Clean Cities and Communities		

U4.5	15	Provide input on development of utility EV policies and programs [Work with utility to address EV programs and rates]
Objective and Description: This criterion requires communities to actively engage with their local utility, state regulatory commission, and/or utility governing board and participate in the development of new policies and programs related to streamlining the integration of EV charging infrastructure and improving distribution grid upgrade timelines. By providing input, feedback, and support for utility proposals that align with community EV goals, local governments can help shape the regulatory landscape to better support transportation electrification. This may involve submitting comments, testifying at hearings, or collaborating with utility to develop joint proposals that address community needs and priorities.		

Recommended Verification:

- Provide a link or attach a document detailing contributions to the regulatory filing process. Examples could include signed letters of support, board resolutions, or submitted written testimonies.

Community Examples:

- [Regulatory Strategy for EV Program Design](#) | West Monroe

Resources:

- [Local Government Engagement with Public Utility Commissions](#) | National Council on Renewable Energy
- [Electric Utility Roles in the Electric Vehicle \(EV\) Market: Consensus Principles for Utility EV Program Design](#) | Great Plains Institute

Utility Engagement Best Practice 5: Work with utility to address renewable energy EV programs and incentives

U5.1	10	Contribute to renewable energy EV programs and/or incentives [Work with utility to address renewable energy EV programs and incentives]
Objective and Description: This criterion requires communities to partner with their local utility or retail electric provider to contribute to programs or incentives that support the use of renewable energy for EV charging. Communities can help ensure that the growth of EV charging is aligned with renewable energy goals and that residents and businesses have access to clean, affordable charging options. Programs may include special rates for EV charging during times of high renewable energy generation, incentives for pairing EV charging with on-site solar or other distributed renewables, or education campaigns that highlight the environmental benefits of renewable energy-powered EVs.		
Recommended Verification: • Provide a link or attach a document of the developed renewable energy EV programs or incentives. If applicable, provide a description of where this can be found (i.e., chapter, section, etc.). Describe in the scorecard how the jurisdiction was involved in the process.		
Resources: • Solar Power + Electric Vehicle Charging: Capturing Synergies in Minnesota (p. 67) Great Plains Institute		

U5.2	5	Promote utility renewable energy EV programs and/or incentives [Work with utility to address renewable energy EV programs and incentives]
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Objective and Description:

This criterion requires communities to actively promote utility, retail electric provider programs, or incentives that support the use of renewable energy for EV charging. By raising awareness of these initiatives, communities can help drive participation and support the growth of clean, sustainable transportation. Promotional efforts may include featuring the programs on the community's EV webpage, sharing information through social media and newsletters, partnering with local organizations to spread the word, or hosting events that highlight the benefits of renewable energy-powered EVs. Communities should work closely with their utility to ensure that they have accurate, up-to-date information about available programs and incentives.

Recommended Verification:

- Provide a link or attach a copy of the promotional material.

Resources:

- [Working with Electric Utilities](#) | Clean Cities and Communities
- [Solar Power + Electric Vehicle Charging: Capturing Synergies in Minnesota](#) (p. 67) | Great Plains Institute

U6.1	0–20	Utility Engagement Innovative Action
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Objective and Description:

Participants are encouraged to share innovative actions they have taken or are planning to take. Innovative actions will be reviewed by a team of experts and each action may be worth up to 20 points. If the review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity.

Recommended Verification:

- Provide a signed memo describing the innovative action and include any supporting documentation or links that provide additional details.

EVs for All Illustrative Examples - Utility Engagement

To illustrate how communities can consider EVs for All, we have provided examples for selected criteria in each category. The following table showcases sample actions for select Utility Engagement criteria. These examples are meant to inspire and guide your efforts, but remember that the specific needs and opportunities in your community may lead to different or additional actions.

Utility Engagement Sample Actions		Possible Ratings			
		Good	Better	Best	Amazing
U1.1	Meet with utilities to discuss EV collaboration opportunities	Discuss and identify barriers that exist for areas of the community with unmet EV charging needs.	Identify collaboration opportunities to help mitigate obstacles to EV adoption for community members facing barriers. Opportunities could range from developing informational materials or creating resources designed for target audiences, co-hosting events in a part of the community with unmet EV charging needs, or creating incentives or rebate programs that provide accommodation for reducing existing barriers.	Based on the meeting, make a joint statement formally committing to addressing the needs of community members who face barriers to benefiting from EVs.	Set a series of recurring meetings in which the utility and the local government can discuss community feedback and best practices from other utilities and communities across the nation to proactively mitigate barriers to EV access.
U2.2	Support the development	Acknowledge the barriers that are present for	Assess the barriers in place for community members, such as	Work in partnership with the community and utility and	Demonstrate ongoing commitment to accessibility

Utility Engagement

	and/or dissemination of information about a community-wide or regional map that provides load hosting capacity information	community members relating to chargers and infrastructure.	those in multifamily or low-income housing, and how this can correlate with load hosting capacity. This could include looking at and satisfying Charging Smart criterion U2.3, working with utility to document service connections process for solar-plus-storage-plus-EV.	make a formal commitment to address the barriers community members may face by considering locations for charging infrastructure, such as multifamily dwellings and low-income areas where grid capacity already exists, or considering these areas for future grid upgrades. This could be satisfied through completing the Charging Smart criterion U2.4, provide input to the utility on community plans to prepare for distribution grid upgrades.	by maintaining regular feedback loops with community members and charging providers about map usability and advocating for regular map updates that reflect community needs.
U3.1	Create and promote educational materials on the benefits of managed charging and/or available utility incentives	Acknowledge the difficulties that may be present for members of the community regarding the benefits of managed charging and/or utility incentives.	Assess which members may face difficulties with managed charging and utility incentives and do not already have educational materials in place. This could include community members living in low-income housing or multifamily housing, those who do not own a car, etc.	Make a formal commitment in creating educational material regarding the benefits of managed charging and/or utility incentives that addresses community members' barriers and the co-developed solutions to minimize them. This could include making a formal commitment to educating local government staff about utility incentive programs, seen in U3.3.	Create and promote educational materials that discuss the difficulties faced by community members and how the benefits of managed charging and/or utility incentives include these groups. Continue to meet with community members to discuss new barriers and update the educational materials as needed.

Utility Engagement

U4.1	Promote utility EV programs and rates	Acknowledge how promoting EV programs and rates may face difficulties reaching community members.	Assess the members of your community that may have barriers to utilizing EV programs and rates—such as those who experience low-income, are elderly, or do not have access to a car—and how it would be difficult to take advantage of these opportunities.	Make a formal commitment to providing a list of programs that are specified for those who face barriers, help to minimize them, and provide the needs they require when starting an EV program and rate. Provide these lists in forms that are accessible to members, such as flyers, emails, hosting booths in communal locations, etc.	Create and promote a list of EV programs and rates that directly help community members who face barriers and have more needs. Provide this list at locations that are accessible to community members, making frequent visits with updated forms of the list as more programs and rates are developed.
U4.3	Work with utility on data sharing to track the community's utilization of EVs, EV programs, and rates	Formally acknowledge that it may be more difficult for all members of your community to take advantage of EV programs and rates.	Assess which members of your community may have difficulties using EV programs or rates. This could include those living in multifamily dwellings, low-income individuals, the elderly, or those who do not own a car.	Share data gathered with the entities providing EV programs and rates and discuss possibilities for addressing what it has revealed about the difficulties some members of your community face in utilizing them.	Create a website or provide contact information, that community members can use to make suggestions or provide feedback about their utility needs. Share any feedback received with the appropriate entities regularly and follow up on any actions taken.

Education and Incentives Criteria

Education and incentives are powerful tools for accelerating EV adoption and ensuring that the benefits of electrification are widely shared. The criteria in this section focus on raising awareness, providing accessible information, workforce development, and creating financial mechanisms to support EV uptake. As you review these criteria, think about how your educational efforts and incentive programs can be designed to reach and benefit all segments of your community.

Questions to consider:

- How can you tailor your educational materials and outreach efforts to effectively communicate with multiple audiences, including non-English speakers, older residents, and/or those with limited digital access?
- How can you grow and train the workforce to support the growing EV market?
- In what ways can you ensure that information about EVs and charging options reaches all members of your community, including those who may not typically consider themselves candidates for EV ownership?
- How might your incentive programs be structured to provide meaningful support to low- and moderate-income members of your community?
- How might you collaborate with community organizations and stakeholders to create relevant EV education and incentive programs?
- How can you promote electrified shared mobility options, like transit and bikeshare (or the benefits of EV public fleets), to improve access to these options and meet the transportation needs of your community?

As you develop community EV showcases or educational events, think about how these can be designed to feature multiple modes of transportation, be welcoming, informative, and relevant for all community members, including those who may not currently own a vehicle or see themselves as potential EV owners.

Education and Incentives Best Practice 1: Host public education events and campaigns

E1.1	10	Host ride-and-drives in the community [Host public education events and campaigns]	
Objective and Description:			

This criterion requires communities to organize and host electric vehicle (EV) ride-and-drive events to provide residents with hands-on opportunities to test drive various EV models and learn about the technology from experts. These events may also benefit from the inclusion of shared electrified modes like transit or bikeshare. To maximize impact, communities should partner with local groups, such as EV owners' clubs, environmental organizations, universities, and automotive dealerships. These collaborations can help provide vehicles, share experiences, and offer technical expertise to educate attendees about EV benefits, charging infrastructure, and available incentives. Communities should also strive to make events accessible by hosting them in many locations, providing multilingual resources, and partnering with trusted community-based organizations. In instances where test drives are not possible due to liability reasons, a showcase of EVs is an acceptable alternative.

[>> Jump to E1.1 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or a copy of the flyer for the event or attach an image(s) of the event.

Community Examples:

- [Drive Electric Earth Month Ride & Drive](#) | [Tempe, AZ](#)

Templates:

- [Ride and Drive Checklist](#) | Great Plains Institute

Resources:

- [Ride and Drive Events](#) | Plug In America
- [Electric Vehicle Ride & Drive Event Guide](#) | Drive Electric Tennessee
- [Hosting an EV Ride and Drive Event](#) (Webinar) | Great Plains Institute

E1.2	5	Create an educational video about EVs [Host public education events and campaigns]
Objective and Description: This criterion requires communities to produce an informative video about electric vehicles. The video should cover key aspects of EV ownership, such as benefits, charging basics, available models, and local incentives. By creating engaging visual content, communities can effectively educate residents about EVs and encourage adoption. The video should be easily accessible on the community's website and social media platforms.		
Recommended Verification: • Provide a link or attach a copy of the educational video.		
Community Examples: • Planning for 2050: Electric Vehicle Programs Available to Local Governments North Jersey Transportation Planning Authority		

- [The City's Office of Sustainability hosted an EV \(Electric Vehicle\) Demo](#) | Richmond, VA

Resources:

- [EV Video Challenge Winners - My Electric Ride](#) | United States Environmental Protection Agency
- [Efficiency Maine Debuts Four New EV Videos to Help Property Owners With Charger Siting and Installation](#) | Efficiency Maine
- [Electric School Bus Project Resources](#) | Virginia Clean Cities

E1.3

10

Create educational materials or devote space in newsletters to educate residents about EVs and available incentives
[Host public education events and campaigns]

EVs
For All

Objective and Description:

This criterion requires communities to develop public education content focused on accelerating electric vehicle adoption. Specifically, informative materials—such as brochures, flyers, videos, website text, social media posts, and newsletter articles—should share details on available EV models, charging basics, operating benefits, and qualification for financial incentives. Raising public awareness and knowledge of electric vehicles and rebates drives interest and conversion.

[>> Jump to E1.3 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide links, photos, and/or attachments of materials used to educate community members about EVs and available incentives. Describe in the scorecard how and when the materials were distributed to community members.

Community Examples:

- [State Electric Vehicle Benefits](#) | Union of Concerned Scientists
- [Charging Your Electric Vehicle](#) | City of Portland, OR
- [Pittsburg School District Rolls Out New Electric Transit Style School Bus](#) | East County Today

Templates:

- [Electric Vehicle Website Templates](#) | Great Plains Institute

Resources:

- [Electric Vehicle Communications: A Guide for Local Governments](#) | Great Plains Institute
- [State Policies Promoting Hybrid and Electric Vehicles](#) | National Conference of State Legislators
- [Community Engagement Tips for EV Infrastructure Deployment](#) | Joint Office of Energy and Transportation
- [EV vs. Gas: Which Cars Are Cheaper to Own?](#) | Car and Driver
- [Can I Use Any Charger System with My EV?](#) | Kelley Blue Book

E1.4	5	Host informational booths that share EV and EV charger financial incentives and/or educational materials at community gatherings [Host public education events and campaigns]
Objective and Description: This criterion requires communities to host informational booths at community gatherings to educate residents about electric vehicles and available incentives. These booths should provide educational materials on EVs, charging infrastructure, and financial incentives for purchasing or installing them. By engaging with residents at community events, local governments can raise awareness about the benefits of EVs and encourage adoption by sharing information about available support and resources.		
Recommended Verification: Provide a brief description, or attach a flyer, of what was provided at the informational booth and/or provide the educational materials shared at a community gathering.		
Community Examples: Public Invited to Celebrate Electric Vehicles on Oct. 2 North Central Texas Council of Governments The City's Office of Sustainability hosted an EV (Electric Vehicle) Demo Richmond, VA		
Resources: Federal EV Tax Credits Plug In America		

E1.5	5	Use metrics collected to tell success stories around electrification (this can be multi-modal) [Host public education events and campaigns]	
Objective and Description: This criterion requires communities to leverage any data and metrics about EV adoption that the community collects (such as number of charging stations installed) to create compelling narratives about the success of transportation electrification efforts. These success stories should highlight real-world examples of how EVs and related technologies are benefiting individuals, businesses, and the community as a whole. By sharing these stories through various channels, communities can demonstrate the tangible impacts of electrification and inspire further adoption.			
Recommended Verification: Provide a link or attach a document of instances in which metrics were used to support narratives about electrification. This could include text from webpages, excerpts from grant applications, blogs, or other public focused communications materials.			
Community Examples:			

- [Our Buses are Going Electric!](#) | Valley Regional Transit
- [Storytelling and Climate Resilience](#) | Oregon Health Authority

Resources:

- [Stories of Resilience: Voices that Inspire](#) | Federal Emergency Management Association
- [Translating Climate Science for All: The Power of Data Storytelling](#) | ClimAct
- [The Power of Storytelling](#) | Resiliency Initiative

E1.6

5

Engage with local committees or groups focused on clean energy
[Host public education events and campaigns]

**EVs ⚡
For All**

Objective and Description:

This criterion requires communities to actively participate in, or collaborate with, local committees, task forces, or community groups that focus on clean energy initiatives. By engaging with these groups, communities can tap into local expertise, align EV efforts with broader clean energy goals, and foster community support for electrification initiatives. This engagement might include regular meetings, joint events, or collaborative projects.

