EV Coordinating Council

November 7, 2024 Meeting

Welcome! We will begin shortly.

Feel free to change your display name to include your organization and pronouns.

This meeting will be recorded.

Bay Area Air Quality Management District

Metropolitan Transportation Commission

Acterra: Action for a Healthy Planet

cool the earth

Meeting Agenda

- Welcome and Overview
- Bay Area EV Market Update
- Curbside Charging Panel Discussion
- Charging Smart Program for Local Governments
- Roundtable Announcements

Bay Area Air Quality Management District

Metropolitan Transportation Commission

Acterra: Action for a Healthy Planet

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Bay Area EV Market Update

Caylee Mercado
Grants Specialist
cmercado@baaqmd.gov

BAY AREA

ELECTRIC VEHICLE TRENDS AND GOALS

19,431 public charging ports currently

57,700 public charging ports needed by 2030 (NREL)

In 2023, 8.1% of the Bay Area fleet were EVs, with a goal of 90% by 2050

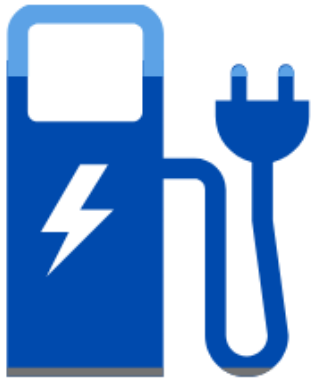
In 2024 Q2, 25.7% of all new sales in CA were EVs

Public charging ports

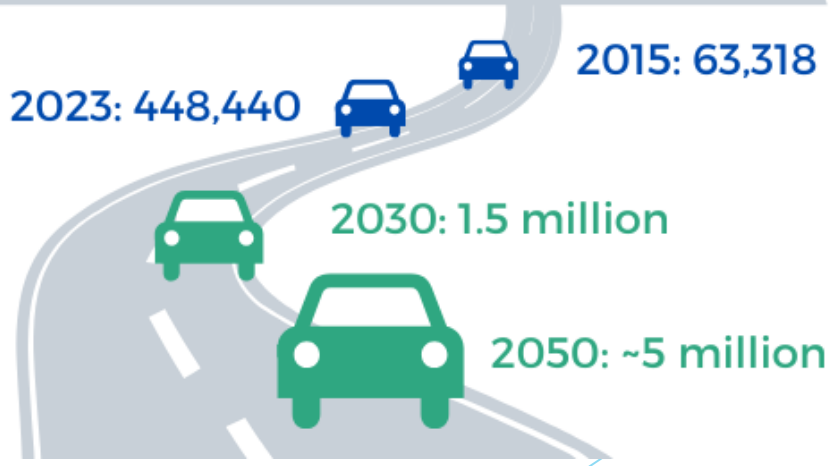
17% DC Fast

82% Level 2

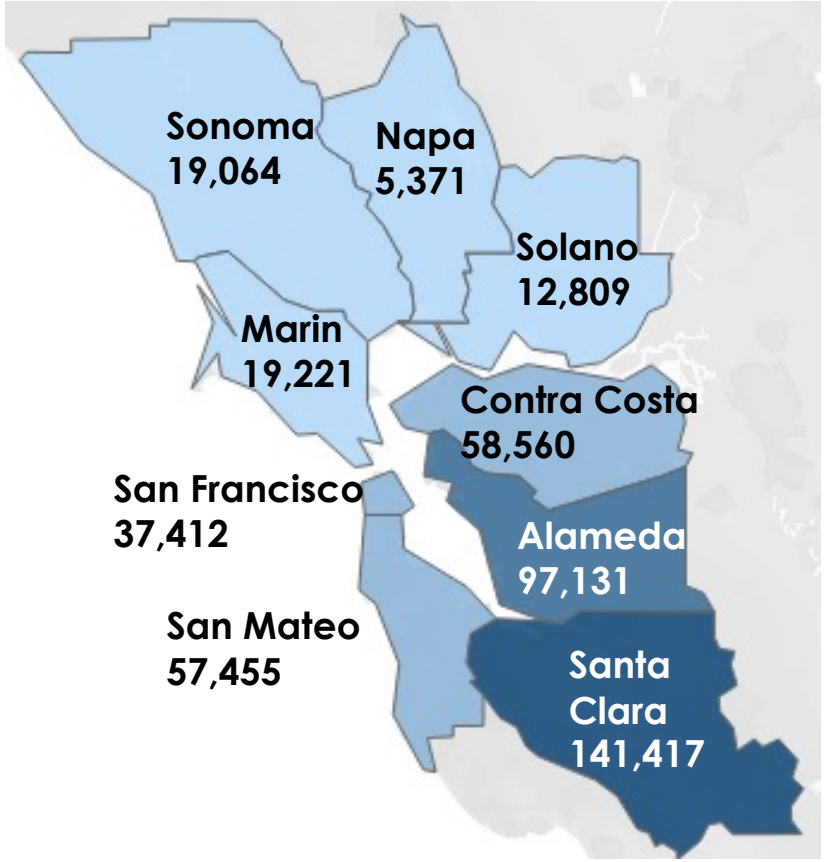
<1% Level 1



Progress towards our EV Adoption Goals



ZEV Population in the Bay Area



CA Total: 1,516,107

Bay Area Total: 448,440

California Energy Commission (2024). Light-Duty Vehicle Population in California. Data last updated December 31, 2023. Retrieved November 1, 2024 from https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/light.

Panel on Curbside Charging

Themes we will explore:

- Partnerships to enable successful curbside charging projects
- Scaling up to the region
- Overcoming barriers

A Q&A session will follow. Please hold questions until the end of the panel presentations. Moderator will call on those with hands raised or select questions from the chat

Bay Area Air Quality Management District

Metropolitan Transportation Commission

Acterra: Action for a Healthy Planet

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Panel on Curbside Charging: Subtitle

Alejandro Echeverry, Arup

Tiya Gordon, it's electric

Luke Mairo, Voltpost

Wendy Chou, Acterra (Moderator)

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

METROPOLITAN TRANSPORTATION COMMISSION

Acterra ACTION FOR A HEALTHY PLANET

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Meet our Panelists

Alejandro Echeverry is an Associate who leads the Transportation, Logistics & Urban Planning team for Arup in the West Coast. He provides an integrated approach to cities, combining the fields of engineering, planning, and economics. His 15 years of professional experience include project delivery in the public and private sectors, as well as in multilateral agencies, including comprehensive technical analysis involving master planning, urban design, mobility, bus fleet electrifications and curbside EV charging. Alejandro is committed to building more human-scale, innovative, and resilient cities.

ARUP

Planning and Siting Curbside EV Charging

Context and Approach

Alejandro Echeverry

November 7th, 2024

ARUP

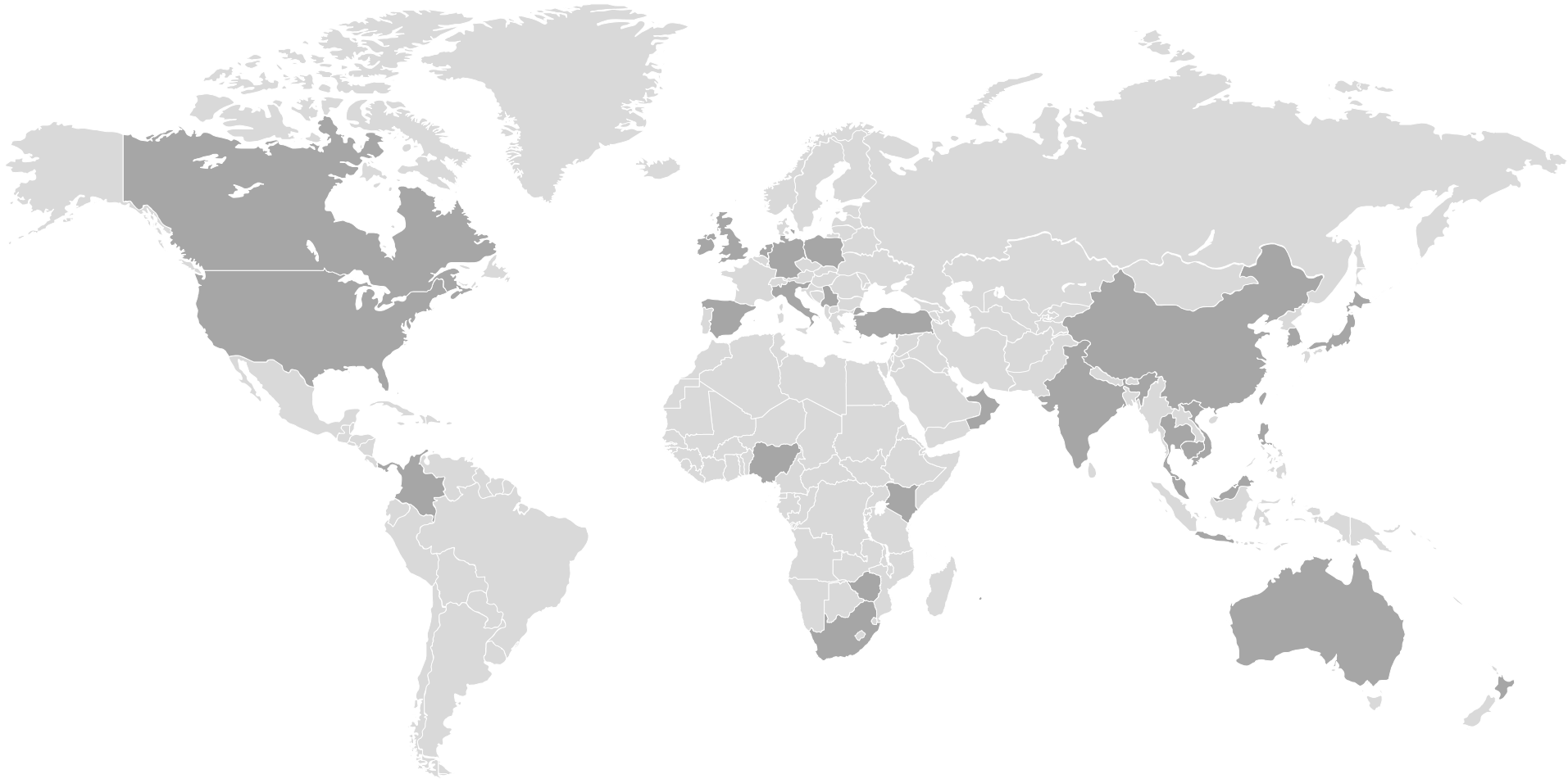
Arup worldwide

1946
Founded by Sir Ove Arup

18,000+
People

94
Offices

34
Countries



Arup is responding to the focus on **city-wide challenges and opportunities** by integrating our services in strategy development, planning, engineering, economics, and operations, all delivered in an urban context.