[>> Jump to E1.6 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a brief description of how you engaged with local committees or groups focused on clean energy. If available, provide images or flyers of the engagement.

Community Examples:

- [Electric Vehicle Council](#) | Washington Department of Commerce

Resources:

- [Enabling a Community-Powered Energy Transition: Good Practices for Engaging Stakeholders, Fostering Collaboration, and Promoting Socioeconomic Benefits](#) | The Nature Conservancy

Education and Incentives Best Practice 2: Create an EV landing page on the city's website

E2.1

10

Create a specific page on the website that includes information about EVs
[Create an EV landing page on the city's website]

**EVs ⚡
For All**

Objective and Description:

This criterion requires communities to launch a dedicated webpage consolidating available local electric vehicle information and resources. The EV landing page should educate audiences on topics such as charging basics, policy news and goals, infrastructure locations/maps, purchasing incentives, vehicle options, and links to information about local ordinances and permitting. While focusing on local content, the page should also incorporate relevant external resources from reputable sources, like regional development organizations, allowing communities to provide comprehensive information efficiently. Centralizing both local and curated external content builds convenient public access and encourages EV adoption.

[>> Jump to E2.1 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a direct link to the specific EV page on the community's website. If the link does not go directly to the EV-related information, provide an explanation of how to navigate to the information.

Community Examples:

- [Electric Vehicles for a Cleaner Tucson](#) | City of Tucson, AZ
- [Charging Your Electric Vehicle](#) | City of Portland, OR
- [Find the Right Vehicle](#) | Drive Electric Minnesota
- [Electric Vehicles](#) | Roseville, MN

Templates:

- [Electric Vehicle Website Templates](#) | Great Plains Institute

Resources:

- [Electric Vehicle Communications](#) | Great Plains Institute
- [EV vs. Gas: Which Cars Are Cheaper to Own?](#) | Car and Driver
- [Can I Use Any Charger System with My EV?](#) | Kelley Blue Book
- [Solar and Electric Vehicles: A Guide for Local Governments](#) | Cadmus
- [Permitting Processes for Electric Vehicle Charging Infrastructure](#) | U.S. Department of Energy
- [Electric Vehicle Charging Station \(EVCS\) Toolkit Guide: Installation Checklist for Residential and Nonresidential](#) | Center for Sustainable Energy

E2.2

5

Promote the EV programs the city and utilities offer to residents
[Create an EV landing page on the city's website]

Objective and Description:

This criterion requires communities to actively promote EV programs and incentives offered by the city and local utilities. Promotional efforts should utilize many channels to reach a wide audience, with a focus on clearly communicating the benefits and details of available initiatives. Information should be provided in multiple languages and formats to ensure accessibility. Collaborating with trusted community partners can help expand the reach and impact of EV program promotions.

Recommended Verification:

- Provide a link to the website used to actively promote EV programs and incentives offered by the city and local utilities.

Community Examples:

- [Ready, Set, Drive Electric: State Instant Rebate Program to Help More Consumers Choose Electric Vehicles](#) | Washington Department of Commerce
- [Electric Vehicles in Alexandria](#) | City of Alexandria, VA
- [Plug-In Electric Vehicles](#) | City of Azusa, CA

Resources:

- [Driving for Benefits: The Utility Role in Transportation Electrification](#) | Alliance for Transportation Electrification
- [Policies to Promote Electric Vehicle Deployment](#) | International Energy Agency

E2.3	5	Add (or link to) a map or list of publicly available chargers in the area or identify and promote EV charging by sharing digital EV charging locating tools [Create an EV landing page on the city's website]
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Objective and Description:

This criterion requires communities to leverage web resources providing real-time visibility into geographically available electric vehicle charging stations. Static maps, dynamic locator tools, and up-to-date station lists should be linked/embedded on EV landing pages, so residents can identify charging infrastructure locations, status availability, and equipment specifications to confidently navigate electric travel.

Recommended Verification:

- Provide a direct link to the information on the community's website. If the link does not go directly to the EV charging station location information, explain how to navigate to the information.

Community Examples:

- [Electric Certified Territories Mapping Application](#) | Ohio Public Utilities Commission
- [Find Charging Stations](#) | Xcel Energy
- [Electric Vehicles for a Cleaner Tucson](#) | City of Tucson, AZ

Resources:

- [EV Charging Station Map](#) | Oregon Clean Vehicle Rebate Program
- [Electric Vehicle Charging Station Locations](#) | U.S. Department of Energy
- [ChargePoint Maps](#) | Charge Point

E2.4

5

Add language highlighting how EVs and chargers fit into community plans and goals, and add a link if available
[Create an EV landing page on the city's website]

Objective and Description:

This criterion requires communities to include information on their EV webpage that explains how electric vehicles and charging infrastructure align with and support local plans and goals. The webpage should highlight relevant sections of the community's plans—such as sustainability, air quality, workforce development, climate action, or transportation plans—that mention EVs or set targets related to EV adoption. By demonstrating how EVs fit into the community's broader objectives, local governments can build support for EV initiatives and show their commitment to transportation electrification.

Recommended Verification:

- Provide a link or attach a document of the language added. If applicable, provide a description of where this can be found (i.e., chapter, section, etc.).
- Provide a direct link to the information on the community's website. If the link does not go directly to the EV plans and goals information, explain how to navigate to the information.

Community Examples:

- [Electric Vehicles Landing Page](#) | City of Phoenix, AZ
- [Electric Vehicles for a Cleaner Tucson](#) | City of Tucson, AZ

Resources:

- [Electric Vehicle Communications - A Guide for Local Governments](#) | Great Plains Institute

Education and Incentives Best Practice 3: Provide EV and EV charger education to commercial property owners

E3.1

5

Create and promote materials on EV benefits, opportunities, and purchasing guides for commercial property owners
[Provide EV and EV charger education to commercial property owners]

Objective and Description:

This criterion requires communities to develop and share educational materials specifically designed for commercial property owners interested in installing EV charging stations. These materials should highlight the benefits of offering EV charging at commercial properties, such as attracting tenants, supporting sustainability goals, and generating revenue. They should also provide practical guidance on purchasing and installing charging equipment, including information on available incentives, utility programs, and local permitting requirements. By targeting outreach to this key stakeholder group, local governments can accelerate the deployment of charging infrastructure in high-traffic commercial areas.

Recommended Verification:

- Provide a link or attach a document of the materials created on EV benefits, opportunities, and purchasing for commercial property owners. Describe in the scorecard how this material was promoted.

Community Examples:

- [Sustainability Programs for You](#) | City of Southfield, MI
- [Electric Vehicles in Alexandria](#) | City of Alexandria, VA
- [Electric Vehicles](#) | City of Aspen, CO

Resources:

- [State of Michigan Community EV Toolkit](#) | State of Michigan
- [Clean Heavy-Duty Vehicles Program Webinar](#) | Electrification Coalition

E3.2	10	Host EV educational events for commercial property owners [Provide EV and EV charger education to commercial property owners]
Objective and Description: This criterion requires communities to organize and conduct educational events specifically tailored for commercial property owners. These events should provide information on the benefits of installing EV charging stations, available incentives, technical considerations, and best practices for implementation. By targeting this key stakeholder group, communities can accelerate the deployment of workplace and public charging infrastructure.		
Recommended Verification: • Provide a link or attach a document of the flyer for the educational event. If available, provide images of the event hosted and/or describe the event in the scorecard.		
Resources: • Clean Heavy-Duty Vehicles Program Webinar Electrification Coalition • 5 Reasons to Add EV Charging to Commercial Properties Charge Point		

E3.3	5	Create a section on the city's EV webpage dedicated to EV education for commercial property owners [Provide EV and EV charger education to commercial property owners]
Objective and Description: This criterion requires a dedicated EV webpage section for commercial property owners that provides a centralized location for businesses to access important information about EV charging station policies, processes, benefits, and implementation steps relevant to their sites. It is also a way to educate commercial entities about key EV charging topics like business models, equipment options, and available incentives. Information and resources posted should be made available in multiple languages, as appropriate for your community. In addition, webpage content should be accessible and printable if requested by property owners.		
Recommended Verification: • Provide a link to the webpage where the dedication to EV education for commercial property owners can be found. If the link does not go directly to the ordinance and/or checklist information, explain how to navigate to the information.		
Community Examples: • Electric Vehicles Roseville, MN • Charging MNCharging		
Resources: • 5 Reasons to Add EV Charging to Commercial Properties Charge Point		

E3.4	5	Educate commercial property owners about the importance of establishing service agreements before public EV chargers are installed [Provide EV and EV charger education to commercial property owners]
Objective and Description: This criterion requires communities to provide targeted education to commercial property owners about the critical step of establishing service agreements for public EV charging stations. This education should cover the importance of these agreements, key considerations in their development, and how they relate to the overall installation process. By ensuring property owners understand this aspect, communities can help prevent delays and complications in the deployment of public charging infrastructure.		
Recommended Verification: • Provide a link or attach a document to the educational materials provided to commercial property owners. Alternatively, attach a meeting agenda or documentation of email exchanges. If needed, provide additional details in the scorecard of how community property owners were educated.		

Resources:

- [Siting and Design Guidelines for Electric Vehicle Supply Equipment](#) | U.S. Department of Energy - Clean Cities (p. 9)
- [5 Reasons to Add EV Charging to Commercial Properties](#) | Charge Point

Education and Incentives Best Practice 4: Offer financial incentives for charging infrastructure installation

E4.1	5	Allow charging infrastructure as an allowable expense in financing or grants for housing [Offer financial incentives for charging infrastructure installation]	
Objective and Description: This criterion requires communities to include EV charging infrastructure as an allowable expense in housing-related financing programs or grants. By explicitly allowing for this expense, communities can encourage the integration of EV charging in new housing developments or retrofits, particularly in Multi-Unit Dwellings (MUDs). This approach can help expand access to home charging and support widespread EV adoption. >> Jump to E4.1 EVs for All Illustrative Example			
Recommended Verification: • Provide a link or attach a document that specifies charging infrastructure is an applicable expense in financing grants for housing.			
Community Examples: • Affordable Multi-Family Housing Electric Vehicle Charging Infrastructure Program Montgomery County Green Bank • Residential EV Charging Incentives: Maine, Massachusetts, & New Hampshire Revision Energy			

E4.2	10	Require housing financing or grants to include charging infrastructure installation [Offer financial incentives for charging infrastructure installation]
Objective and Description: This criterion goes a step further than E4.1 by requiring that housing financing programs or grants include provisions for EV charging infrastructure installation. By making EV charging infrastructure installment a		

requirement, rather than just an allowable option, communities can ensure new housing developments or major renovations are future-proofed for EV adoption. This approach can help create a more comprehensive and widespread EV charging network.

Recommended Verification:

- Provide a link to where this requirement is recorded and a description of where the statement can be found (i.e., article and section numbers).

E4.3

5

Incentivize EV chargers in new multifamily buildings
[Require or encourage EV chargers at affordable multifamily housing]

**EVs ⚡
For All**

Objective and Description:

This criterion requires communities to establish incentives that encourage or support the installation of EV charging stations or EV-ready infrastructure in new multifamily developments. By providing incentives specifically designed to support multifamily housing, communities can help ensure that multifamily residents, including low- and moderate-income residents, have access to EV charging infrastructure at home. This promotes adoptions of EVs and reduces barriers to EV ownership for multifamily dwellers.

[>> Jump to E4.3 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link to the location where developers can find information about available incentives. If this information is not posted publicly, describe in the scorecard the incentives and how and when in the permitting process developers will be informed of the incentives.