Climate & Sustainability

We plan for the future.

We plan for risks and hazards arising from climate change and other natural disasters, to build the resilient and sustainable communities of the future.

ARUP

Urban Energy

Our core services

Urban Energy Infrastructure

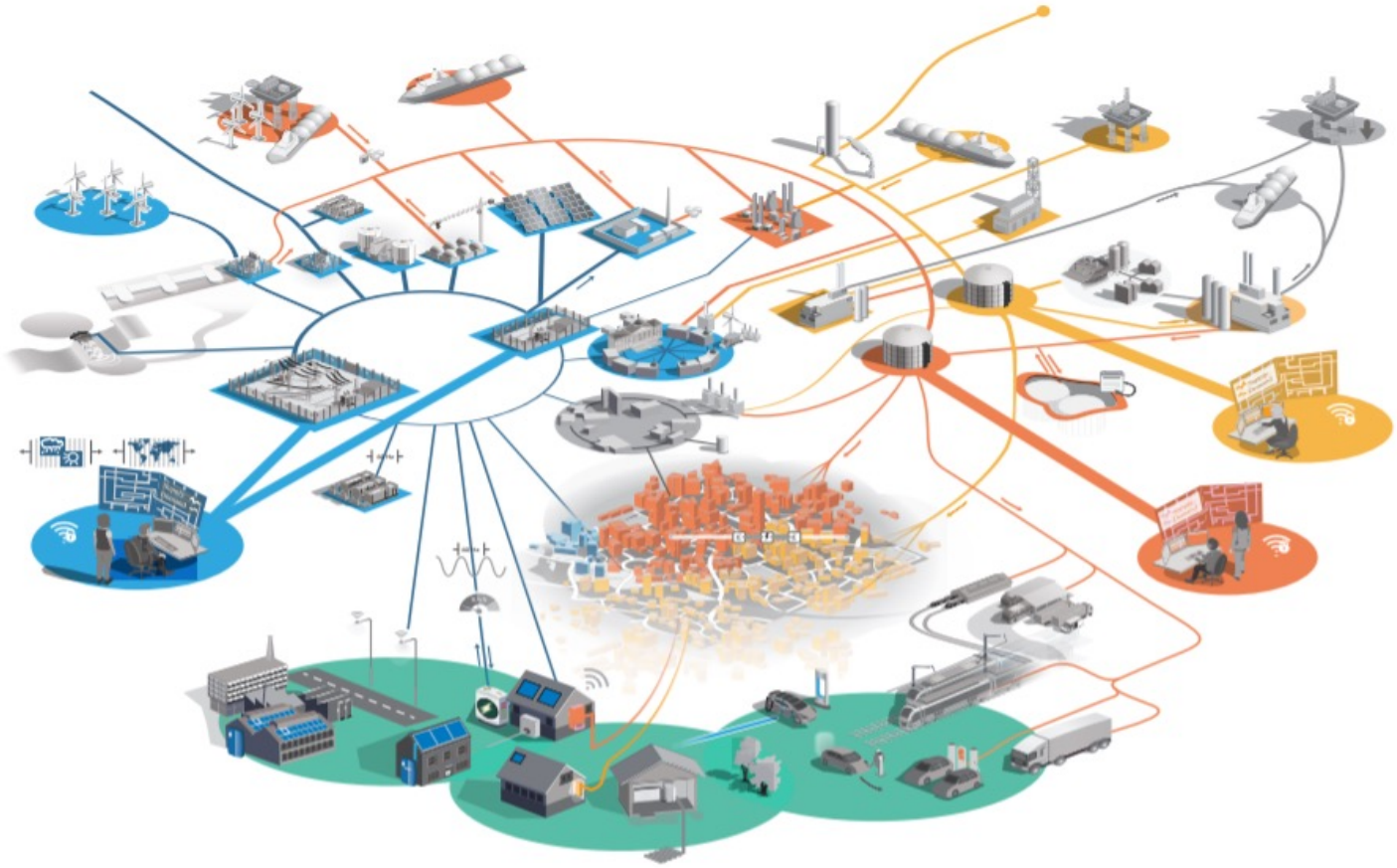
Microgrids
Renewable Energy
Storage & Demand Response
Thermal

Building Decarbonization

Policy, Programs, & Demonstration
Design & Electrification
Optimization & Commissioning

Zero Emission Vehicles

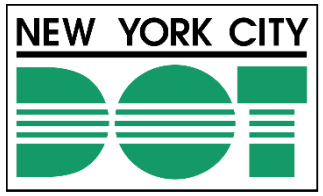
Fleet Transition Planning,
Design, & Advisory
Equitable Urban Charging
Electrification (BEV/FCEV)
Hydrogen Fueling



ARUP

Collaboration

Some of our partners



ARUP

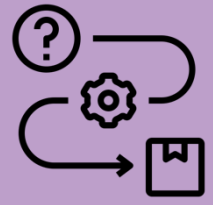
Curbside EV Charging

Our Ethos: approach to curbside EV charging

Equity

Cost-Effectiveness

Stakeholder Coordination



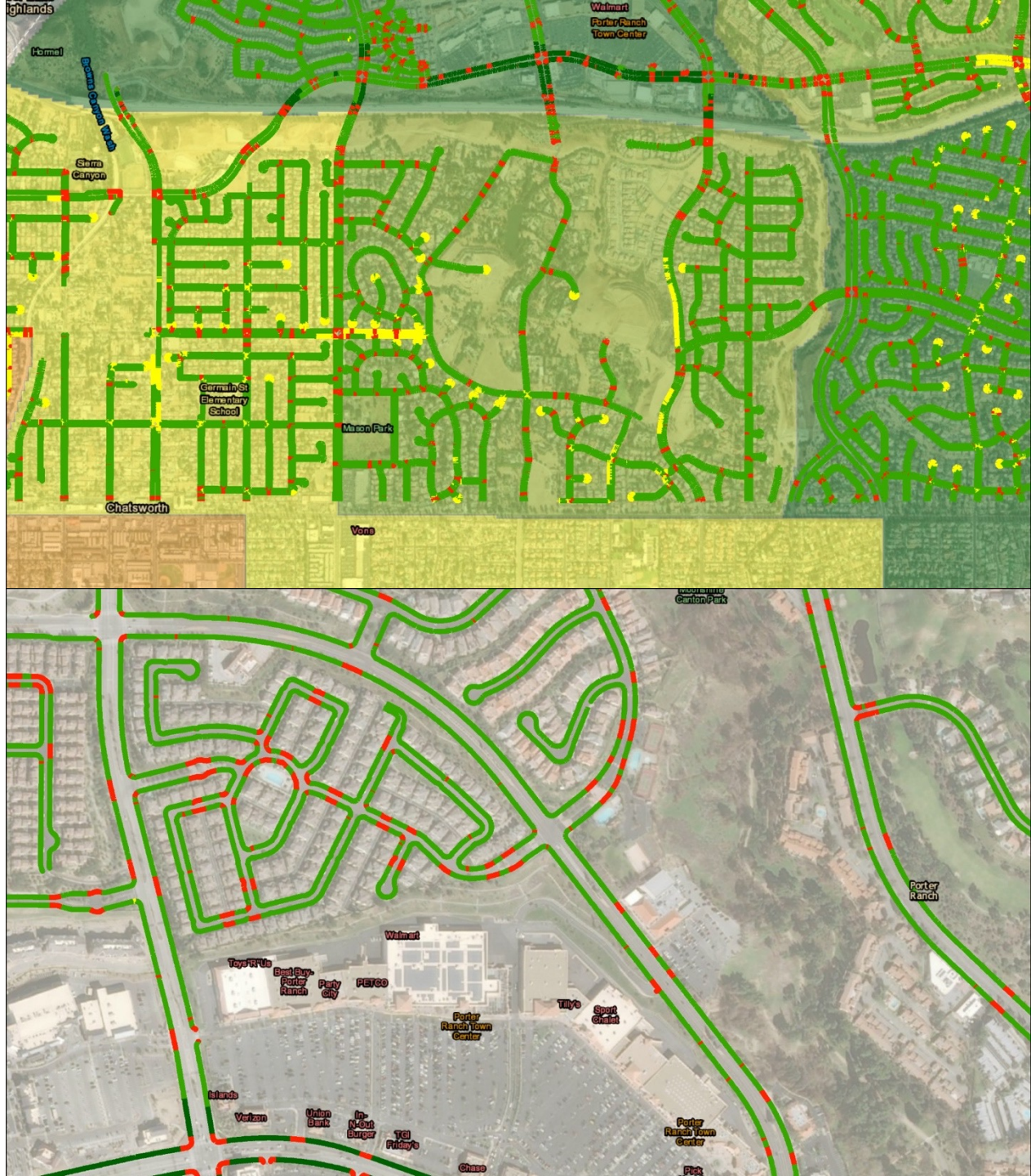
Business and Delivery Models

Equity

EV charging under the equity lens

Address disparities in access to residential charging. Suitability informed by:

- Multi-unit dwellings, typically with limited off-street parking
- Disadvantaged communities including MTC EPC and CalEnviroScreen
- ADA compliance and accessibility considerations
- Vehicle ownership and EV adoption
- Existing electrical utility network



Equity

Focus on the user / customer

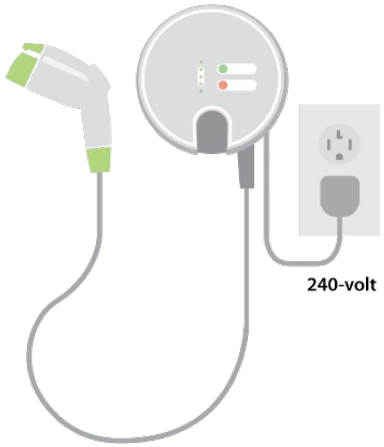
Provide affordable curbside EV charging service to residents of multi-family units, with limited access to off-street parking.