Community Examples:

- [Affordable Multi-Family Housing Electric Vehicle Charging Infrastructure Program](#) | Montgomery County Green Bank

Resources:

- [EV Charging at Multi-Family Dwellings](#) | Atlas Public Policy
- [Multifamily Electric Vehicle \(EV\) Charging Program](#) | City of Seattle, WA

E4.4

20

Provide solar or other clean energy incentives to support EV charging infrastructure
[Offer financial incentives for charging infrastructure installation]

**EVs ⚡
For All**

Objective and Description:

This criterion requires communities to develop incentive programs that link solar or other clean energy installations with EV charging infrastructure. These incentives should encourage property owners to install both solar panels (or other clean energy systems) and EV charging stations, creating a more sustainable and resilient charging ecosystem. By connecting these technologies, communities can promote the use of renewable energy for EV charging and potentially reduce grid impacts and costly grid upgrades.

[>> Jump to E4.4 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach a document of the created incentivization. If applicable, provide a description of where this can be found (i.e., chapter, section, etc.).

Community Examples:

- [EV Grants and Funding](#) | Metropolitan Washington Council of Governments

Resources:

- [Solar Power + Electric Vehicle Charging: Capturing Synergies in Minnesota](#) (p. 65) | Great Plains Institute
- [Federal EV Tax Credits](#) | Plug In America

E4.5

5

Promote state and federal incentives

[Offer financial incentives for charging infrastructure installation]

Objective and Description:

This criterion requires communities to actively promote state and federal EV incentives to residents and businesses. Promotional efforts should aim to increase awareness and utilization of available incentives, such as tax credits or rebates for EV purchases and charging infrastructure. Information should be provided through multiple channels (for instance, in the municipal newsletter, shared via social media, or posting to municipal website), kept up-to-date, and clearly communicated in accessible languages and formats.

Recommended Verification:

- Provide a link, copy, or attach the materials used to actively promote state and federal EV incentives to residents and businesses.

Community Examples:

- [Electric Vehicles in Alexandria](#) | City of Alexandria, VA
- [Plug-In Electric Vehicles](#) | City of Azus, CA
- [Ready, Set, Drive Electric: State Instant Rebate Program to Help More Consumers Choose Electric Vehicles](#) | Washington Department of Commerce

Resources:

- [Policies to Promote Electric Vehicle Deployment](#) | International Energy Agency
- [Federal EV Tax Credits](#) | Plug In America

E4.6

20

Create an EV charger incentive
[Offer financial incentives for charging infrastructure installation]

**EVs ⚡
For All**

Objective and Description:

This criterion requires communities to establish a local incentive program to support community members, local businesses, organizations, and/or commercial property owners in installing EV charging stations. This could include rebates, grants, or other financial incentives to offset the costs of purchasing and installing charging equipment. By providing these incentives, communities can reduce barriers to EV adoption and encourage more widespread charging capabilities.

[>> Jump to E4.6 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach a document of the created EV charger incentives for residents.

Community Examples:

- [\\$30 Million in Incentives Now Available for Shovel-Ready EV Charging Projects Across California](#) | California Energy Commission
- [Electric Vehicle Supply Equipment \(EVSE\) Grant Program](#) | State of Vermont

Resources:

- [Federal EV Tax Credits](#) | Plug In America
- [5 Steps to Effective EV Charging Infrastructure Incentives](#) | Center for Sustainable Energy

E4.7

20

Create a charging infrastructure loan program
[Offer financial incentives for charging infrastructure installation]

Objective and Description:

This criterion requires communities to develop a loan program specifically for the installation of EV charging infrastructure. This program should offer favorable terms to make it easier for residents, businesses, or other organizations to finance the upfront costs of charging station installation. By providing accessible financing options, communities can accelerate the deployment of charging infrastructure and support broader EV adoption.

Recommended Verification:

- Provide a link or attach a document of the created loan program for charging infrastructure.

Community Examples:

- [NY Green Bank: Financing for Charging Infrastructure](#) | NY Green Bank

Resources:

- [Rural Electric Vehicle \(EV\) Charging Station Business Loan Program](#) | U.S. Department of Energy

Education and Incentives Best Practice 5: Offer financial incentives for purchasing EVs

E5.1	20	Create incentives or financing for EV purchases by local businesses [Offer financial incentives for purchasing EVs]
Objective and Description: This criterion requires communities to establish incentive programs or financing options specifically designed to encourage local businesses to purchase electric vehicles. These could include tax incentives, grants, low-interest loans, or other financial mechanisms that make it more attractive and feasible for businesses to transition their fleets to EVs. By supporting business adoption of EVs, communities can accelerate overall EV uptake and demonstrate the practicality of EVs for commercial use.		
Recommended Verification: • Provide a link or attach a document of the created incentives or financing for EV purchases by local businesses.		
Community Examples: • Commercial EV Charger Program City of Ann Arbor, MI • Electric Vehicles - Drive on Clean, Renewable Electricity San Jose Clean Energy • Electric Vehicle Incentive Programs New Jersey Board of Public Utilities		
Resources: • For Businesses Drive Electric Vermont • Business EV Charging Rebates Pacific Gas & Electric		

E5.2	5	Educate dealerships about financial incentives [Offer financial incentives for purchasing EVs]
Objective and Description: This criterion requires communities to develop and implement educational initiatives targeted at local car dealerships regarding available financial incentives for EVs. This education should cover federal, state,		

and local incentives, ensuring that dealership staff are well-informed and can accurately convey this information to potential EV buyers. By empowering dealerships with this knowledge, communities can help streamline the EV purchasing process and increase adoption rates.

Recommended Verification:

- Provide a link, a document, or describe in the scorecard how dealerships were educated about financial incentives.

Community Examples:

- [Electrified Dealership Program](#) | Orlando Utility Commission

Resources:

- [Roadmap to Dealership Engagement](#) | Great Plains Institute
- [Overview of EV Federal Funding and Financing Programs](#) | U.S. Department of Transportation
- [State of Michigan Community EV Toolkit](#) | State of Michigan

E5.3	10	Create incentives and/or benefits with local dealerships [Offer financial incentives for purchasing EVs]
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Objective and Description:

This criterion requires communities to work with local car dealerships to create specific incentives or benefits for EV purchases. This could involve partnerships where the community and dealerships jointly offer additional perks, discounts, or services to EV buyers.

Recommended Verification:

- Provide a link or attach a document of the created incentives and/or benefits with local dealerships. Describe in the scorecard the role of the community in creating the incentive or beneficial program.

Community Examples:

- [Your Path to Drive Electric](#) | Smart Columbus
- [Electrified Dealership Program](#) | Orlando Utility Commission

E5.4	20	Create incentives or financing for EVs and/or EV chargers for residents [Offer financial incentives for purchasing EVs]
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Objective and Description:

This criterion requires communities to establish local incentive programs or financing options to support residents in purchasing EVs and/or installing home charging equipment. These could include rebates, tax incentives, low-interest loans, or other financial mechanisms designed to make EV ownership more

accessible and affordable for residents. By providing these local supports, communities can complement state and federal incentives and further accelerate EV adoption among residents.

Recommended Verification:

- Provide a link or attach a document of the created incentives or financings for EVs and/or EV chargers for residents.

Community Examples:

- [Home Energy Rebates](#) | City and County of Denver, CO
- [Ready, Set, Drive Electric: State Instant Rebate Program to Help More Consumers Choose Electric Vehicles](#) | Washington Department of Commerce
- [Electric Vehicle Supply Equipment \(EVSE\) Grant Program](#) | State of Vermont
- [EV Grants and Funding](#) | Metropolitan Washington Council of Governments

Resources:

- [5 Steps to Effective EV Charging Infrastructure Incentives](#) | Center for Sustainable Energy

Education and Incentives Best Practice 6: Support local EV charging workforce development

E6.1	5	Distribute EV charging job training and career opportunities in coordination with local colleges and/or workforce development organizations. [Support local EV charging workforce development]	
Objective and Description: This criterion requires communities to establish partnerships with local educational institutions or workforce development organizations focused on EV charging career pathways. Clean energy jobs, including those related to EV charging infrastructure, have grown over twice as fast as the overall U.S. economy in recent years. As local EV markets expand, local governments can promote EV charging job opportunities in partnership with community colleges and workforce development organizations to ensure a well-trained, local workforce. This can be accomplished through job fairs, posting EV charging job training information on community and local college/workforce development websites, and targeted outreach programs.			
Recommended Verification: • Provide a link or attach a document showing partnerships with local educational institutions or workforce development organizations focused on EV charging career pathways as well as job postings, screenshots from employment websites, or advertisements for job training programs.			

Community Examples:

- [Worksource Fulton Partners with Goodwill to Offer Paid Training for Clean Energy Jobs](#) | Fulton County, GA

Resources:

- [Electric Vehicle Infrastructure Training Program \(EVITP\) Training Listings](#) | EVITP
- [Green Workforce Connect](#) | IREC

E6.2

5

Provide a list of qualified electricians who can assist with EV charging installation.
[Support local EV charging workforce development]

Objective and Description:

This criterion requires communities to provide a list of qualified electricians who can assist with EV charging installation for residents and businesses. This list can come from a third party, such as EVITP, but should be easily accessible through the locality's website or other communication channels. Training programs for electricians on EV charging installation are not uncommon; in fact, in order to leverage federal funding, electricians must be Electric Vehicle Infrastructure Training Program (EVITP)-certified or certified via a state-program equivalent.

Recommended Verification:

- Provide a link to the publicly available list of certified electricians who can assist with EV charger installation.

Community Examples:

- [Contractor Database](#) | Michigan Saves

Resources:

- [Find a Contractor that Uses EVITP Certified Electricians](#) | Electric Vehicle Infrastructure Training Program (EVITP)

E7.1

0-20

Education and Incentives Innovative Action

Objective and Description:

Participants are encouraged to share innovative actions they have taken or are planning to take. Innovative actions will be reviewed by a team of experts and each action may be worth up to 20 points. If the review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity.

Recommended Verification:

- Provide a signed memo describing the innovative action and include any supporting documentation or links that provide additional details.

EVs for All Illustrative Examples - Education and Incentives

To illustrate how communities can consider EVs for All, we have provided examples for selected criteria in each category. The following table showcases sample actions for select Education and Incentives criteria. These examples are meant to inspire and guide your efforts, but remember that the specific needs and opportunities in your community may lead to different or additional actions.

Education & Incentives Sample Actions		Possible Ratings			
		Good	Better	Best	Amazing
E1.1	Host ride-and-drives in the community	Communicate when this event will be happening to members of your community. This may necessitate utilizing different outreach methods (such as mailers, radio advertisements, or posters in community organizations) and multiple languages.	Facilitate participation in this event by taking action(s) such as hosting the event in a part of your community with unmet EV charging needs, ensuring an ADA accessible EV will be included in the event, providing written materials and spoken remarks in multiple languages, or other things that would make a difference to the members of your community.	Provide opportunities for the community to share feedback before, during, and after the event through phone numbers, email addresses, paper surveys, or other methods that meet the needs of your community members. If possible, ask specific questions about aspects of the event and create opportunities for free response.	Work with members of your community and/or community organizations to co-create this event. Ensure they have meaningful input on location, structure of the event, vendors, speakers, and more. Also, work to actively incorporate any other input provided.
E1.3	Create educational materials or devote space in	Acknowledge the difficulties community members face in taking advantage of EVs and their incentives. Communicate that	Assess which members of your community may have difficulties utilizing EVs and their incentives. This could be those in multifamily housing,	Make a formal commitment to creating educational material that not only educates the community about EVs and available incentives but also	Create educational materials, such as a newsletter informing about EVs and incentives, as well as community barriers and

Education & Incentives

	newsletters to educate residents about EVs and available incentives	educational materials will be created acknowledging the barriers they face and the provision of resources and other educational materials.	low-income housing, the elderly, those who may not own or have access to a car, etc.	acknowledges difficulties faced by the community and how they are being addressed. This could include planning to host informational booths that share EV and EV charger financial incentives and/or educational materials at community gatherings, seen in Charging Smart criterion E1.4.	how they are being overcome. By providing these materials at a hosted booth or a community gathering, Charging Smart criterion E1.4 can be satisfied. Continue to share these in spaces discussing EVs and the incentives and benefits.
E1.6	Engage with local committees or groups focused on clean energy	Acknowledge the difficulties community members may face in participating in conversations about clean energy.	Assess the barriers or needs of your community, and the difficulties of finding or attending committees or groups where people can learn more information or share their own barriers with clean energy.	Address the difficulties expressed, and the needs required by your community, with clean energy. These can include not knowing the clean energy provided in the areas they reside, how to receive these informational resources, how to attend the committees or group meetings, where they can voice their barriers, etc.	Provide information to your community about the meetings taking place around clean energy in a frequent manner—whether weekly, monthly, or quarterly. This can be done through newsletters, emails, hosting educational booths, mailing, etc. Also, provide the information you share at these meetings. Begin and continue to acknowledge community barriers in these conversations with committees and groups and how to minimize them.
E2.1	Create a specific page on the website to include	Communicate to members of your community that a webpage is being developed with information. Methods	Provide opportunities for community members who face barriers to getting started with EVs to provide input or	Formally adopt a space where community members can provide feedback and information on what they	Co-create this webpage with community members, addressing their barriers and providing information

Education & Incentives

	information about EVs	of communication should be accessible to all community members and may require other types of distribution than the community's standard communication styles, such as providing applicable translations or distributing communication materials to multifamily housing units or community leaders.	feedback to the information shared on the webpage. This can include topics touched on Charging Smart criteria E2.2, E2.3, E2.4, and E2.5, such as providing maps to publicly available chargers already installed, charging infrastructure and ordinances, EV programs the city and utilities offer, etc.	would like to see addressed on the webpage and where resources on EV programs offered by the city can be provided, satisfying the Charging Smart criterion E2.2.	and solutions on how to minimize their barriers, and learn more about EVs and the programs that are offered.
E4.1	Allow charging infrastructure as an allowable expense in financing or grants for housing	Acknowledge the community members who may face difficulties accessing home charging infrastructure.	Assess which financing or grants for housing would be best suited for overcoming barriers faced by community members. This could include working with community leaders, electric utility providers, and other groups to understand the programming available, and how allowing charging infrastructure as an applicable expense in that programming could minimize barriers. For example, affordable housing grants may already be available within your community.	Formally allow charging infrastructure as an applicable expense in the identified financing or grants for housing that emphasize serving community members facing more barriers. If this opportunity is highlighted and documented during pre-application meetings for permits, that would also satisfy Charging Smart criterion R4.2.	Provide community members with a method for regularly providing feedback on how the financing and grant opportunities are operating. Ensure there is a method for discussing and acting on this feedback.
E4.3	Incentivize EV chargers in new	Acknowledge the barriers faced by members of your	Assess the types of barriers that impact individuals living in	Address identified barriers by creating the types of incentives	Co-create an EV charger incentive with community

	multifamily buildings	community in multifamily dwellings regarding EVs and EV chargers, such as limited access to public charging infrastructure, an inability to charge at home due to the cost of the equipment, or living in a multifamily housing development, which are particularly difficult to overcome if they have low-and-moderate-incomes. Additionally, limited access to charging may also reduce access to electric car share service, which may be more accessible to low-and-moderate-income individuals than private EV ownership.	affordable multifamily housing, which may differ by context. Evaluate the extent to which barriers limit access to the benefits of transportation electrification and determine which types of incentives would best address them. For example, creating incentives to support installation of chargers for private use may benefit residents if they are able to afford a private EV, but if not, it may be more impactful to incentivize developers or businesses to provide chargers for electric car share systems.	that would help minimize barriers faced by low-and-moderate-income individuals living in multifamily buildings.	members facing barriers in the multifamily building by addressing their needs and committing to the goal of minimizing these barriers. Provide public access to this information on incentives and how they work to minimize barriers in multifamily dwellings, thus maximizing the amount of community members who are aware of the resource.
E4.4	Provide solar or other clean energy incentives to support EV charging infrastructure	Acknowledge the barriers members in your community face to access EVs and EV chargers, and would therefore, have difficulties accessing any programming or incentives focused on solar and clean energy supporting charging infrastructure. Consider looking into organizations,	Assess how solar or clean energy incentives can be best developed to overcome barriers faced by your community. This can include brainstorming incentives with community leaders, talking with utility services on how collaboration can be made to minimize barriers, or allowing solar or clean energy EV	Address the barriers and needs of the community by formally creating an incentive for solar or clean energy that supports EV charging infrastructure.	Provide community members with a method for regularly providing feedback on the solar or clean energy incentive. Ensure there is a method for discussing and acting on this feedback to guarantee this program is benefiting community members who face the most

Education & Incentives

		incentives, financing, or other programs that could support solar or clean energy for EV charging infrastructure.	charging infrastructure to be an allowable expenditure for programs that are already serving your community well.		barriers to adopting these technologies as intended.
E4.6	Create an EV charger incentive	Acknowledge the barriers members of your community may face regarding EVs and EV chargers.	Assess how EV charger incentives can be curated to help those facing barriers in your community. This can include brainstorming incentives with community leaders, talking with utility services on how collaboration can be made to minimize barriers, working on programs catered directly to these community members, etc.	Address these barriers and needs from the community regarding EV chargers. Formally adopt a goal of gaining input from the community with what kinds of incentives would help minimize their barriers.	Co-create an EV charger incentive(s) with community members who face more difficulties and/or require more help by addressing their needs and committing to creating incentives that minimize them. Provide a public distribution of the information of these incentives that work to maximize the amount of community members who are aware of the resource.

Government Operations Criteria

Government operations provide a unique opportunity for local authorities to lead by example in the transition to electric vehicles. The criteria in this section focus on electrifying municipal fleets, installing public charging infrastructure, and implementing workplace charging for staff. As you review these criteria, keep in mind how your community's actions can demonstrate leadership, while also expanding access to EVs.

Questions to consider:

- How can the placement of public charging stations in public rights-of-way be optimized to serve all neighborhoods, including those that might be underserved by commercial charging networks?
- In what ways can the electrification of municipal fleets, including transit vehicles, be leveraged to provide clean transportation options or environmental quality benefits for all community members?
- How can workplace charging policies for municipal employees serve as a model for other employers in your community?
- How might the data collected from municipal EV initiatives be used to inform and improve broader community EV programs and policies?
- How might government fleet electrification efforts influence EV charger deployment throughout your community?
- How can fleet purchase policy/practices encourage and prioritize the use of electric vehicles in communities experiencing high levels of particulate matter?

As you develop plans for powering municipal chargers with clean energy, think about how these projects could be structured to provide educational opportunities or additional benefits to the surrounding community.

Government Operations Best Practice 1: Provide publicly available EV chargers in the community

G1.1	10	Complete an assessment of community charger placement and opportunities (such as in the right-of-way) [Provide publicly available EV chargers in the community]	
Objective and Description: This criterion requires communities to complete an assessment for EV chargers facilitated by the local government. A community electric vehicle charging infrastructure assessment is a way to identify strategic locations and key opportunities for public charger installations. It involves analyzing factors like			

population density, traffic patterns, dwell times, access considerations, and electrical capacity to determine high-impact sites that maximize access, visibility, and utilization. The assessment should include an evaluation of potential right-of-way charging options, which can expand the EV charging network at lower cost by utilizing existing streetlight, utility, or parking meter poles. Findings should be compiled into a summary report and an interactive mapping tool made available in multiple languages as appropriate.

Recommended Verification:

- Provide a link or attach the file of the completed assessment. If the assessment is part of a larger document, include a description of where this information can be found (e.g., chapter, section).

Community Examples:

- [Electric Vehicle Charger Placement Optimization in Michigan: Phase I - Highways](#) | Michigan Energy Office
- [Electric Vehicle Charging Needs Assessment](#) | Drive Electric Tennessee

Resources:

- [Charging Station Site Selection Guidelines](#) | Drive Electric Minnesota
- [Guidance on How to Conduct a Baseline Assessment](#) | Joint Office of Energy and Transportation

G1.2

10

Adopt goals and timelines for community charger installations based on use case and projected demand
[Provide publicly available EV chargers in the community]

Objective and Description:

This criterion requires communities to set specific, measurable goals for the installation of public EV charging stations, along with clear timelines for achieving these goals. These goals should be based on a thorough analysis of different use cases (e.g., residential, workplace, destination charging) and projections of future EV adoption and future grid capacity to meet the charging demand. By establishing and publicizing these goals, communities can demonstrate their commitment to supporting EV charging infrastructure and provide a clear roadmap for implementation.

Recommended Verification:

- Provide a link or attach a file of the document containing the goals and timeline. If they are a part of a larger document or plan, include a description of where this information can be found (e.g., chapter, section).

Community Examples:

- [Electric Vehicles for a Cleaner Tucson](#) | City of Tucson, AZ
- [City of Boston Zero-Emission Vehicle Roadmap](#) (p. 6) | City of Boston, MA

G1.3	15	Develop and issue an RFP (Request for Proposal) to install EV chargers in the ROW, parking structures, etc. [Provide publicly available EV chargers in the community]	
Objective and Description: This criterion requires communities to develop a Request for Proposal (RFP) for installing electric vehicle chargers in public spaces, such as rights-of-way (ROW) and parking structures. The RFP should outline the community's goals for public charging infrastructure; specify the desired locations and types of charging stations; address operations and maintenance concerns; lay out any requirements for data sharing; specify any accessibility requirements, including ADA access and pricing structures, availability of multiple languages, etc.; and establish criteria for evaluating proposals from potential vendors. By issuing an RFP, local governments can leverage private sector expertise and resources to expand public charging access in a cost-effective and efficient manner. >> Jump to G1.3 EVs for All Illustrative Example			
Recommended Verification: • Provide a link or attach a copy of the developed RFP.			
Templates: • Resource coming soon			
Resources: • Shared Mobility - Sample RFPs, Ordinances, and Other Resources Minnesota Department of Transportation			

G1.4 (Gold)	20	Install EV chargers in the community for public use based on adopted goals and timelines. [Provide publicly available EV chargers in the community]	
Note: Only one of G1.4–G1.6 is required for Gold designation.			
Objective and Description: This criterion requires communities to install (directly or through a procurement process) widely accessible public EV charging infrastructure aligned with local targets. Specifically, EV chargers should be deployed on community-owned property based on quantified goals set forth in formal planning documents. Installations should meet national standards established in programs and incorporate considerations for ongoing operations and maintenance. Additionally, communities should be aware of potential risks and hazards associated with EV charging infrastructure. This includes developing and implementing proper installation, maintenance, and inspection protocols to ensure the safety and longevity of the charging stations. By addressing these considerations, communities can provide reliable and safe public charging options, while minimizing potential liabilities.			

>> Jump to G1.4 EVs for All Illustrative Example

Recommended Verification:

- Provide a photo of the station, invoices, or other evidence of the installation. Describe in the scorecard the location of the station, what national standards it is consistent with, and how operations and maintenance of the station are being considered.

Community Examples:

- [Expanding Public Electric Vehicle Charging Through Right-of-Way Utilization](#) | Drive Electric Minnesota
- [Expanding Public Electric Vehicle \(EV\) Charging Infrastructure](#) | City of Orlando, FL

Resources:

- [Installing EV Chargers](#) (Webinar slides) | Great Plains Institute
- [Public Electric Vehicle Charging Infrastructure Playbook](#) | Joint Office of Energy and Transportation
- [Plug-In Electric Vehicle Handbook for Public Charging Station Hosts](#) | U.S. Department of Energy
- [Hazard Alert – EV Charging Stations](#) | CIRSA

G1.5
(Gold)

20

Install EV chargers for public use within rights-of-way based on adopted goals and timelines.
[Provide publicly available EV chargers in the community]

EVs
For All

Note: Only one of G1.4–G1.6 is required for Gold designation.

Objective and Description:

This criterion requires communities to install (directly or through a procurement process) widely accessible public EV charging infrastructure within public rights-of-way. Installations should align with locally defined targets and timeframes and comply with national standards. Siting chargers along rights-of-way facilitates convenient charging access for residents who might otherwise lack access and visitors.

>> Jump to G1.5 EVs for All Example

**Please note that a single charger cannot be counted towards multiple criteria.*

Recommended Verification:

- Provide a photo of the station, invoices, or other evidence of the installation. Describe in the scorecard the location of the station, what national standards it is consistent with, and how operations and maintenance of the station are being considered.

Community Examples:

- [Electric Vehicle Charging in the Public Right-of-Way Code Project](#) | City of Portland, OR

- [General Law - Part I, Title II, Section 16: Public Electric Vehicle Charging Stations](#) | Commonwealth of Massachusetts
- [Expanding Public Electric Vehicle Charging Through Right-of-Way Utilization](#) | Drive Electric Minnesota

Resources:

- [Right-of-Way Charging: How Cities Can Lead the Way](#) | Forth Empowering Mobility
- [Charge Up Your Town: Best Management Practices to Ensure Your Town is EV Ready](#) | New Jersey Department of Environmental Protection
- [Project Lessons: Curbside EV Charging](#) | Office of Energy Efficiency and Renewable Energy
- [Installing EV Chargers](#) (Webinar slides) | Great Plains Institute

G1.6
(Gold)

20

Install EV chargers for public use within walking distance of multifamily housing areas based on adopted goals and timelines.
[Provide publicly available EV chargers in the community]

Note: Only one of G1.4–G1.6 is required for Gold designation.

Objective and Description:

This criterion requires communities to specifically site EV charging infrastructure near Multi-Unit Dwellings to expand access. Installations should be placed within reasonable walking distance of buildings based on local targets and standards. Such efforts improve charging options for residents without home charging availability, many of whom live in multifamily housing.

*Please note that a single charger cannot be counted towards multiple criteria.

Recommended Verification:

- Provide a photo of the station, invoices, or other evidence of the installation. Describe in the scorecard the location of the station and demonstrate that it is within walking distance of multifamily housing, what national standards it is consistent with, and how operations and maintenance of the station are being considered.