Cost Effectiveness

Cost structure

Capital costs

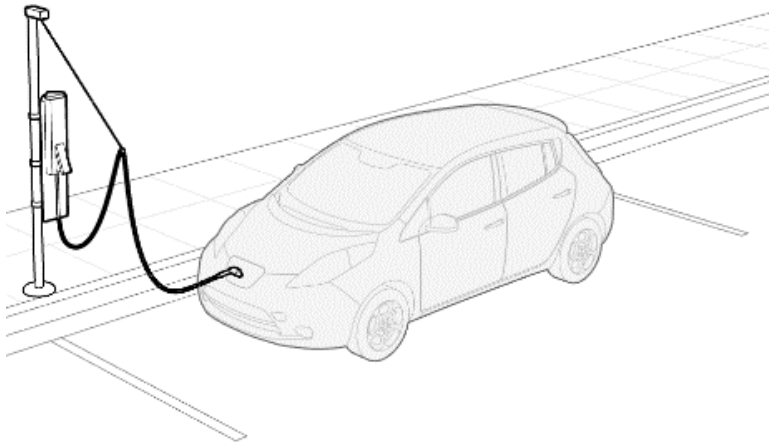
EV charger unit + installation works



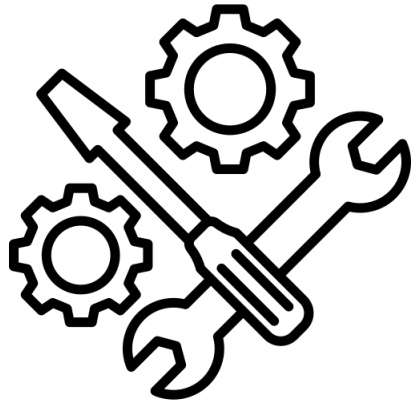
High up-front investment

Operational costs

Energy use



O&M

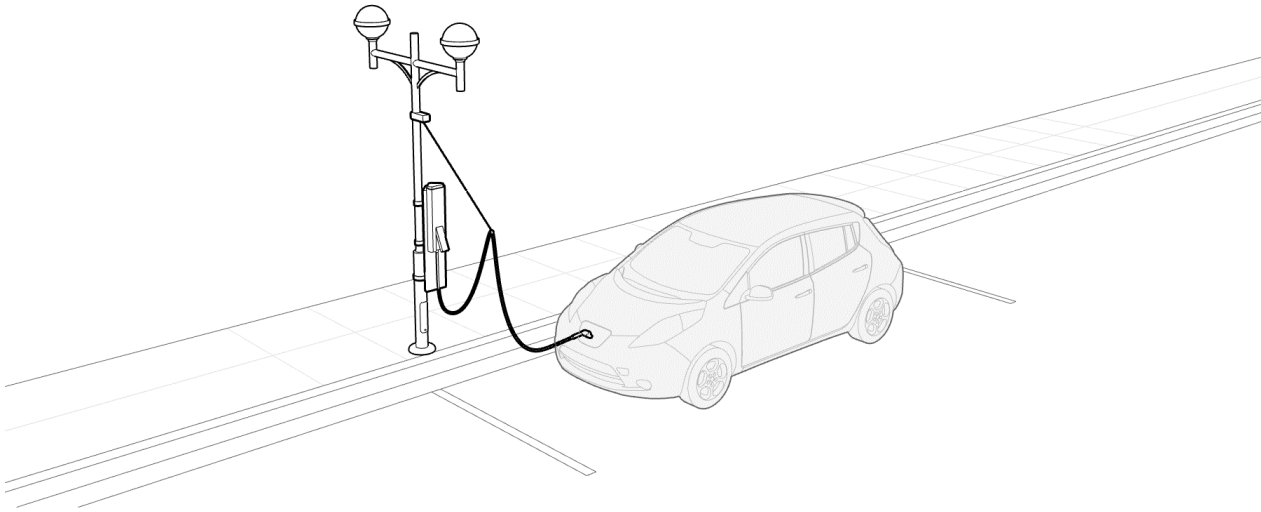


Low annual investment, higher in a full life-cycle

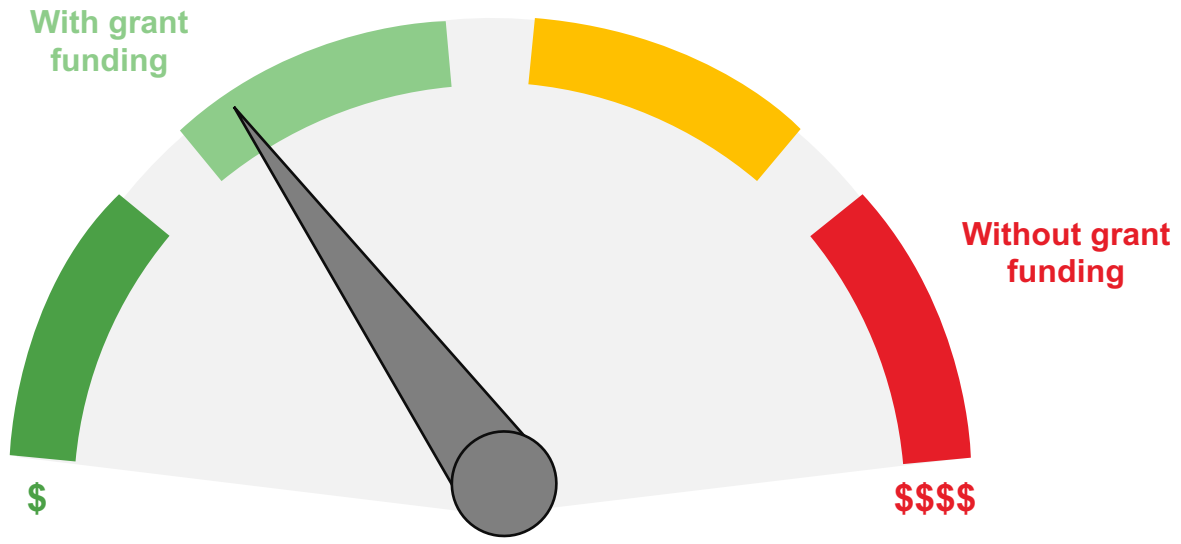
Cost Effectiveness

Technology and funding to ensure affordability

- Technology selection impacts capital cost of EV charging
  - What level? L1/2/3
  - Pole mounted vs standalone
- Grant funding can alleviate the cost burden to customer.



Pole-mounted solutions to reduce capital cost



Grant funding to increase affordability

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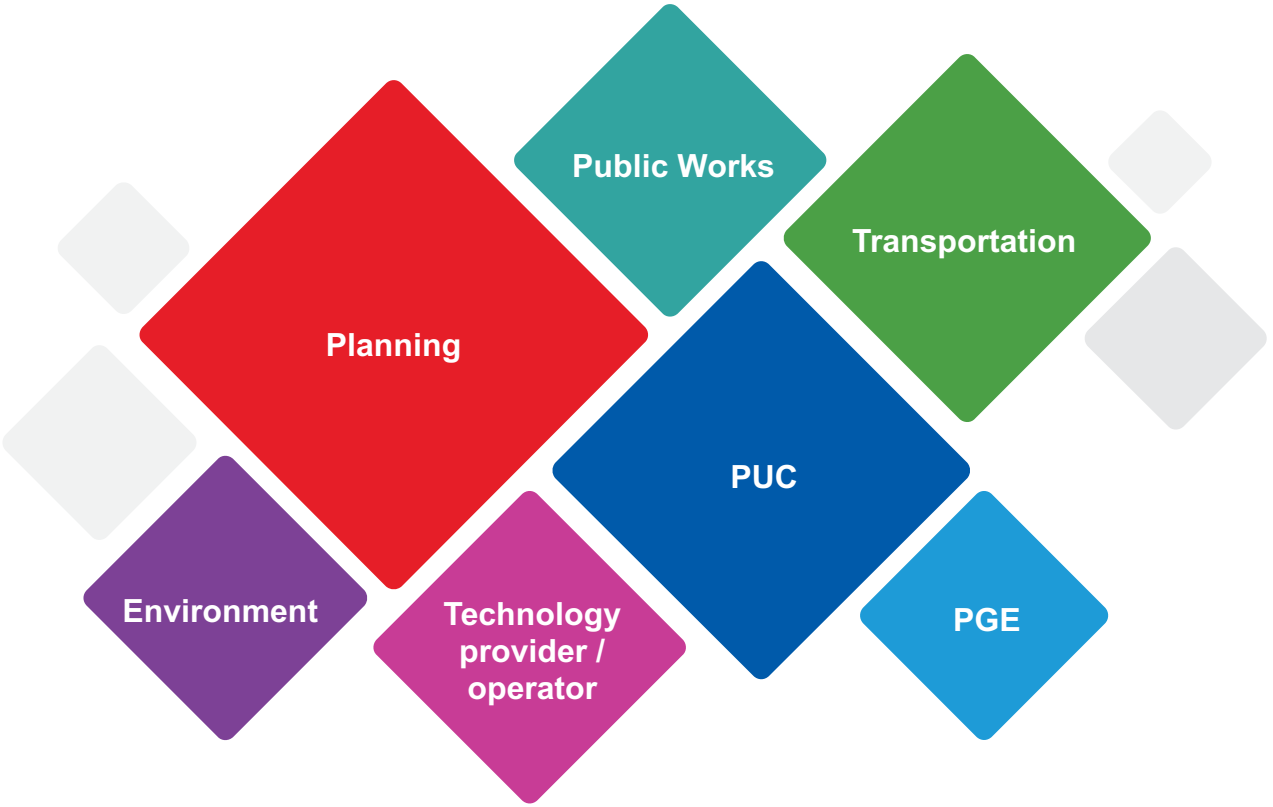
Stakeholder Coordination

Getting goals alignment across agencies

- Stakeholder mapping (who is in charge of what in the public right of way).
- Prepare a stakeholder communications map to determine most appropriate channels.
- Identify priorities and goals for each of the key agencies.
- Focus on goals and priorities alignment when communicating.



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Business & Delivery Models

Leverage P3 models to mitigate risk in delivery

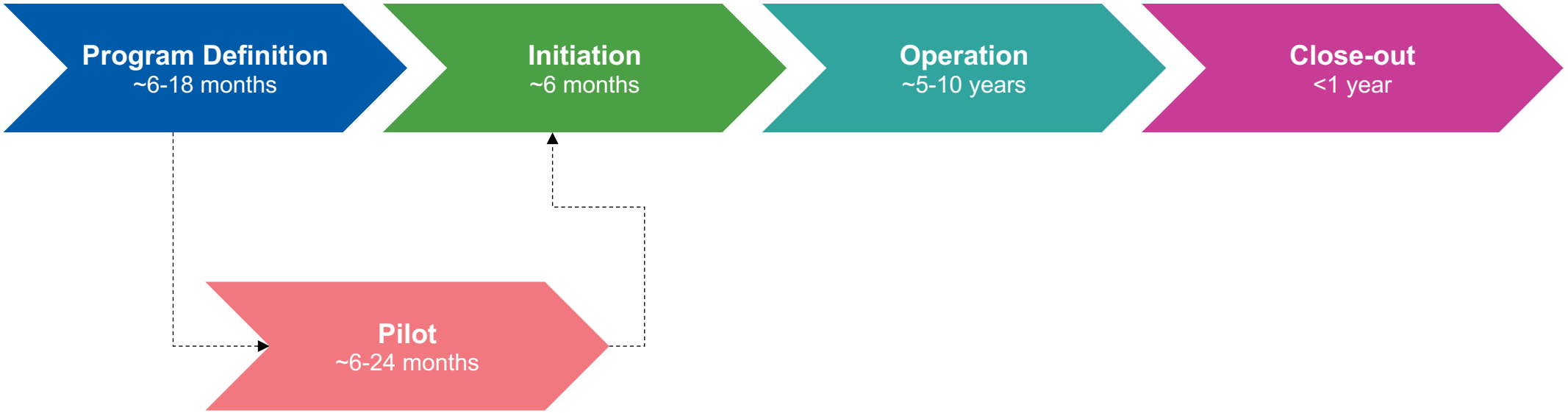
- Not a one size fits all solution.
- Understand staff capacity and gaps within city agencies.
- Think about key roles: who will manage, plan, install, operate?
- Determine suitable roles for agencies and technology vendors/operators.

	Turnkey	Separate Packages for Procurement
City/County Department of Public Works role	Permitting	Permitting
PCE Role	Owner, Load serving entity	Owner, Load serving entity
Developer (EPC) role	Financing, commissioning, and package procurement	Commissioning
Operator's role (O&M operator, technology provider, etc.)	Provide service; contracted by EPC	Provide service; contracted by PCE
Procurement Method	The city signs an agreement with PCE and PCE prepares a single RFP	The city signs an agreement with PCE, and PCE prepares separate RFPs
Financing	Developer	Commissioning, technology, and O&M are financed separately
Pros	Single procurement process for the PCE Single stakeholder accountable for the whole project life cycle (wrapping risks) Incentivizes larger bidders (ventures) with more capital	Separate RFPs bring market competition, which can translate into more bidders and potentially lower cost May incentivize specialized providers to bid (less burden of preparing joint ventures) Utility provider transfers the risk to the commissioner and operators
Cons	Limits market competition and may not translate into best value for money (monopoly/oligopoly risk) PCE may be stuck with a single technology solution	PCE has the burden of preparing several separate RFPs Incentivizes smaller bidders (ventures) that have less capital Can potentially bring conflict when an issue appears, and it is not clear who is accountable

ARUP

Business & Delivery Models

Set up the implementation framework and permitting pathway



ARUP

Meet our Panelists

Tiya Gordon holds 20 years' experience in design, leadership, and operations across a range of disciplines for some of the country's top firms and institutions. She is now venturing to spend the next 20 years building companies that use design to wage war against the Climate Crisis. Her career accolades include The National Design Award from the Cooper Hewitt, Smithsonian Design Museum; the SXSW Innovation Award for Urban Infrastructure; the Inaugural Cannes Gold Lion for Creative Data; the Emerging Filmmaker Showcase at the Cannes Film Festival; the designation of second most innovative design firm in the world; the 2023 Innovation by Design Award by Fast Company; the 2023 Next Big Thing In Tech; the 2024 Keeling Curve Prize; and was a 2024 Finalist for the Earthshot Innovation Challenge.

Solving the biggest barriers cities face in the deployment of public EV charging

it's electric

AARIAN MARSHALL | MATT SIMON | BUSINESS | JAN 24, 2022 7:00 AM

Wait, So Where Will Urbanites Charge Their EVs?

Homeowners with garages can easily charge their electric cars, but not apartment dwellers. Here's what it'll take to get plugs everywhere in cities.

'Charger Desert' in Big Cities Keeps Electric Cars From Mainstream

For city dwellers who would love an E.V., the biggest hurdle might be keeping it juiced up without a garage or other convenient charging stations.

1M public L2 chargers are needed in the US by 2030

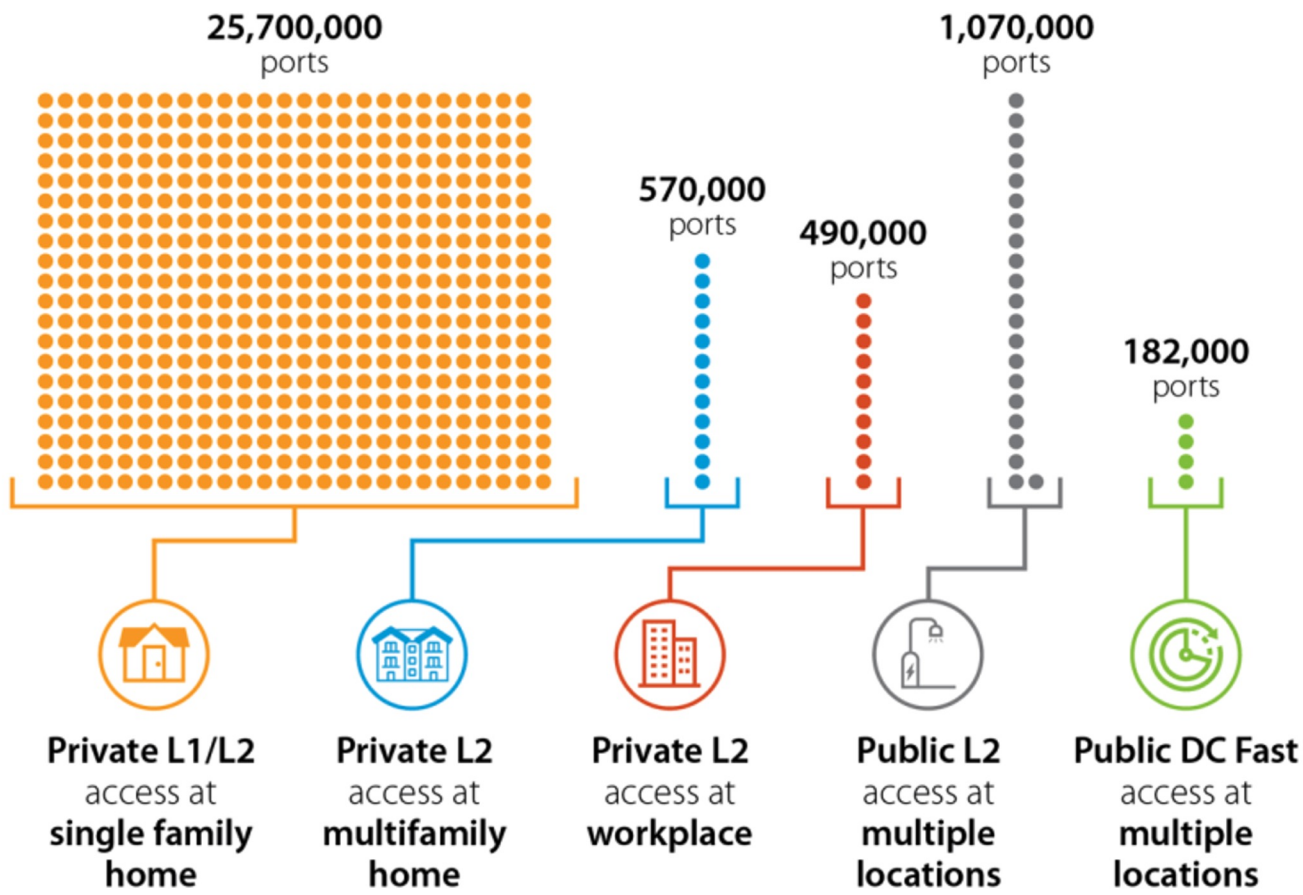
For the 48 million EVs expected
on the road by the same date

(Currently the US has 126,000 chargers)

Vehicle Technologies Office

FOTW #1334, March 18, 2024: By 2030, the US Will Need 28 million EV Charging Ports to Support 33 million EVs