Community Examples:

- [Transforming Minnesota's Electric Vehicle Market: Comprehensive Plan Best Practices for Local Action](#) | Great Plains Institute

Resources:

- [Transforming Minnesota's Electric Vehicle Market: Comprehensive Plan Best Practices for Local Action](#) | Great Plains Institute

- [Electric Vehicle Charging Access for Renters: A Guide to Questions, Strategies, and Possible Next Steps](#) | Urban Sustainability Directors Network, Cadmus
- [Electric Vehicle Charging Solutions for Multifamily Housing](#) | Joint Office of Energy and Transportation

G1.7	10	Power public EV chargers with clean energy [Provide publicly available EV chargers in the community]	
Objective and Description: This criterion requires communities to ensure that public EV charging stations are powered by clean energy sources. This could involve directly installing renewable energy generation (such as solar panels) at charging sites or working with the local utility or community choice aggregator (CCA) to source clean power for these stations. By linking EV charging to clean energy, communities can maximize the environmental benefits of electric transportation and showcase the synergy between renewable energy and EVs.			
Recommended Verification: • Provide a link or describe in the scorecard how public EV chargers are being powered by renewable energy. Include how many chargers of each type are powered by renewables and how renewable energy has been procured.			
Resources: • Solar and Electric Vehicles: A Guide for Local Governments (p. 15) Cadmus, TSF, ICMA • City Renewables Procurement Guidance C40			

G1.8	10	Install solar carports connected with EV charging at public location(s) [Provide publicly available EV chargers in the community]	
Objective and Description: This criterion requires communities to install solar carports that are connected to EV charging stations at one or more public locations. Solar carports are structures that provide shade for parked vehicles, while also generating renewable electricity through rooftop solar panels. By combining solar carports with EV charging, communities can demonstrate the benefits of integrating renewable energy and electric vehicles, reducing the environmental impact of charging, and providing a visible symbol of their commitment to sustainability. Installing these projects at public locations, such as government buildings or parks, can also help raise awareness and encourage residents to adopt EVs and renewable energy technologies.			
Recommended Verification:			

- Provide a link or attach a document of the location(s) of the installed solar carports.

Community Examples:

- [Powering Electric Vehicles with Solar at City Parks](#) | City of Raleigh, NC

Resources:

- [Guide to Solar Carports: Are They Worth It? \(2024\)](#) | MarketWatch

G1.9

5

Update EV charger maps (i.e., AFDC) with newly installed chargers
[Provide publicly available EV chargers in the community]

Objective and Description:

This criterion requires communities to update national EV charging station databases, such as the Alternative Fuels Data Center (AFDC), with information about newly installed public chargers in their area. This ensures that EV drivers have access to accurate, up-to-date information about charging station locations and availability. Communities should establish a process for promptly submitting this information whenever new public chargers are installed.

Recommended Verification:

- Provide a link, attach a document, or provide a screenshot of updated EV charger maps with the newly installed chargers.

Resources:

- [Electric Vehicle Charging Station Locations](#) - “Add a Station” | Alternative Fuels Data Center

G1.10

10

Track charging metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, earnings, savings, etc.)
[Provide publicly available EV chargers in the community]

Objective and Description:

This criterion requires communities to monitor and report on key performance metrics related to public EV charging infrastructure. Metrics may include charging station usage, greenhouse gas (GHG) emissions reductions, particulate matter (PM2.5) reductions, revenue generated, and cost savings. By tracking these metrics, local governments can assess the impact and effectiveness of their public charging investments, identify areas for improvement, and communicate the benefits of EV adoption to stakeholders and the public.

Recommended Verification:

- Provide a link or attach a document of the tracked charging metrics over time. If applicable, provide a description of where the details can be found within the documentation (i.e., chapter, section, etc.).

Resources:

- [Greenhouse gases, Regulated Emissions, and Energy Use in Technologies \(GREET\) Tool](#) | U.S. Department of Energy

Government Operations Best Practice 2: Electrify city fleet

G2.1	5	Provide fleet operators and maintenance staff with resources and/or opportunities to test EVs [Electrify city fleet]
Objective and Description: This criterion requires communities to create programs or events that allow municipal fleet operators and maintenance staff to test and familiarize themselves with electric vehicles. This could include organizing EV demonstration days, arranging extended test drives, or providing educational resources about EV operation and maintenance. By giving fleet staff hands-on experience with EVs, communities can build internal support and expertise for fleet electrification efforts.		
Recommended Verification: • Provide a link or attach a document of the resources and/or opportunities to test EVs provided to fleet operators and maintenance.		
Community Examples: • Virginia Fleet Management Hosts EV Ride and Drive Event Government Fleet • Southeast Michigan Communities Plug into Electric Vehicle (EV) Fleet Expo and Ride & Drive Southeast Michigan Council of Governments		
Resources: • Ride and Drive: A Hands-on Approach to Change Government Fleet • How Cities and Counties Can Electrify Their Fleets RMI		
G2.2 (Silver)	10	Complete an initial fleet analysis (also consider plans for future EV purchases) [Electrify city fleet]
Objective and Description:		

This criterion requires communities to evaluate opportunities for vehicle electrification across municipally owned fleets using an in-house tool, such as the Dashboard for Rapid Vehicle Electrification (DRVE Tool). Analyses should assess factors such as vehicle make and models, annual per-vehicle miles traveled, and vehicle age to estimate cost comparisons, procurement strategies, charging needs, and emissions impacts. The results can help determine compatibility and prioritization of EV procurement aligned with adoption targets. Continually evaluating fleet composition focuses electrification efforts for maximum community impact.

Recommended Verification:

- Provide a link or attach the document that contains the completed analysis. If not included in the analysis, provide a memo detailing plans for future EV purchases based on the results of the analysis.

Community Examples:

- [Braving the Storm – Des Moines, IA: City Fleet EV Deployment in Cold Weather](#) | Electrification Coalition

Resources:

- [Dashboard for Rapid Vehicle Electrification \(DRVE Tool\)](#) | Electrification Coalition
- [Fleet Electrification Resources](#) | Great Plains Institute

**G2.3
(Gold)**

10

**Complete a comprehensive fleet analysis (also consider plans for future EV purchases)
[Electrify city fleet]**

Objective and Description:

This criterion requires communities to formally evaluate opportunities for vehicle electrification across municipally owned fleets. Analyses should assess factors such as duty cycles, typical route lengths and/or service periods, parking locations, and vehicle ages to determine compatibility and prioritization of EV procurement aligned with adoption targets. Continually evaluating fleet composition focuses electrification efforts for maximum community impact. Completing G2.3 automatically satisfies G2.2 and awards those 10 points for 20 points total.

Recommended Verification:

- Provide a link or attach the document that contains the completed analysis. If not included in the analysis, provide a memo detailing plans for future EV purchases based on the results of the analysis.

Community Examples:

- [City of Minneapolis Electric Vehicle Study](#) | Minneapolis, MN
- [Fleet Zero Emissions Roadmap](#) | Aspen, CO

Resources:

- [How Cities and Counties Can Electrify Their Fleets](#) | RMI
- [EV Toolkit Light Duty Fleets](#) | Xcel Energy
- [Fleet Procurement Analysis Tool](#) | Atlas EV Hub
- [AFLEET Tool](#) | Argonne National Laboratory
- [Fleet Electrification Resources](#) | Great Plains Institute

G2.4

10

Adopt EV conversion goals for fleet with timelines and create charging assessments/plans for fleets
[Electrify city fleet]

**EVs ⚡
For All**

Objective and Description:

This criterion requires communities to set specific goals and timelines for converting their municipal fleet vehicles to electric. These goals should be based on a comprehensive assessment of the community's fleet charging needs and a plan for installing the necessary charging infrastructure. By establishing clear targets and developing a roadmap for fleet electrification, local governments can lead by example, reduce their own emissions, and demonstrate the feasibility and benefits of EVs to the wider community.

[>> Jump to G2.4 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach the document that contains the adopted conversion goals. If the goals are a part of a larger document, please provide a description of where the information can be found (i.e., page number, chapter, and section title).

Community Examples:

- [Electric Vehicles for a Cleaner Tucson](#) | City of Tucson, AZ

Resources:

- [How Cities and Counties Can Electrify Their Fleets](#) | RMI

G2.5
(Gold)

15

Electrify at least one light duty vehicle for the municipal fleet
[Electrify city fleet]

Objective and Description:

This criterion requires communities to directly electrify at least one municipal fleet vehicle in accordance with locally defined procurement goals, metrics, and timelines. The vehicle must be a battery electric vehicle. By electrifying municipal vehicles, the local government leads by example while benefiting from reduced air pollution and lower operating, maintenance, and fuel costs.

Recommended Verification:

- Provide a photo of the purchased EV or other proof of purchase.

Community Examples:

- [Zero-Emission Vehicle Roadmap](#) | City of Boston, MA
- [Transforming Minnesota's Electric Vehicle Market: Comprehensive Plan Best Practices for Local Action](#) | Great Plains Institute

Templates:

- [Community EV Vision Worksheet](#) | Great Plains Institute

Resources:

- [Planning Process EV Toolkit](#) | Xcel Energy
- [Fleet Procurement Analysis Tool](#) | EV Hub
- [Electric Vehicle Comparison Tool](#) | U.S. Department of Energy

G2.6	10	Electrify 5% of the municipal light duty fleet [Electrify city fleet]
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Objective and Description:

This criterion requires communities to electrify at least 5% of their light duty municipal fleet, in accordance with locally defined procurement goals, metrics, and timelines. The vehicles must be battery electric vehicles. By electrifying municipal vehicles, the local government leads by example while benefiting from reduced air pollution and lower operating, maintenance, and fuel costs.

Recommended Verification:

- Provide a photo of the purchased EV or other proof of purchase and provide data on the percentage of EV vehicles in the fleet.

Templates:

- [Community EV Vision Worksheet](#) | Great Plains Institute

Resources:

- [Planning Process EV Toolkit](#) | Xcel Energy
- [Fleet Procurement Analysis Tool](#) | EV Hub
- [Electric Vehicle Comparison Tool](#) | U.S. Department of Energy

G2.7	10	Electrify one medium- or heavy-duty vehicle for the municipal fleet [Electrify city fleet]
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Objective and Description:

This criterion requires communities to purchase at least one medium- or heavy-duty municipal electric fleet vehicle, in accordance with locally defined procurement goals, metrics, and timelines. The vehicles must be battery electric vehicles. By electrifying municipal vehicles, the local government leads by example while benefiting from reduced air pollution and lower operating, maintenance, and fuel costs.

Recommended Verification:

- Provide a photo of the purchased EV or other proof of purchase.

Resources:

- [Zero-Emission Technology Inventory \(ZETI\)](#) | Global Commercial Vehicle
- [Planning Process EV Toolkit](#) | Xcel Energy
- [Fleet Procurement Analysis Tool](#) | EV Hub

G2.8	10	Electrify 5% of the municipal medium- and heavy-duty duty fleet [Electrify city fleet]
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Objective and Description:

This criterion requires communities to electrify at least 5% of their medium- and heavy-duty duty municipal fleet, in accordance with locally defined procurement goals, metrics, and timelines. The vehicles must be battery electric vehicles. By electrifying municipal vehicles, the local government leads by example while benefiting from reduced air pollution and lower operating, maintenance, and fuel costs.

Recommended Verification:

- Provide a photo of the purchased EV or other proof of purchase and provide data on the percentage of EV vehicles in the fleet.

Resources:

- [Zero-Emission Technology Inventory \(ZETI\)](#) | Global Commercial Vehicle
- [Planning Process EV Toolkit](#) | Xcel Energy
- [Fleet Procurement Analysis Tool](#) | EV Hub

G2.9	5	Train employees on best practices for EVs and EV charger use [Electrify city fleet]
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Objective and Description:

This criterion requires communities to train local government staff on best practices for EVs and EV charger use. Regular EV and charging infrastructure training, at least every few years, is a best practice to ensure fleet managers and municipal staff are up-to-date on new technologies, vehicle models, and charging station capabilities. Training increases staff knowledge of EV operations and ensures they know

the proper procedures for safely and efficiently using EVs and charging equipment. Increased staff competency can improve fleet performance, reduce vehicle downtime, and build confidence in EV technologies. Local governments should require staff to attend workshops (either live or online) and provide resources designed to help keep personnel informed about advances in EV models, charging networks, and fleet management software.

Recommended Verification:

- Provide a link or a copy of the best practices. Provide name(s) of those who participated in the training for EV and EV charger use.

Resources:

- [Workplace Charging Employer Workshop Toolkit](#) | Clean Cities and Communities
- [An Employer's Guide to EV Charging in the Workplace](#) | Charge Point
- [Plug-In Electric Vehicle Handbook for Workplace Charging Hosts](#) | U.S. Department of Energy

G2.10	10	Power fleet chargers with clean energy [Electrify city fleet]
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Objective and Description:

This criterion requires communities to ensure that EV charging stations for municipal fleet vehicles are powered by clean energy sources. Similar to G1.7, this could involve onsite renewable energy generation or agreements with the local utility or community choice aggregator to purchase 100% clean energy. By powering fleet charging with clean energy, communities can maximize emission reductions from fleet electrification and demonstrate leadership in sustainable transportation.

Recommended Verification:

- Provide a link, attach a document, or describe in the scorecard details about fleet chargers being powered by clean energy, including how many vehicles of each weight class are powered with renewable energy and how renewable energy was procured.

Community Examples:

- [NYC DCAS Adds 71 Solar Electric Vehicle Chargers to Power Fleet Vehicles Using Nothing but Sunlight](#) | New York City, NY

Resources:

- [City Renewables Procurement Guidance](#) | C40

G2.11	5	Track EV metrics over time (i.e., tracking savings, reduced GHG emissions, PM2.5 emissions, and/or community goals and timelines) [Electrify city fleet]
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Objective and Description:

This criterion requires communities to establish a system for tracking and reporting key metrics related to their municipal EV fleet over time. These metrics should include financial savings, reductions in greenhouse gas emissions, reductions in particulate matter (PM2.5) emissions, and progress towards community EV goals. By consistently monitoring and reporting on these metrics, communities can demonstrate the benefits of fleet electrification and inform future decision making.

Recommended Verification:

- Provide a link or attach a document of the tracked EV metrics over time. If applicable, provide a description of where the details can be found within the documentation (i.e., chapter, section, etc.).