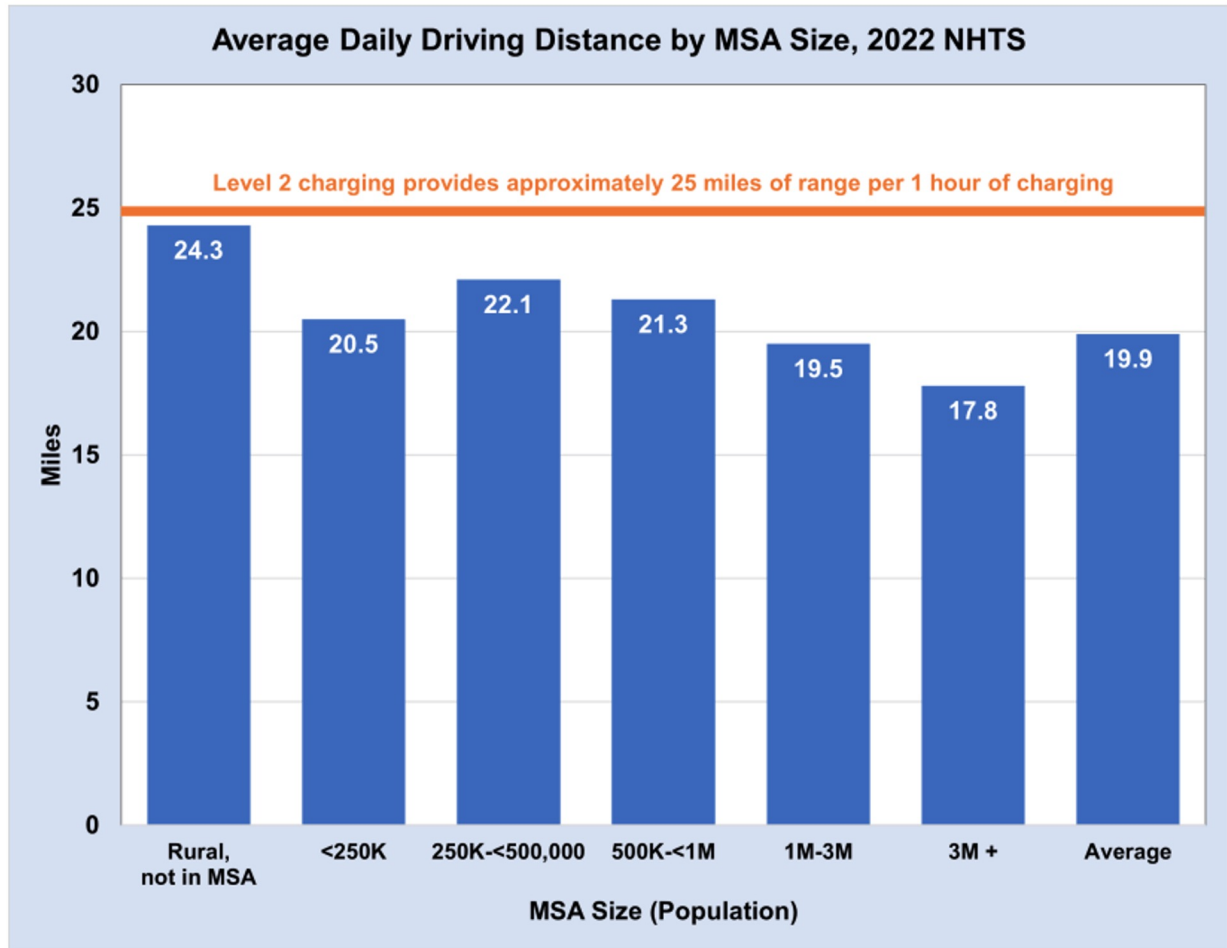
MARCH 18, 2024



Vehicle Technologies Office

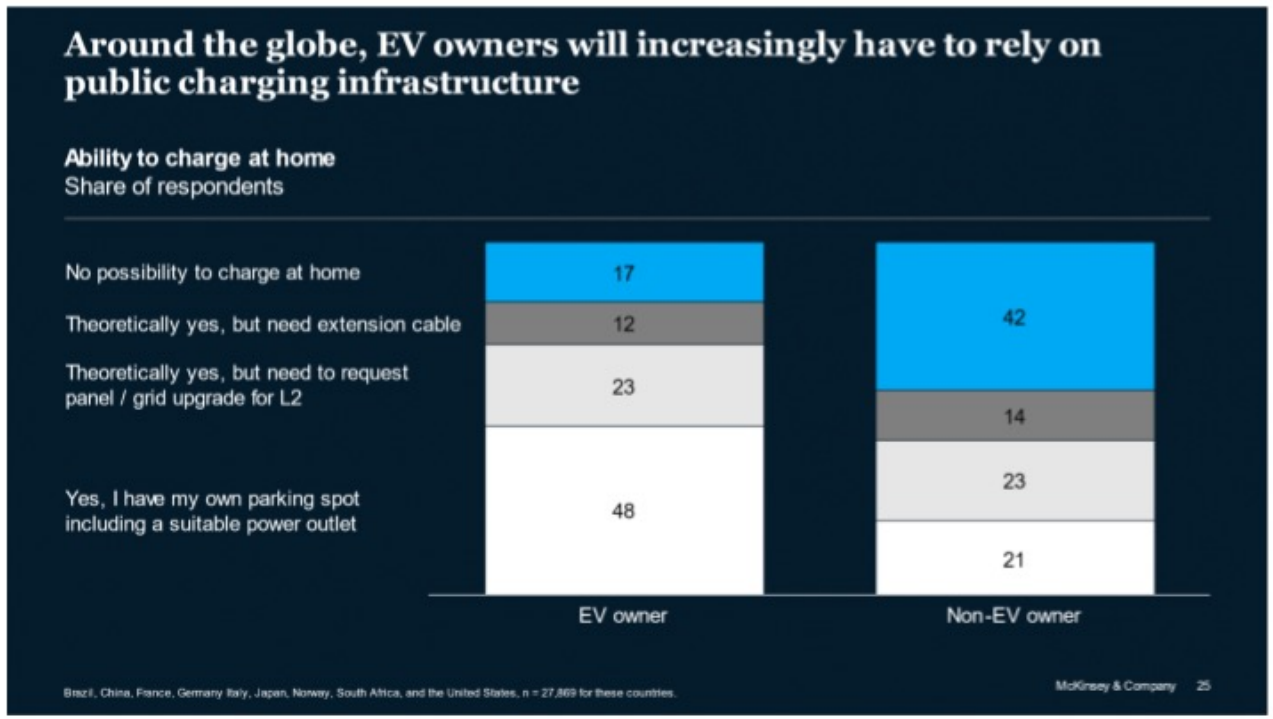
FOTW #1355, August 12, 2024: A Driver Can Easily Get More Miles from an Hour of Level 2 Charging while their EV is Parked than the Average Person Drives in a Day

AUGUST 12, 2024



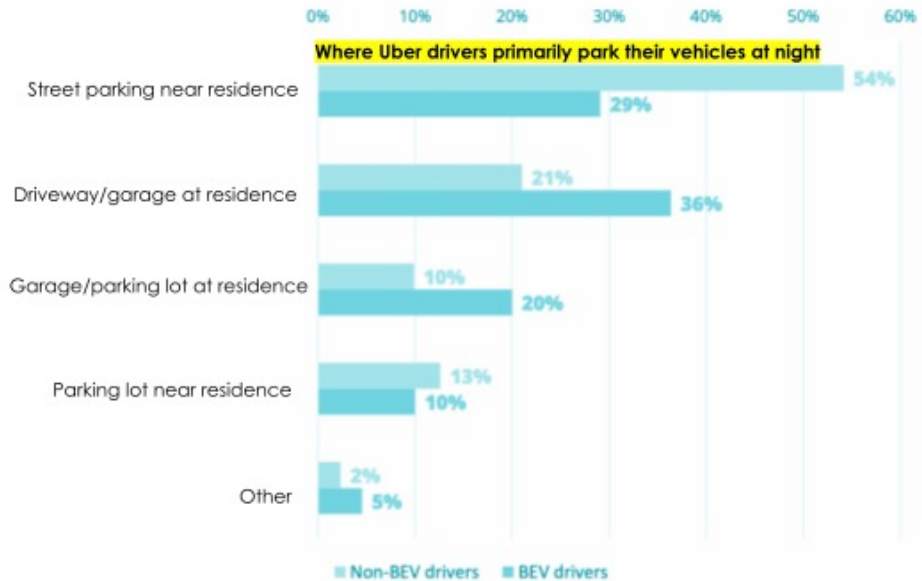

Please paid inside
Thanks!!

Public Charging is Core to EV Ownership



Source: McKinsey

Uber: For Hire Vehicle Charging



"And the opportunity cost of taking time off to charge at peak hours can sap 20% of a driver's earnings, **making at-home, overnight charging far more economical."**

Source: HRA Advisors + Uber. February 2023: NYC Electric Vehicle Infrastructure Assessment for For-Hire Vehicles
Source: WSJ June 2023 Uber's Grand Plan

NYC: Green Rides Initiative

A new city mandate unanimously approved by the Taxi and Limousine Commission will require New York's fleet of 78,000 Uber and Lyft vehicles transition to zero-emission by 2030.

"Most rideshare drivers live in the Queens, Brooklyn and the Bronx, but Manhattan by far has the bulk of the city's chargers, city data shows. **The conflict reflects how much of the city's EV chargers were intended for high-income customers—not the working-class who make up the city's gig economy."**

Sources:
NYC.GOV
Crains.NY

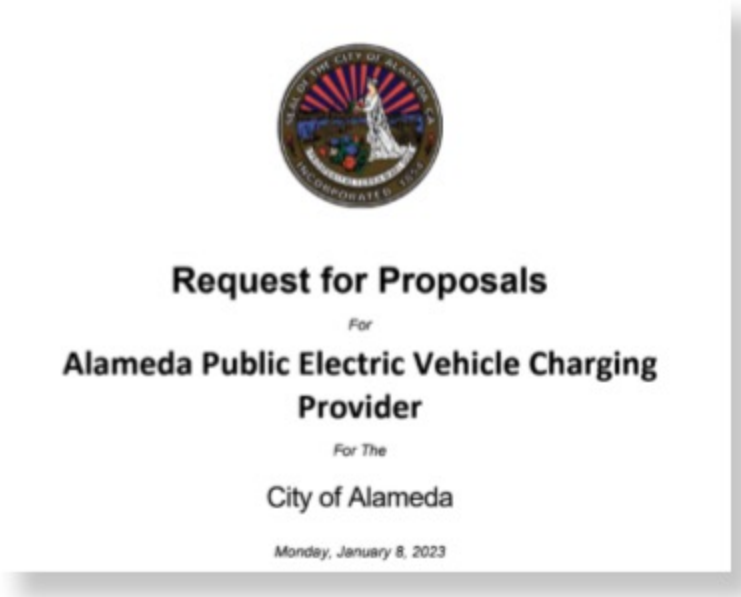
Initiatives

News

San Francisco Launches Curbside Electric Vehicles Charging Pilot

New climate action initiative will help meet Mayor Breed's public charging infrastructure goals of installing over 1,500 public chargers by 2030

June 14, 2024



Request for Proposals

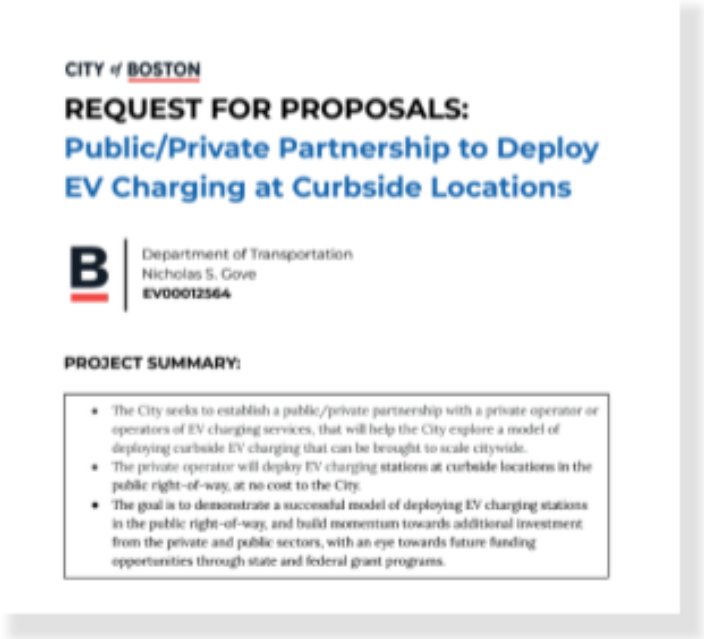
For

Alameda Public Electric Vehicle Charging Provider

For The

City of Alameda

Monday, January 8, 2023



CITY of BOSTON

REQUEST FOR PROPOSALS:

Public/Private Partnership to Deploy EV Charging at Curbside Locations

B | Department of Transportation
Nicholas S. Gove
EV00012564

PROJECT SUMMARY:

- The City seeks to establish a public/private partnership with a private operator or operators of EV charging services, that will help the City explore a model of deploying curbside EV charging that can be brought to scale citywide.
- The private operator will deploy EV charging stations at curbside locations in the public right-of-way, at no cost to the City.
- The goal is to demonstrate a successful model of deploying EV charging stations in the public right-of-way, and build momentum towards additional investment from the private and public sectors, with an eye towards future funding opportunities through state and federal grant programs.

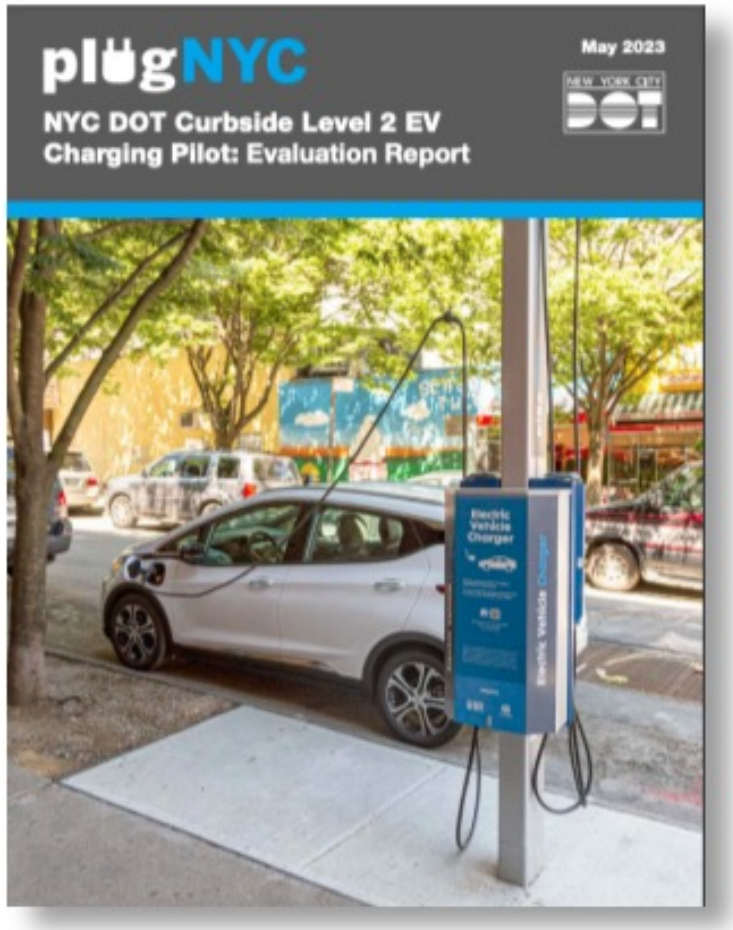
"The City recognizes that the demand for public access charging is much greater than what can be provided from off-street public parking lots, and that an approach to curbside charging is needed."

-Seeks an agreement at **no cost** to the City.

-With the right to place **restrictions on outdoor advertising** and in many EJ neighborhoods **ads on chargers may not be permitted**

-Highly **encouraged to identify locations that are within EJ communities**, and/or those designated as overburdened and underserved.

-Using the **City's street lights as infrastructure is not possible due to power capacity and operational limitations.**



The first comprehensive U.S. curbside charging performance report.
The program's performance exceeded expectations.

Overall utilization 72% (as of Q1 2024)

- The pilot saw many of the early underutilized sites slowly increase usage (suggesting the pilot had succeeded in encouraging gas-to-EV conversions)

Future expansion of this program:

Explore different charger designs, **including units that are smaller and easier and cheaper to install or remove**, to maintain flexibility in the use of curb space.

Policy

AB 2427

Co-sponsored by it's electric and FLO

Requires the Governor's Office of Business and Economic Development **to develop permitting tools and best practices so that local governments can more seamlessly help realize these benefits.**

Joint Office of
Energy and Transportation

$1.5M

National Curbside Charging Toolkit

Install **60 curbside chargers**
Train **80 EVSE technicians**
Onboard **240-600 drivers**

Differentiation

it’s electric is the world’s first public charging system powered by buildings

Solving the biggest barrier cities face in the deployment of chargers

We utilize existing residential and commercial infrastructure to power our chargers

We simply run a shallow conduit from the building's panel to the curb to power a public charger

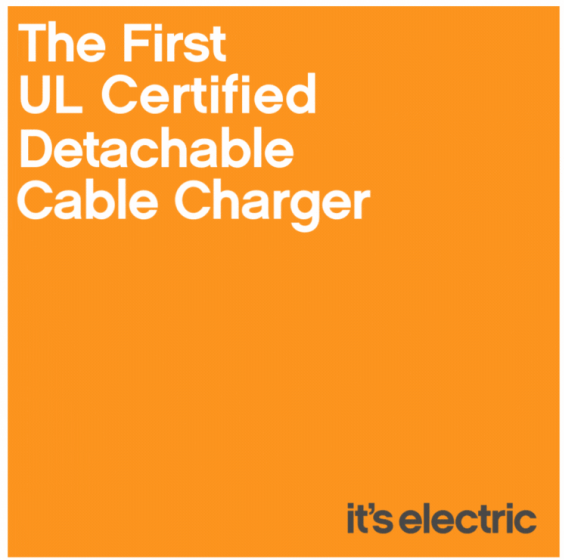
There are no hardware
or installation costs
for cities or
for property owners

We are the only
curbside charging
company
with revenue share

A simple but revolutionary idea

CRAIN'S · The Atlantic · Forbes · MONOCLE · THE WALL STREET JOURNAL · CleanTechnica · U.S.News · Grist · npr · FORTUNE

BYOC



J3400 will also update the North American charging landscape to allow for carry-along cord set.
(and that will really drive curbside charging)

-Rodney McGee, Chairman
SAE J3400 NACS Task Force

SAE Technical Information Report J3400

Ubitricity (Germany)

Connected Kerb (UK)

Belib (France)

char.gy (UK)

Community Requested Chargers

Figure 1: Existing Public EV Charging Locations

Figure 2: Proposed Public Charging Locations

D.C. Boston Los Ange
San Francisco Yonker
ALX Jersey City Alam

The future

it's electric

Tiya@itselectric.us

Meet our Panelists

Luke Mairo is an environmentalist, financial professional, and social entrepreneur. He is the Co-Founder and COO of Voltpost, a hardware-as-a-service company where he leads finance, operations, and business development. Prior to Voltpost, he was a banker at Barclays Bank and co-chaired the Barclays Environment Network. He received a Masters in Sustainability Management from Columbia University's Climate School where he was President of the Environmental Entrepreneurs. He is also an Impact Society Member at NEXUS.

voltpost

bay area electric vehicle charging council
november 2024

advancing an electrified bay area.

BAAQMD targets 1.5 million EVs in 2030.

34,000

L2 chargers required.

$15 million

CFI funding received.

accessible, convenient, and reliable charging is required to meet EV targets.

the top electric car adoption barrier for drivers is the lack of charging.

1%

cars on the road today are electric.

60%

car sales must be electric by 2030.

50%

city drivers do not have private garages.

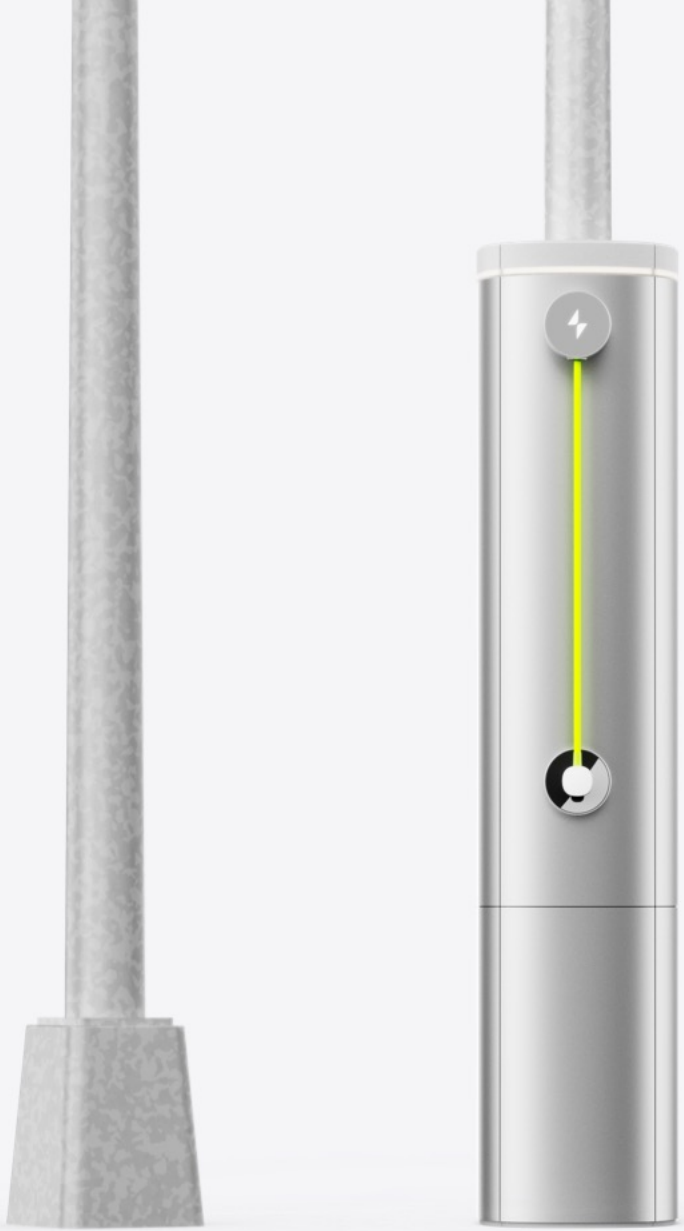
charging is scarce and inconvenient.

from lamppost to

voltpost

the retrofit lamppost charger.

increasing public charging access
to spur electric vehicle adoption.



the most convenient, reliable, flexible charging experience.

software

application: charging discovery, status, billing, parking, and impact features.

dashboard: charging utilization data, insights, benchmarking, and forecasting.