G2.12

5

Provide training for appropriate emergency response, first responders, and/or public safety personnel on fires and other emergencies related to EVs and charging infrastructure, and when appropriate, other electrified modes.
[Electrify city fleet]

Objective and Description:

This criterion requires communities to train emergency response, first responders, and/or public safety personnel on fires and other emergencies related to EVs, EV charging infrastructure, and other electrified modes. While studies have found that EVs have a lower incidence of fires than internal combustion engine vehicles, lithium-ion batteries burn much differently than gasoline. It is important for municipal emergency staff to be trained on how to respond to fires and other emergencies involving their own municipal EVs and public EVs.

Recommended Verification:

- Summary of content or agenda and attendance.

Resources:

- [Alternative Fuel Vehicles Training Program for Emergency Responders](#) | National Fire Protection Association (NFPA)
- [Emergency Response Guides from Vehicle Manufacturers](#) | NFPA
- [EMS Guidance for Responding to Crashes and Fires Involving EVs](#) | EMS.gov
- [EV Emergency Fact Sheet](#) | Veloz Strategic Communications Working Group

Government Operations Best Practice 3: Install staff-reserved EV chargers

G3.1	5	Complete assessment of staff need for chargers [Install staff reserved EV chargers]
Objective and Description: This criterion requires communities to conduct a comprehensive assessment of the EV charging needs for municipal employees. This assessment should consider factors such as the number of employees who currently own or are likely to purchase EVs, typical commute distances, and the duration of the workday. The results of this assessment can inform the planning and installation of workplace charging infrastructure at municipal facilities.		
Recommended Verification: Provide a link or attach a document of the completed assessment.		
Community Examples: Electric Vehicle Charging Infrastructure Assessment - AB 2127 California Energy Commission How-To Guide: Starting an Electric Vehicle Workplace Charging Program City of Boston, MA		
Resources: Workplace Charging for Electric Vehicles U.S. Department of Energy		

G3.2	10	Adopt goals and timelines for charger installation to meet staff needs [Install staff reserved EV chargers]	
Objective and Description: This criterion requires communities to set specific goals and timelines for installing EV charging stations at municipal facilities. These goals should be based on a thorough assessment of the charging needs of employees, visitors, and fleet vehicles at each facility. By establishing clear targets and deadlines for charger installations, local governments can ensure they are providing adequate charging access to support the transition to EVs and demonstrate their commitment to transportation electrification.			
Recommended Verification: Provide a link to the municipal code and a description of where the goals and timeline for the charger installation can be found (i.e., article and section numbers).			
Community Examples:			

- [Electric Vehicles for a Clean Tucson](#) | City of Tucson, AZ
- [Electric Vehicle Readiness Roadmap](#) | City of Fort Collins, CO

G3.3	10	Develop policies and training for staff use of reserved EV chargers [Install staff reserved EV chargers]
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Objective and Description:

This criterion requires communities to create clear policies and provide regular training for municipal staff on the use of staff-reserved EV charging stations. The training should cover proper charging protocols, etiquette, and safe operation of different charger types. It should also include information about the benefits of EVs to reinforce the rationale behind the transition to electric vehicles. Communities should offer these trainings at least every few years, using a mix of in-person workshops and online resources to ensure ongoing staff competency and efficient use of charging infrastructure.

Recommended Verification:

- Provide agenda from training sessions, links to virtual training provided to staff, or written policies or procedures shared with staff.

Resources:

- [Workplace Charging Employer Workshop Toolkit](#) | Clean Cities and Communities

G3.4	20	Purchase and install chargers in accordance with adopted goals to meet staff needs [Install staff reserved EV chargers]
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Objective and Description:

This criterion requires communities to follow through on their commitments to install EV charging stations at municipal facilities by purchasing and deploying chargers, in accordance with their adopted goals and timelines. Local governments should work with qualified vendors and contractors to select and install charging equipment that meets the specific needs of each facility and complies with all relevant codes and standards. By implementing their charger installation plans, communities can lead by example and provide tangible support for EV adoption.

Recommended Verification:

- Provide a link or attach a document of the purchased chargers and a map or photo of where they are installed that also demonstrates they are reserved for staff use. Describe in the scorecard how this corresponds with the adopted goals.

Resources:

- [Best Practices for Workplace Charging Programs](#) | Forth Mobility

- [Workplace Charging Employer Workshop Toolkit](#) | Clean Cities and Communities

G3.5	5	Install signage marking staff-reserved charging stalls [Install staff reserved EV chargers]
Objective and Description: This criterion requires communities to conduct a comprehensive assessment of the EV charging needs for municipal employees. This assessment should consider factors such as the number of employees who currently own or are likely to purchase EVs, typical commute distances, and the duration of the workday. The results of this assessment can inform the planning and installation of workplace charging infrastructure at municipal facilities.		
Recommended Verification: • Provide a link or attach a document of the image(s) showcasing installed signage marking staff-reserved charging stalls.		
Resources: • Signage for Electric Vehicle Charging Stations U.S. Department of Energy		

G3.6	10	Track charging metrics of staff-reserved chargers (i.e., usage, reduced GHG emissions, PM2.5 emissions, savings, etc.) [Install staff reserved EV chargers]
Objective and Description: This criterion requires communities to monitor and report on key performance metrics related to EV charging stations installed at municipal facilities. Metrics may include charging station usage, greenhouse gas emissions reductions, particulate matter (PM2.5) reductions, and cost savings. By tracking these metrics, local governments can assess the impact and effectiveness of their workplace charging investments, identify opportunities for optimization, and communicate the benefits of EV adoption to employees and the public.		
Recommended Verification: • Provide a link or attach a document of the tracked charging metrics. If applicable, provide a description of where the details can be found within the documentation (i.e., chapter, section, etc.).		
Resources: • Greenhouse Gases, Regulated Emissions, and Energy Use in Technologies (GREET) Tool U.S. Department of Energy		

G4.1	0-20	Government Operations Innovative Action
Objective and Description: Participants are encouraged to share innovative actions they have taken or are planning to take. Innovative actions will be reviewed by a team of experts and each action may be worth up to 20 points. If the review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity.		
Recommended Verification: • Provide a signed memo describing the innovative action and include any supporting documentation or links that provide additional details.		

EVs for All Illustrative Examples - Government Operations

To illustrate how communities can consider EVs for All, we have provided examples for selected criteria in each category. The following table showcases sample actions for select Government Operations criteria. These examples are meant to inspire and guide your efforts, but remember that the specific needs and opportunities in your community may lead to different or additional actions.

Government Operations Sample Actions		Possible Ratings			
		Good	Better	Best	Amazing
G1.3	Develop and issue an RFP (Request for Proposal) to install EV chargers in the ROW, parking structures, and etc.	Acknowledge the array of needs members of your community may have regarding public EV chargers and note the barriers community members may experience to benefit from this infrastructure.	Assess the barriers some members of your community may face, or needs they may have, to use or otherwise benefit from public EV chargers. Community surveys, U.S. Census data, or other relevant tools may be helpful in this process. Examples of barriers could include low-income individuals who may not be able to purchase EVs, people with low technical literacy or who are unbanked may have difficulties using an app to interact with EV chargers, people for whom English is not their first	Address the barriers experienced by, and needs of, your community by including specific tasks or requirements in your RFP to address them directly. Examples could include cash-based payment options, printed and audio materials and resources in multiple languages (including Braille), and consistency with National Access Board standards.	In the RFP, require vendors to provide feedback opportunities for community members and ensure the input received is reported to the appropriate department or position within your community on a frequent/regular basis. Include requirements for the vendor to have regular meetings (or upon request) to discuss feedback with the appropriate department or position, and include standards for satisfactory responses and response timeframes tied to recurring payment

			language may need information in other languages, or people who are differently abled may need accessibility features to use the EV chargers.		distribution. Separately, ensure that the receiving department or position has the resources to meaningfully participate in this process.
G1.4	Install EV chargers in the community for public use based on adopted goals and timelines.	Acknowledge the difficulties community members may face regarding the installation and the use of EVs and EV chargers.	Assess the barriers members in your community face, and the needs they require, to use and benefit from publicly installed EV chargers. Consider acknowledging the installation of EV chargers for public use within rights-of-way or within walking distance of multifamily housing areas based on adopted goals and timelines, as found in Charging Smart criteria G1.5 and G1.6.	Address the barriers community members go through by providing details on their needs and providing solutions for them in the adopted goals and timelines, so the installation of EV chargers can go smoothly for both parties.	Install EV chargers for public use after conversing with the community about addressing their needs and minimizing barriers to adopted goals and timelines. This can also be satisfied by completing Charging Smart criteria G1.5 and G1.6.
G1.5	Install EV chargers for public use within rights-of-way based on adopted goals and timelines.	Acknowledge the need for public charging in the right-of-way (ROW) to support households without access to off-street charging. Identify neighborhoods with unmet EV charging needs where ROW charging is needed.	Initiate stakeholder collaboration, including with neighborhood groups to discuss plans for installing ROW charging. Assess the concerns, needs, and desires of community members for ROW EV charging.	Formally commit to installing ROW charging. Identify candidate sites and work with community members to vet those sites and address related barriers and opportunities.	Install (within the last five years) ROW charging that benefits neighborhoods with unmet EV charging needs and households without access to off-street parking. Publicize and conduct outreach to make residents aware of the process and how they can benefit from the ROW charging. Establish avenues of regular communication to address the

					needs of residents who face the greatest barriers to benefiting from EVs.
G2.4	Adopt EV conversion goals for fleet with timelines and create charging assessments/plans for fleets	Make a statement that recognizes that using EV fleet vehicles in communities that experience high levels of particulate matter can be a step in reducing future harm.	Make a plan to prioritize the conversion of vehicles that spend time in communities, particularly those vehicles that idle for extended periods. Alternatively, make plans for policies or systems that will encourage or require staff to select an electrified vehicle from the fleet when doing work in communities whenever possible. You may also consider planning to place EV chargers in or near these communities to facilitate their use.	Make a commitment to using only electrified vehicles in communities.	Demonstrate a consistent increase in the percentage of fleet travel in communities is now completed using electric vehicles.

Shared Mobility Criteria

Shared mobility represents a crucial avenue for expanding access to electric transportation options beyond personal vehicle ownership. The criteria in this section focus on electrifying public transit, school buses, micromobility options, and car-sharing programs. As you review these criteria, consider how shared electric mobility can be leveraged to provide clean, affordable transportation options for all community members.

Questions to consider:

- How might the deployment of electric micromobility options serve community needs?
- How can the electrification of public transit and paratransit services be prioritized to benefit all neighborhoods?
- How can electric micromobility programs, such as e-bike or e-scooter sharing, be implemented to improve first/last mile connections to transit?
- How might EV car-sharing programs be structured and located to provide affordable access to electric vehicles for those who cannot afford to purchase their own?
- How might the expansion of electric micromobility options improve or influence the deployment of charging infrastructure throughout your community?

As you develop metrics to track the impact of these programs, think about how you could measure not just overall usage and emissions reductions but also the benefits to all communities.

Shared Mobility Best Practice 1: Deploy electric transit and/or paratransit vehicles

S1.1	5	Work with transit operator to complete assessment of EV transit and/or paratransit conversion opportunities [Deploy electric transit and/or paratransit vehicles]	
Objective and Description: This criterion requires communities to partner with local transit agencies to assess the potential for converting transit and paratransit fleets to electric vehicles. The assessment should analyze factors such as route characteristics, charging requirements, fuel and maintenance cost savings, and available incentives and/or funding opportunities. Electrifying transit and paratransit fleets can significantly reduce greenhouse gas emissions, improve local air quality, and lower operating costs. Local governments should work with transit agencies to identify pilot projects and funding opportunities to support EV transit adoption. >> Jump to S1.1 EVs for All Illustrative Example			

Recommended Verification:

- Provide a link or attach the assessment completed in partnership with the transit operator. Describe in the scorecard the role of the community in the collaboration. While length of the assessment will not be prescribed, the assessment should discuss the majority of the factors detailed in the description and adequately express the feasibility, or lack thereof, for conversion opportunities.

Community Examples:

- [A Strategic Assessment of Needs and Opportunities for the Wider Adoption of Electric Vehicles in Indiana](#) | Indiana Department of Transportation and Purdue University

Resources:

- [Electric Vehicle Charging Needs Assessment](#) | NASEO
- [Electric Vehicle Infrastructure - Projection Tool](#) | NREL

S1.2	10	Work with transit operators to adopt conversion goals for EV transit and/or paratransit with timelines [Deploy electric transit and/or paratransit vehicles]	
Objective and Description: This criterion entails strategic coordination between communities and public transit providers to chart a course for fleet electrification. Partners should collaborate to establish actionable, dated targets for replacing conventional buses with electric transit and/or paratransit vehicles. Defining clear objectives, responsibilities, and an implementation roadmap accelerates the realization of operational efficiencies. >> Jump to S1.2 EVs for All Illustrative Example			
Recommended Verification: • Provide a link or attach the documents of the conversion goals developed in partnership with the transit operator. If applicable, provide a description of where the goals can be found within the documentation (i.e., chapter, section, etc.). Describe in the scorecard the role of the community in the collaboration.			
Community Examples: • Transit Is the Answer to Meeting Illinois' Climate Goals Chicago Regional Transportation Authority • PRT Climate Action Plan (p. 22) Pittsburgh Regional Transit			
Resources: • SEPTA Micromobility Playbook Southeastern Pennsylvania Transportation Authority (SEPTA)			

S1.3	20	Work with transit operator to deploy EVs for transit and/or paratransit use to meet adopted goals [Deploy electric transit and/or paratransit vehicles]
Objective and Description: This criterion requires communities to collaborate with local transit operators to procure electric vehicles for transit and/or paratransit services. This involves not only the deployment of electric buses or vans but also ensures that the necessary charging infrastructure is in place. By transitioning public transit fleets to electric vehicles, communities can significantly reduce emissions from the transportation sector and provide cleaner, quieter public transportation options for residents.		
Recommended Verification: Provide a link or attach the documentation of the EVs deployed in partnership with the transit operator. If applicable, provide a description of where the information can be found with the documentation (i.e., chapter, section, etc.). Describe in the scorecard the community's role in the partnership.		
Community Examples: CTA, Metra, and Pace Accelerating Efforts to Electrify Fleets Chicago Regional Transportation Authority Our Buses Are Now Going Electric! Valley Regional Transit		

S1.4	5	Track EV metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, savings, etc.) [Deploy electric transit and/or paratransit vehicles]	
Objective and Description: This criterion requires communities to establish a process for monitoring and reporting key performance metrics related to electric transit and paratransit vehicles. These metrics should include vehicle usage, reductions in greenhouse gas emissions, reductions in particulate matter (PM2.5) emissions, and cost savings. By tracking these metrics, communities can quantify the benefits of transit electrification, inform future decision making, and communicate the positive impacts to stakeholders and the public. >> Jump to S1.4 EVs for All Illustrative Example			
Recommended Verification: Provide a link or attach a document of the tracked EV metrics that clearly states the timeframe covered. If applicable, provide a description of where the details can be found within the documentation (i.e., chapter, section, etc.).			
Community Examples:			

- [RTA to Measure Capital Projects on Equity, Climate Impacts, and More](#) | Chicago Regional Transportation Authority
- [Our Buses Are Now Going Electric!](#) | Valley Regional Transit

Resources:

- [Greenhouse Gases, Regulated Emissions, and Energy Use in Technologies \(GREET\) Tool](#) | U.S. Department of Energy

Shared Mobility Best Practice 2: Deploy electric school buses

S2.1	5	Work with school district(s) to complete assessment of EV school bus conversion opportunities [Deploy electric school buses]
Objective and Description: This criterion requires communities to partner with local school districts to assess the potential for converting school bus fleets to electric vehicles. The assessment should analyze factors such as route characteristics, charging requirements, fuel and maintenance cost savings, and available incentives and/or funding opportunities. Electrifying school bus fleets can significantly reduce greenhouse gas emissions, improve local air quality—particularly around schools—and potentially lower long-term operating costs. Local governments should work with school districts to identify pilot projects and funding opportunities to support EV school bus adoption. This comprehensive evaluation helps communities and school districts make informed decisions about transitioning to electric school buses and prepares them for potential implementation strategies.		
Recommended Verification: • Provide a link or attach the assessment completed in partnership with the school district(s). Describe in the scorecard the scope of the community’s role in the collaboration.		
Community Examples: • Electric Vehicle Blueprint for Twin Rivers Unified School District California Energy Commission		
Resources: • Electric School Bus Education U.S. Department of Energy • Determining Charging Needs and Selecting a Charger Clean Cities and Communities • Quick Start to Electrifying Your School Bus Fleet Joint Office of Energy and Transportation		

S2.2	10	Work with school districts to adopt conversion goals for electric school buses with timelines and create charging assessments/plans for fleets [Deploy electric school buses]
Objective and Description: This criterion requires communities to collaborate with local school districts to establish specific goals and timelines for converting school buses to electric. The partnership should also involve conducting a comprehensive assessment of charging infrastructure needs and developing a plan to install (or provide access to) necessary charging stations to support the electrified bus fleet. Setting clear targets and identifying charging requirements helps school districts prioritize investments and track progress toward their electric school bus conversion objectives.		
Recommended Verification: Provide a link or attach documentation of the conversion goals developed in partnership with the school district. If applicable, provide a description of where the goals can be found within the documentation (i.e., chapter, section, etc.). Describe in the scorecard the role of the community in the partnership.		
Community Examples: Electric Vehicle Blueprint for Twin Rivers Unified School District California Energy Commission		
Resources: Driving for Benefits: The Utility Role in Transportation Electrification Alliance for Transportation Electrification Electric School Bus Education U.S. Department of Energy Determining Charging Needs and Selecting a Charger Clean Cities and Communities 12 Tips on Electric School Bus Adoption Electric School Bus Initiative		

S2.3	20	Work with school districts to deploy electric school buses and create charging assessments/plans to meet adopted goals [Deploy electric school buses]
Objective and Description: This criterion requires communities to collaborate with local school districts to support the transition to electric school buses. Local governments should work with school district officials to assess the feasibility and benefits of electric school buses, develop a plan for purchasing and deploying electric buses, and create a charging infrastructure plan to support the new vehicles. By partnering with school districts on electric bus adoption, communities can reduce emissions, improve air quality, and protect the health of children and families.		

Recommended Verification:

- Provide a link or attach a document of the purchased electric school buses and the created charging assessments in partnership with the school district. Describe in the scorecard the role of the community in the collaboration.

Community Examples:

- [Colorado Electric School Bus Grant Program](#) | Colorado Department of Public Health and Environment
- [Electric Vehicle Blueprint for Twin Rivers Unified School District](#) | California Energy Commission

Resources:

- [Electric School Bus Education](#) | U.S. Department of Energy
- [Determining Charging Needs and Selecting a Charger](#) | Clean Cities and Communities
- [12 Tips on Electric School Bus Adoption](#) | Electric School Bus Initiative

S2.4

5

Track metrics (i.e., usage, reduced GHG emissions, savings, etc.)
[Deploy electric school buses]

Objective and Description:

This criterion requires communities to monitor and report on key performance metrics related to their electric school bus fleet. These metrics should include bus usage, reductions in greenhouse gas emissions, and cost savings. Tracking these metrics allows communities to assess the impact of school bus electrification, make data-driven decisions about future investments, and demonstrate the benefits to school districts and the community at large.

Recommended Verification:

- Provide a link or attach a document of the tracked metrics. If applicable, provide a description of where the details can be found within the documentation (i.e., chapter, section, etc.).

Community Examples:

- [Our Buses Are Now Going Electric!](#) | Valley Regional Transit

Resources:

- [The State of Electric School Bus Adoption in the US](#) | World Resources Institute
- [Greenhouse Gases, Regulated Emissions, and Energy Use in Technologies \(GREET\) Tool](#) | U.S. Department of Energy

Shared Mobility Best Practice 3: Deploy electric micromobility transportation opportunities

S3.1	5	Complete assessment of micromobility transportation needs [Deploy electric micromobility transportation opportunities]
Objective and Description: This criterion requires communities to assess the potential of micromobility transportation. The assessment should evaluate the role of micromobility options, like electric scooters and bikes, in expanding access to transportation and reducing reliance on single-occupancy vehicles. Analyze factors such as existing micromobility usage patterns, barriers to adoption, and opportunities for integration with transit systems or electric car share systems. The analysis can help identify strategies for leveraging micromobility to support transportation electrification goals. If the assessment finds micromobility options to be feasible and serve the needs of the community, insights from the assessment should be incorporated into EV plans and used to guide investments in micromobility charging infrastructure and parking facilities. Local governments should engage many stakeholders in the micromobility assessment process and make findings easily accessible to the public.		
Recommended Verification: Provide a link or attach the documentation of the completed assessment.		
Community Examples: Micromobility in Cities: A History and Policy Overview National League of Cities Community Transportation Needs Assessment - Bystrom and Empire Stanislaus Council of Governments Clean Mobility Options Voucher Pilot Program Community Transportation Needs Assessment California Air Resources Board		
Resources: SEPTA Micromobility Playbook Southeastern Pennsylvania Transportation Authority (SEPTA) Assessing Potential Sustainability Benefits of Micromobility: A New Data Driven Approach European Transport Research Review		
S3.2	10	Adopt goals and timeline for implementing electric micromobility transportation needs [Develop electric micromobility transportation opportunities]
Objective and Description:		

This criterion requires communities to establish specific, time-bound goals for implementing electric micromobility transportation options. By setting these goals, communities create a framework for expanding sustainable, short-distance transportation options and can track progress over time.

Recommended Verification:

- Provide a link to the municipal code and a description of where the goals and timeline for the micromobility transportation needs can be found (i.e., article and section numbers).

Community Examples:

- [Bike, Pedestrian, and Micromobility Strategic Action Plan](#) | Metropolitan Transportation Authority

Resources:

- [Micromobility in Cities: A History and Policy Overview](#) | National League of Cities
- [Sharing in Action - Micromobility in Local Climate Strategies](#) | Shared Use Mobility Center
- [Shared Mobility Benefits Calculator](#) | Shared Use Mobility Center

S3.3

20

Implement electric micromobility program

[Develop electric micromobility transportation opportunities]

EVs
For All

Objective and Description:

This criterion requires communities to launch or support an electric micromobility program, such as an electric scooter or bikeshare system. The program should provide community members and visitors with convenient, affordable access to electric micromobility options for short trips and last-mile connections to transit. Local governments should work with qualified vendors or operators to design and implement a program that meets the community's needs, complies with all relevant regulations, and includes robust safety measures.

>> [Jump to S3.3 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach a document of the implemented electric micromobility program. If applicable, provide a description of where the program details can be found within the documentation (i.e., chapter, section, etc.).

Community Examples:

- [Shared Micromobility Program](#) | City of Phoenix, AZ
- [Dockless Mobility Pilot - Year One Results](#) | Los Angeles, CA
- [Shared Mobility - Sample RFPs, Ordinances, and Other Resources](#) | Minnesota Department of Transportation

Resources:

- [Micromobility Resources](#) | U.S. Department of Transportation Federal Highway Administration
- [Micromobility in Cities: A History and Policy Overview](#) | National League of Cities
- [How Cities Can Use Micromobility to Make a Macro Difference](#) | National League of Cities

S3.4

20

Implement infrastructure, such as shared mobility lanes, to support electric micromobility
[Develop electric micromobility transportation opportunities]

**EVs ⚡
For All**

Objective and Description:

This criterion requires communities to invest in physical infrastructure that supports and encourages the use of electric micromobility options. This could include creating dedicated or shared lanes for e-bikes and e-scooters, installing secure parking and charging stations for these devices, or implementing other supportive infrastructure, such as mobility hubs. By developing this infrastructure, communities can enhance the safety and convenience of micromobility options, encouraging their use as an alternative to car trips for short distances.

[>> Jump to S3.4 EVs for All Illustrative Example](#)

Recommended Verification:

- Provide a link or attach a document of a map, images, or other documentation showcasing installed infrastructure supporting electric micromobility.

Community Examples:

- [Mobility and Circulation](#) | Woodland Research and Technology Park
- [Bike Lanes: What Do They Look Like](#) | City of Worcester, MA
- [Regional Potential for New and Shared Mobility](#) | Baltimore Metropolitan Council

Resources:

- [Mobility Hub Planning Guide](#) | Metropolitan Council
- [9 Ways Cities Can Unlock the Potential of Shared Transportation](#) | Frontier Group
- [Shared Mobility Principles for Livable Cities](#) | Shared Mobility Principles
- [New Learning about Shared Mobility in Europe](#) | Shared-Use Mobility Center

S3.5

5

Track program metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, savings, reduced vehicle miles traveled, etc.)
[Develop electric micromobility transportation opportunities]

Objective and Description:

This criterion requires communities to establish a system for monitoring and reporting key performance metrics related to their electric micromobility programs. These metrics should include usage rates, reductions in greenhouse gas and PM2.5 emissions, cost savings, and reductions in vehicle miles traveled. By tracking these metrics, communities can assess the impact of their micromobility initiatives, inform program improvements, and demonstrate the benefits of these sustainable transportation options.

Recommended Verification:

- Provide a link or attach a document of the tracked program metrics. If applicable, provide a description of where the details can be found within the documentation (i.e., chapter, section, etc.).

Templates:

- [Shared Mobility Data - A Primer for Oregon Communities](#) | Trillium Solutions

Resources:

- [9 Ways Cities Can Unlock the Potential of Shared Transportation](#) | Frontier Group
- [Greenhouse Gases, Regulated Emissions, and Energy Use in Technologies \(GREET\) Tool](#) | U.S. Department of Energy

Shared Mobility Best Practice 4: Develop EV car-sharing program

S4.1	5	Complete assessment of EV car-sharing program needs and interest [Develop EV car-sharing program]
Objective and Description: This criterion requires communities to assess the potential for implementing an EV car-sharing program. The assessment should evaluate community needs, potential demand, barriers to participation, and partnership opportunities. EV car-sharing programs can expand access to clean transportation options, address barriers to personal vehicle ownership, and increase exposure to EV technology. Local governments should use assessment findings to guide the development of EV car-sharing pilot projects and long-term programs.		
Recommended Verification: • Provide a direct link or attach the documentation of the completed assessment.		
Community Examples: • LCTI: BlueLA Carsharing Pilot Project California Air Resources Board		
Resources: • Project Lessons: EV Car Share Office of Energy Efficiency and Renewable Energy		

- [Feasibility Report: Electric Vehicle Car-Sharing Program for Use by Low and Mid Income Communities in North-Central Minnesota, USA](#) | University of Minnesota Twin Cities

S4.2	10	Adopt goals and timeline for implementing program [Develop EV car-sharing program]
Objective and Description: This criterion requires communities to set specific goals and timelines for implementing an EV car-sharing program, based on the results of a comprehensive assessment of community needs and interests. The goals should specify the desired scale and scope of the program as well as any specific targets for member enrollment, vehicle utilization, or emissions reductions. By establishing clear goals and deadlines, local governments can guide the development of a successful and impactful car-sharing program that advances their transportation electrification objectives.		
Recommended Verification: • Provide a link to the municipal code and a description of where the goals and timeline for the program can be found (i.e., article and section numbers).		