hardware

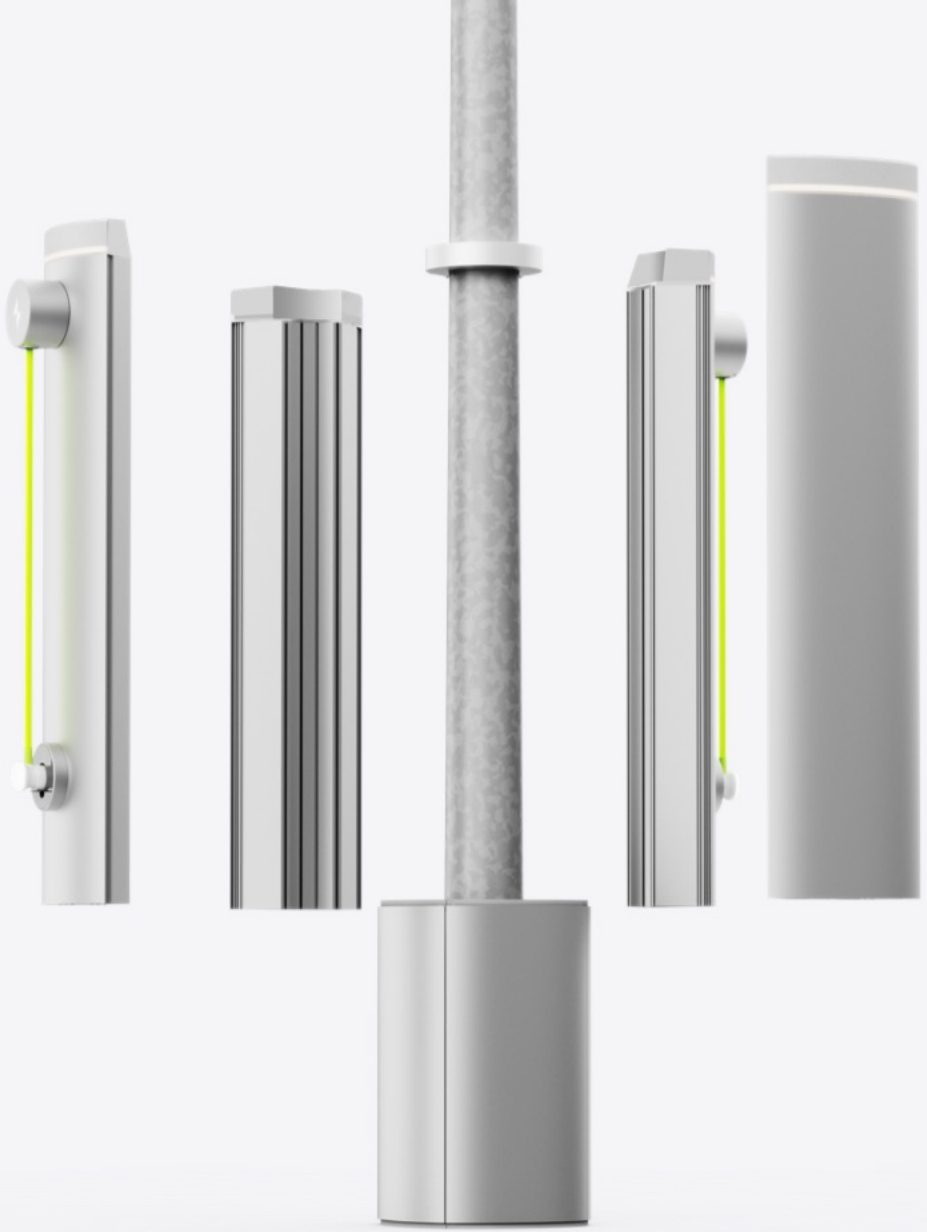
features: weatherproof, utility meter, integrated cable, mobile connection.

benefits: inexpensive deployment, streamlined O&M, upgrade ready.

voltpost

platform services

current	roadmap
charging	connectivity
software	sensors
data	grid
maintenance	media



progressing broad pipeline of potential partners
to unlock scale, distribution, and defensibility.

deployment

comed

MTA TRANSIT NEW YORK CITY DOT

conEdison ARUP

MICHIGAN CENTRAL

Newlab Seven Generations Ahead

sales + distribution

zipcar revel

exelon

INF ASSOCIATES ENERGY SOLUTIONS

SUSTAINABLE WESTCHESTER

development

AT&T NYSERDA

STATE OF CALIFORNIA ENERGY COMMISSION

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

SECOND MUSE

COOK COUNTY GOVERNMENT

Joint Office of Energy and Transportation

Michigan

MASSACHUSETTS CLEAN ENERGY CENTER

selling to public, private, and utility customers

with projects in new york, michigan, illinois, massachusetts, and more.

metro new york

NYCDOT pilot in 2023 and
NYS expansion in 2024/5.

detroit

DSPL pilot in 2023 and
MI expansion in 2024/5.

chicago

deployments in cook county
planned in 2024.

experienced team with proven track record of success

across product, business, and policy development.

TEAM

Jeff Prosserman
Co-Founder, CEO

SAMSUNG · COLUMBIA UNIVERSITY

Jörn Vicari
Co-Founder, CPO

SAMSUNG · Smart Design

Luke Mairo
Co-Founder, COO

BARCLAYS · COLUMBIA UNIVERSITY

Alejandro Vallejo
Senior Director, Hardware

SAMSUNG · SAN JOSÉ STATE UNIVERSITY

Shelby Thompson
Project Manager

SECOND MUSE · NYC/EDC

John Bindel
Senior Director, Software

match. · mindbody

Aditi Desai
Director, Partnerships

BARCLAYS · COLUMBIA UNIVERSITY

Alvin Li
Senior Product Manager

WAYMO

INVESTORS

RWE
IMPACT AMERICA FUND · climate capital
exelon
TWYNAM
Good news VENTURES
NOMADIC VENTURE PARTNERS

ADVISORS

Laura Fox
Government

Cheikh Drame
Utility

Jayson Pankin
Enterprise + IP

Alby Shale
Financing

preferred model

hardware-as-a-service

voltpost bundled services plan billed on an annual basis.

key services

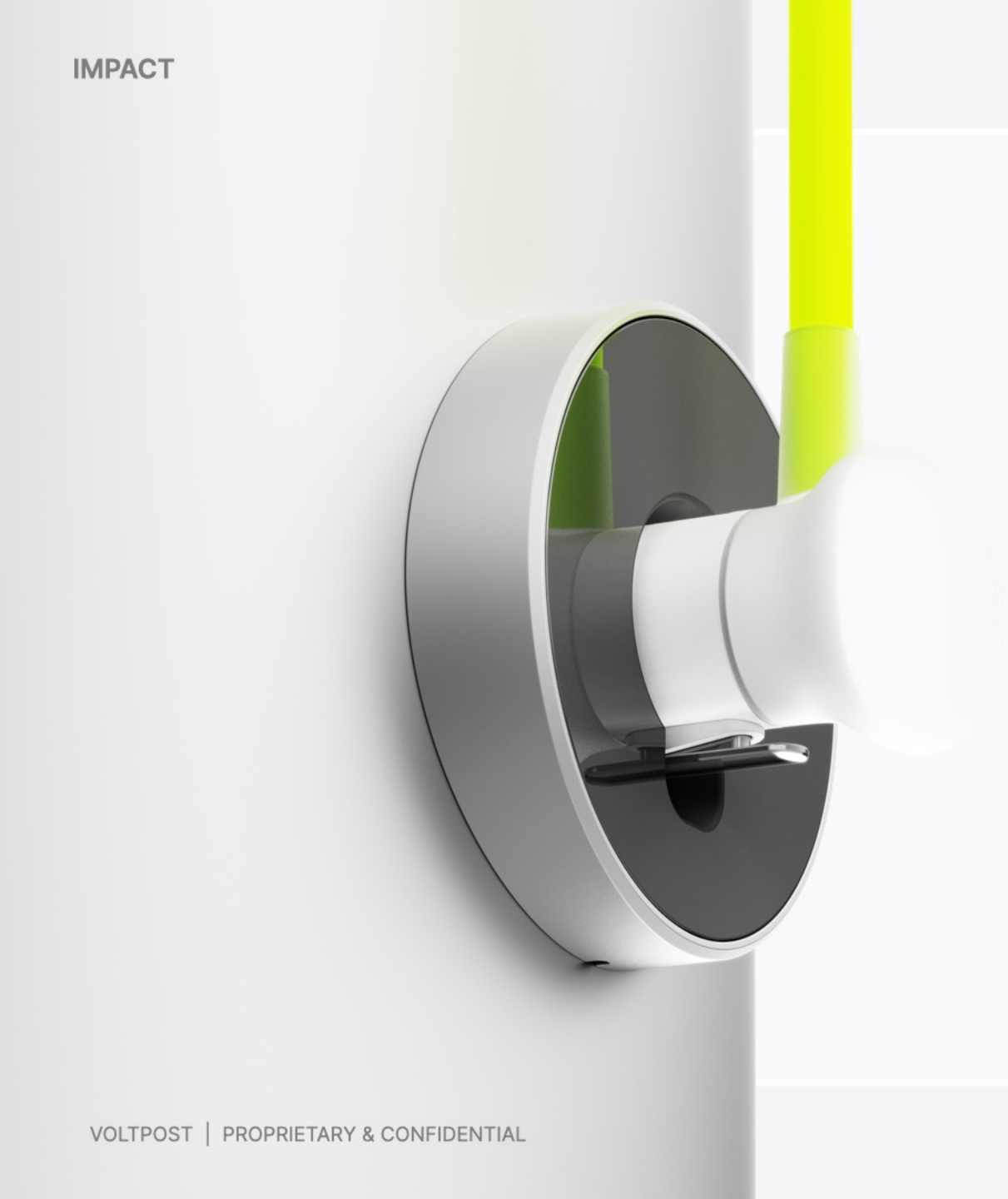
+ charging
+ software
+ network
+ maintenance

customer benefits

+ generate revenue
+ low upfront cost
+ flat rate
+ reliable service

alternate models

+ sell and service
+ grant and charge



poised to support BAAQMD
to rapidly deploy chargers.

carbon

increasing public charging access to reduce carbon and air pollution.

community

building stronger communities with inclusive and equitable planning.

jobs

creating jobs for workers in low to moderate income communities.

voltpost bay area charging program

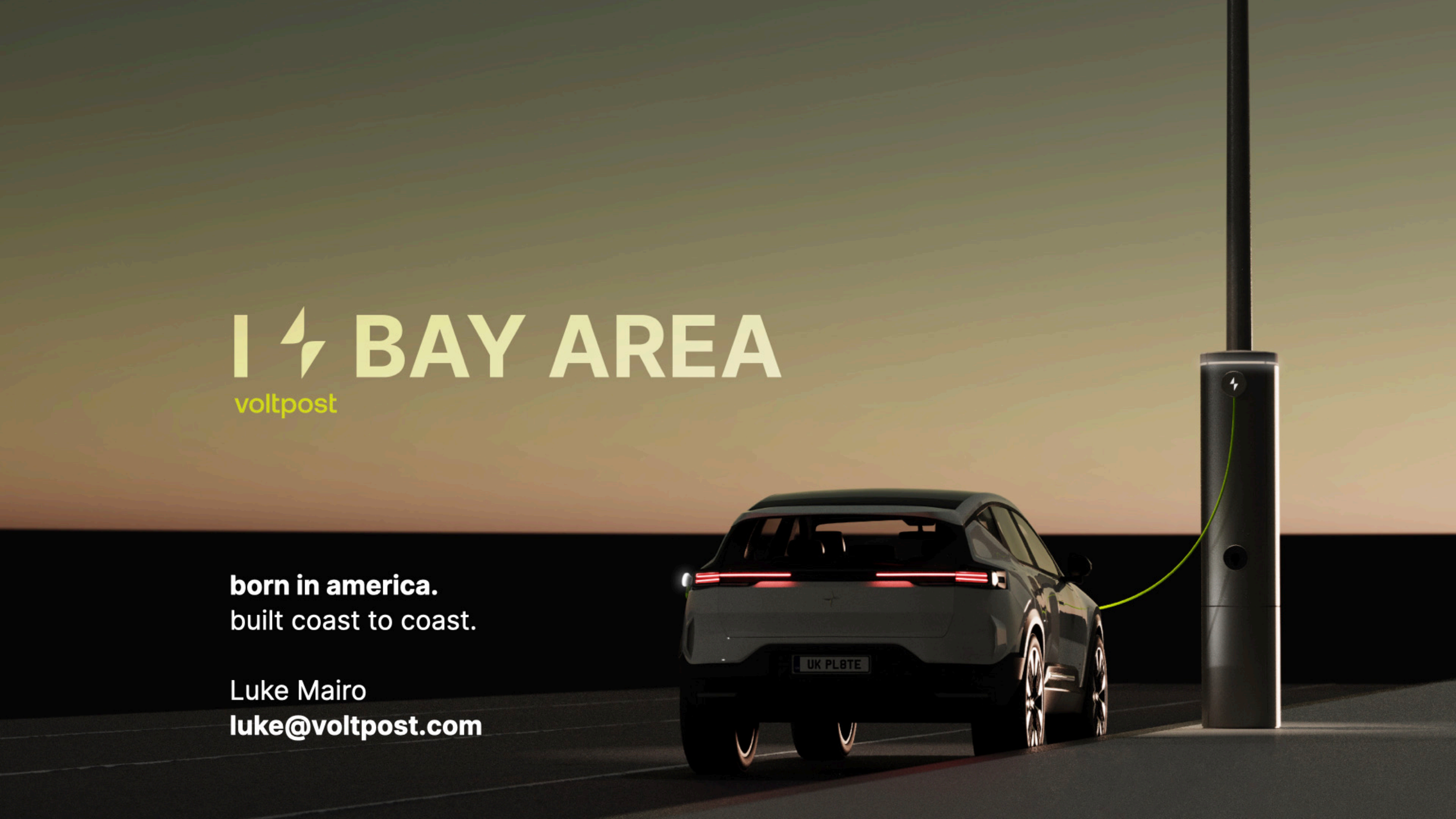
deploy voltpost to enable reliable, convenient, and accessible public lamppost charging access in the bay area and across california.