S4.3	20	Implement EV car-sharing program [Develop EV car-sharing program]
Objective and Description: This criterion requires communities to launch and operate an electric vehicle car-sharing program. This should involve procuring a fleet of EVs, establishing charging infrastructure, developing a user-friendly reservation system, and creating policies for program operation. By implementing an EV car-sharing program, communities can provide residents with access to electric vehicles without the need for individual ownership, potentially reducing overall vehicle ownership rates while promoting EV use.		
Recommended Verification: • Provide a link or attach a document of the implemented EV car-sharing program. If applicable, provide a description of where the program details can be found within the documentation (i.e., chapter, section, etc.).		
Community Examples: • Evie Carshare Saint Paul Minnesota—Evie • SiLVERS - St Louis Vehicle Electrification Rides for Seniors Forth • Our Community CarShare City of Sacramento, CA		
Resources: • Project Lessons: EV Car Share Office of Energy Efficiency and Renewable Energy		

- [Shifting the Transportation Paradigm - How Electric Car Sharing Programs are Expanding Equity and Accessibility to EV Technology](#) | Virginia Clean Cities
- [Success Factors for Electric Carsharing](#) | International Council on Clean Transportation

S4.4	5	Support and/or promote the introduction of electric ride hailing (TNCs) [Develop EV car-sharing program]	
Objective and Description: This criterion requires communities to actively promote the adoption of electric vehicles in ride-hailing services, also known as Transportation Network Companies (TNCs). Communities should develop strategies to encourage and support the transition to electric vehicles for ride-hailing fleets. This could involve advocating for local or state policies that incentivize EV adoption by TNCs, collaborating with ride-hailing companies to establish EV friendly programs, creating local incentives for EV use in ride-hailing services, or supporting the development of charging hubs near ride-hailer driver residences.			
Recommended Verification: • Provide a link or a document showing support and/or advocating for the introduction of electric ride hailing.			
Community Examples: • Our Community CarShare City of Sacramento, CA • What is Shared Mobility? How Does it Work? Salt Lake City, UT			
Resources: • Shared Mobility: The Potential of Ride Hailing and Pooling UC Berkeley • Electrification in Shared Micromobility and Beyond Better Bike Share Partnership • How Electrifying Ridehailing Can Spur Investment in a More Equitable EV Charging Network RMI • How Policymakers Can Help Electrify Ride-Hailing Services Center of Sustainable Energy			

S4.5	5	Track program metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, etc.) [Develop EV car-sharing program]
Objective and Description: This criterion requires communities to establish a system for monitoring and reporting key performance metrics related to their EV car-sharing program and electric ride-hailing initiatives. These metrics should include usage rates, reductions in greenhouse gas and PM2.5 emissions, and other relevant data. By tracking these metrics, communities can assess the impact of these programs, make data-driven		

decisions for program improvements, and demonstrate the benefits of shared electric mobility options to stakeholders and the public.

Recommended Verification:

- Provide a link or attach a document of the tracked program metrics. If applicable, provide a description of where the details can be found within the documentation (i.e., chapter, section, etc.).

Templates:

- [Greenhouse Gases, Regulated Emissions, and Energy Use in Technologies \(GREET\) Tool](#) | U.S. Department of Energy

S5.1

0–20

Shared Mobility Innovative Action

Objective and Description:

Participants are encouraged to share innovative actions they have taken or are planning to take. Innovative actions will be reviewed by a team of experts and each action may be worth up to 20 points. If the review panel agrees points are deserved, the action may also be shared with other participants as a new opportunity.

Recommended Verification:

- Provide a signed memo describing the innovative action and include any supporting documentation or links that provide additional details.

EVs for All Illustrative Examples - Shared Mobility

To illustrate how communities can consider EVs for All, we have provided examples for selected criteria in each category. The following table showcases sample actions for select Shared Mobility criteria. These examples are meant to inspire and guide your efforts, but remember that the specific needs and opportunities in your community may lead to different or additional actions.

Shared Mobility Sample Actions		Possible Ratings			
		Good	Better	Best	Amazing
S1.1	Work with transit operators to complete an assessment of EV transit and/or paratransit conversion opportunities	Acknowledge the transit and/or paratransit needs in your community as well as the needs of community members who live near fixed transit routes. Explain how electrification conversion opportunities could impact those needs.	Assess the potential for electrification conversion opportunities of transit/paratransit to impact those who need and/or are impacted by their service. For example, explore options for completing an assessment of micromobility transportation needs or of EV car-sharing program needs and interest, as seen in Charging Smart criteria S3.1 and S4.1.	Address the needs of your community members, with the help of transit operators, who use and/or are impacted by transit or paratransit in a manner that seeks to minimize barriers and maximize opportunities that help the community.	Create and share the developed assessment with community members in a manner they can access, acknowledging the barriers they face, and the resources added to minimize them.
S1.2	Work with transit operators to adopt conversion goals for EV transit	Acknowledge the transit and/or paratransit needs in your community, as well as the needs of community members who live near	Assess the potential for electrification of transit/paratransit to impact those who need, and/or are impacted by, their service. For	Address the needs of your community members who use and/or are impacted by transit or paratransit in a manner that seeks to mitigate negative health	Create avenues for the community to easily/regularly provide feedback about the electrified transit or

	and/or paratransit with timelines	fixed transit routes, in a policy document or state objective/intention. Explain how electrification could impact those needs. For example, those who are dependent on transit and/or paratransit need safe and reliable transportation options, and electrification would allow these services to produce less emissions—and thus be more effective in the long run. Those who live near fixed transit routes would benefit from decreased particulate matter.	example, explore options for quantifying the impact of emissions on residential areas surrounding fixed transit routes and evaluate the extent to which electrification would mitigate those impacts. Note ties between exposure to particulate matter and increases in asthma and cardiovascular issues.	impacts by electrifying some or all vehicles in the fleet.	paratransit vehicles. Establish a process for discussing and acting on this feedback, which could include identifying/collaborating on grant funding applications, to ensure the electrified vehicles are/continue to be an attractive option for community members.
S1.4	Track EV metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, savings, etc.)	Make a statement that you will be collecting these metrics to assess the impact of electrifying transit and paratransit vehicles. Consider metrics that could be gathered from other programs as well, as seen in Charging Smart criteria S2.4, S3.5, and S4.5.	Assess the metrics collected and use them to identify potential barriers to benefiting from the electrification of transit and paratransit vehicles. Then use this assessment to make a plan to remove the identified barriers. Examples could include planning for the electrified transit vehicles to be used on routes that travel through communities with	Work with community decision-makers to make a formal commitment to specified actions identified in a plan that is supported by established metrics around the electrification of transit and paratransit vehicles. For example, community decision-makers could commit to increasing the budget for transit services. This would allow for additional training to be	Take action to use metrics collected to project demand for electrified transit, and paratransit service, in environmentally burdened areas. Then work with utilities to plan for additional capacity and with the transit provider to purchase additional vehicles to meet this demand.

			high environmental burden and/or reduced ability to purchase personal EVs. Consider collecting metrics from other shared mobility programs as well, such as electric car share, e-bike, or e-scooter programs (Charging Smart criteria S2.4, S3.5, and S4.5).	provided to existing maintenance teams to ensure electrified buses, and supportive infrastructure, are maintained to effectively meet the demand of routes through areas experiencing high levels of particulate matter.	
S3.3	Implement electric micromobility program	Make a statement addressing the difficulties and needs of your community and how this can cause barriers that make it hard to partake in programs such as electric micromobility.	Identify how you would minimize these barriers through the implemented program. This can be done, for example, by adopting goals and timelines for implementing a program or implementing an EV car-sharing program, as seen in Charging Smart criteria S4.2 and S4.3.	Make a formal commitment to addressing community barriers and implementing resources and solutions to minimize them through the creation of the program.	Implement the electric micromobility program addressing the community's barriers and needs, solutions and resources on how to combat them, and how this program will benefit them not only presently, but in the future.
S3.4	Implement infrastructure, such as shared mobility lanes, to support electric micromobility	Communicate and acknowledge the difficulties and needs of your community and how they may be a barrier to accessing these infrastructures.	Facilitate participation of your community by sharing input about these infrastructures and what they need addressed and added to benefit from them.	Create a space or forum where members of the community can share their input regarding the installation of these infrastructures. Work to implement changes to better help minimize the barriers expressed through the solutions and feedback received.	Create the installed infrastructure supporting electric micromobility with community members and their needs in mind. Share the information about the installation in a space easily accessible to the community, still making space for future input to still occur.

Appendix

Definitions

EV-Capable: A designated automobile parking space that is provided with electrical infrastructure, such as, but not limited to, raceways, cables, electrical capacity, and panelboard or other electrical distribution equipment space, necessary for the future installation of an EVSE.

EV-Ready: An automobile parking space that is provided with a branch circuit and either an outlet, junction box or receptacle, that will support an installed EVSE.

EVSE-Installed: An automobile parking space that is provided with a dedicated EVSE connection.

Criteria That Are Opportunities for EVs for All Considerations

- P1.1 - Create a community-wide EV vision
- P2.1 - Identify locations and frequency of EV charger placement
- P4.4 - Include goals and strategies that are specific, measurable, attainable, relevant, and time-based surrounding EV actions
- R1.6 - Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit EV charging infrastructure deployment. Compile findings in a memo
- R2.3 - Require EV-capable or EV-ready in new construction of single-family units
- R2.4–R2.6 - Require 40-100% of multifamily parking to be EV-capable, EV-ready, or EV installed
- R2.8 - Develop standards for charging infrastructure in areas near multifamily housing
- R2.11 - Count accessible ADA parking spots with charging stations as two or more parking spots if a parking minimum is in effect
- R2.12 - Ensure EV charging installation guidance and regulations are compliant with National Access Board standards and/or state-level accessibility guidelines
- R2.13 - Establish recommendations or policies that encourage or require developers to provide a predetermined amount of accessible charging spaces, relative to the total number of charging spaces

- R2.17 - Establish guidelines for safety measures for EV charging (i.e., lighting and signage.)
- R3.7 - Establish a formal set of workshops with local government staff and charging infrastructure developers to improve permitting practices
- R3.8 - Create or assign an EV Ombud position within the existing community governance structure
- U1.1 - Meet with utilities to discuss EV collaboration opportunities
- U1.5 - Incorporate utility incentive information into multifamily applications for existing multifamily buildings
- U2.2 - Participate on the development and/or dissemination of information about a community-wide or regional map that provides information about utility infrastructure and load hosting capacity
- U3.1 - Create and promote educational materials on the benefits of managed charging and/or available utility incentives
- U4.1 - Promote utility EV programs and rates
- U4.3 - Track the community's utilization of EV programs and rates based on data provided by the utility
- E1.1 - Host ride-and-drives in the community
- E1.3 - Create educational materials or devote space in newsletters to educate residents about EVs and available incentives
- E1.5 - Use metrics collected to tell success stories around electrification (this can be multi-modal)
- E1.6 - Engage with local committees or groups focused on clean energy
- E2.1 - Create a specific page on the website to include information about EVs
- E4.1 - Allow charging infrastructure as an allowable expense in financing or grants for housing
- E4.3 - Incentivize EV chargers in new multifamily buildings
- E4.4 - Provide solar or other clean energy incentives to support EV charging infrastructure
- E4.6 - Create an EV charger incentive
- E6.1 - Distribute EV charging job training and career opportunities in coordination with local colleges and/or workforce development organizations.
- G1.1 - Complete an assessment of community charger placement and opportunities (such as in the right-of-way)
- G1.3 - Develop and issue an RFP (Request for Proposal) to install EV chargers in the ROW

- G1.4 - Install EV chargers in the community for public use based on adopted goals and timelines. Ensure these are consistent with national charging connection system standards. Consider operations and maintenance
- G1.5 – Install EV chargers for public use within rights-of-way based on adopted goals and timelines. Ensure these are consistent with national charging connection system standards. Consider operations and maintenance.
- G1.7 - Power public EV chargers with clean energy
- G2.4 - Adopt EV conversion goals for fleet with timelines and create charging assessments/plans for fleets
- G3.2 - Adopt goals and timelines for charger installation to meet staff needs
- S1.1 - Work with transit operators to complete assessment of EV transit and/or paratransit conversion opportunities
- S1.2 - Work with transit operators to adopt conversion goals for EV transit and/or paratransit with timelines
- S1.4 - Track EV metrics (i.e., usage, reduced GHG emissions, PM2.5 emissions, savings, etc.)
- S3.3 - Implement electric micromobility program
- S3.4 - Implement infrastructure, such as shared mobility lanes, to support electric micromobility
- S4.4 - Support and/or promote the introduction of electric ride hailing (TNCs)