Bay Area Air Quality Management District

State of California Energy Commission

I BAY AREA

voltpost



born in america.
built coast to coast.

Luke Mairo
luke@voltpost.com

Questions and Discussion

- We invite you to share your experience with planning, collaborating, implementing, managing curbside charging in your jurisdiction — and join the conversation
- Questions will be taken in the order of raised hands
- Please contribute questions in the chat

Charging Smart Program

- Context-setting for Bay Area local governments (James Choe, MTC)
- Ed Gilliland, Senior Director, Interstate Renewable Energy Council (IREC)
- Edith Makra, Director of Environmental Initiatives, Metropolitan Mayors Caucus

Bay Area Air Quality Management District

Metropolitan Transportation Commission

Acterra: Action for a Healthy Planet

cool the earth

CHARGING SMART

NATIONALLY DISTINGUISHED. **LOCALLY POWERED.**

Bay Area Electric Vehicle Coordinating Council

November 7, 2024

CHARGING SMART
NATIONALLY DISTINGUISHED. LOCALLY POWERED.

Ed Gilliland
Senior Director
Interstate Renewable Energy Council
edg@irecusa.org

Edith Makra
Director of Environmental Initiatives
Metropolitan Mayors Caucus

IREC
Independent leadership.
Trusted clean energy expertise.
INTERSTATE RENEWABLE ENERGY COUNCIL

Energy Ready: Free Technical Assistance

- Free technical assistance & recognition to local governments
- Strategically manage the expansion of clean energy technologies
- **Energy-Ready.org**

Energy Ready
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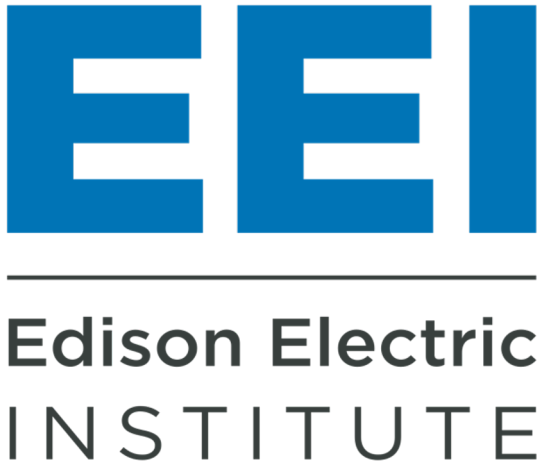
What is Charging Smart?

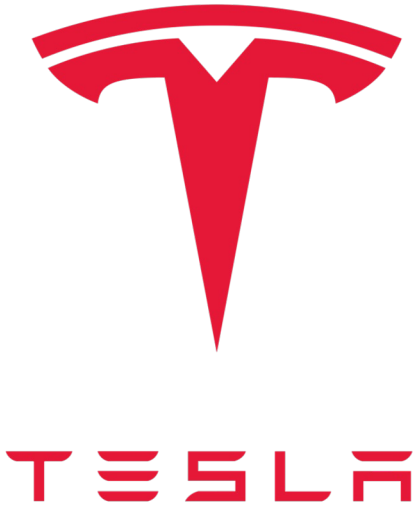
CHARGING SMART
NATIONALLY DISTINGUISHED. LOCALLY POWERED.

- A national technical assistance and designation program that supports local governments in setting and achieving EV-readiness goals. **Technical assistance is available at no cost.**
- Provides tools for communities to support local electric vehicle (EV) adoption and EV charger deployment.
- Charging Smart is modeled on the evidence-based experience of the DOE-funded **SolSmart** program–a national designation and technical assistance program that reduces barriers to solar deployment

Charging Smart Partners

Industry Advisory Partners





Charging Smart Action Categories

1. Planning
2. Regulation
3. Utility Engagement
4. Education and Incentives
5. Government Operations
6. Shared Mobility

EVs for All

CHARGING SMART
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Designation Structure

CHARGING SMART BRONZE

Bronze designees have successfully standardized EV charging infrastructure permitting, identified zoning restrictions, and discussed collaboration with utility providers.

CHARGING SMART SILVER

In addition to completing all criteria for Bronze designation, Silver designees have successfully completed a fleet analysis and changed zoning requirements to allow the easier and cheaper deployment of EV chargers.

CHARGING SMART GOLD

In addition to completing all criteria for Bronze and Silver designation, Gold designees have purchased EVs for use in their municipal fleet, adopted standard approval and review timelines, installed a public charger, adopted relevant ordinances for new construction, and updated their comprehensive plan.

Designation Requirements: Bronze

Total General Points: 80 **EVs for All Points: 15**

Specific Required Criteria:

R1.5	**15 Points**	Review zoning requirements and identify restrictions that intentionally or unintentionally prohibit EVSE development. Compile findings in a memo.
R4.1	**10 Points**	Adopt a standard EV charging infrastructure permit application process and post to a public website.
R4.4	**5 Points**	Develop a charging infrastructure permitting checklist and post it online.
U1.1	**5 Points**	Meet with utilities to discuss EV collaboration opportunities.

Required Points from Specific Categories:

Planning: 10 Points **Education and Incentives: 15 Points**

Points from Any Action: 20

Designation Requirements: Silver

All Specific Bronze Requirements plus:

Total General Points: 150 **EVs for All Points: 30**

Specific Required Criteria:

R1.1	**10 Points**	Permit chargers as an accessory use to parking lots in all zoning districts, by right
R2.8	**10 Points**	Allow all EVSE parking stalls to count toward minimum parking requirements, when applicable.
G2.2	**10 Points**	Complete a fleet analysis (also consider plans for future EV purchases.)

Required Points from Specific Categories:

Utility Engagement: 20 Points

Points from Any Action: 40

Designation Requirements: Gold

All Specific Bronze and Silver Requirements plus:

Total General Points: 300 **EVs for All Points: 60**

Specific Required Criteria:

P4.1 – P4.4	**10 Points**	Complete an action in the 'Address EVs and charging infrastructure in comprehensive plan' Best Practice.
R1.4	**10 Points**	Establish standard approval timelines for EVSE installations and limit review comments to one round.
R2.1	**10 Points**	Adopt a technology neutral EV-ready ordinance or plan for new construction, informed by established national standards
G1.4 – G1.6	**20 Points**	Install a public charger.
G2.4	**20 Points**	Purchase EVs for fleet use to meet adopted goals.

Points from Any Action: 115

EVs for All

Flexible structure for communities to **identify and address any barriers that may prevent certain groups from benefiting from electric vehicles and related infrastructure**

5 Points	10 Points	15 Points	20 Points
Acknowledging awareness of barriers and communicating inclusively	Assessing community needs and planning strategic actions	Making formal commitments and developing funded initiatives	Taking direct action and incorporating accountability

Example #3	**R2.4 - Require 40% of multifamily parking to be EV-capable, EV-ready, or EVSE-installed**		
5 Points	10 Points	15 Points	20 Points
Acknowledge that requirements for parking to be EV-capable, EV-ready, or EVSE-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 EVSE-installed at multifamily housing may negatively impact low-income individuals. Consider potential methods of mitigating this, including looking to peer local governments for precedent.	**Address** the potential that requirements for parking to be EV-capable, EV-ready, or EVSE-installed at multifamily housing 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 EVSE-installed at multifamily housing 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

Program Guide

- Designation levels and requirements
- Criteria categories
  - 31 of 145 criteria addressed in detail
- EVs for All
- www.chargingsmart.org

R1.1 (Silver)	10	**Permit 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 within parking lots across all major zoning districts. Specifically, communities must codify in the zoning ordinance that EV charging stations are allowed by right in parking lots 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.

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). If applicable, provide a description/memo of how EVs for All points are addressed/were achieved in this action.

Community Examples:

- New Jersey P.L. 2021, Chapter 171 | State of New Jersey
- Applicable Zoning Provisions for Electric Vehicle Charging Spaces | County of Fairfax, Virginia
- Electric Vehicle Supply Equipment Permitting: A checklist template for local governments | Great Plains Institute

Resources:

- Charge Up Your Town: Best Management Practices to Ensure Your Town is EV Ready | New Jersey Department of Environmental Protection

Benefits of Charging Smart

CHARGING SMART
NATIONALLY DISTINGUISHED. **LOCALLY POWERED.**

- No cost TA
- Provides a well vetted, menu driven approach to improve practices
- Tailored to communities at all levels
- An efficient way to identify gaps in advancing EV infrastructure
- Access to peer learning from other communities

Benefits of Charging Smart

- An effective way to address critical concerns
  - Underserved communities
  - Regulatory: permitting
- Increases efficiency, cutting costs and staff time
- Showcases your achievements via the Charging Smart website, media opportunities, and public events and announcements
- Amplifies the impact of state programs and incentives
- Sends a signal to the private sector that the locality is open for investment

Next Steps

- Approach
  - Individual
  - Cohort
- Commitment letter
- Self-assessment

EV Readiness Program

Our Cohort Approach

Metropolitan Mayors Caucus

Metropolitan Mayors Caucus

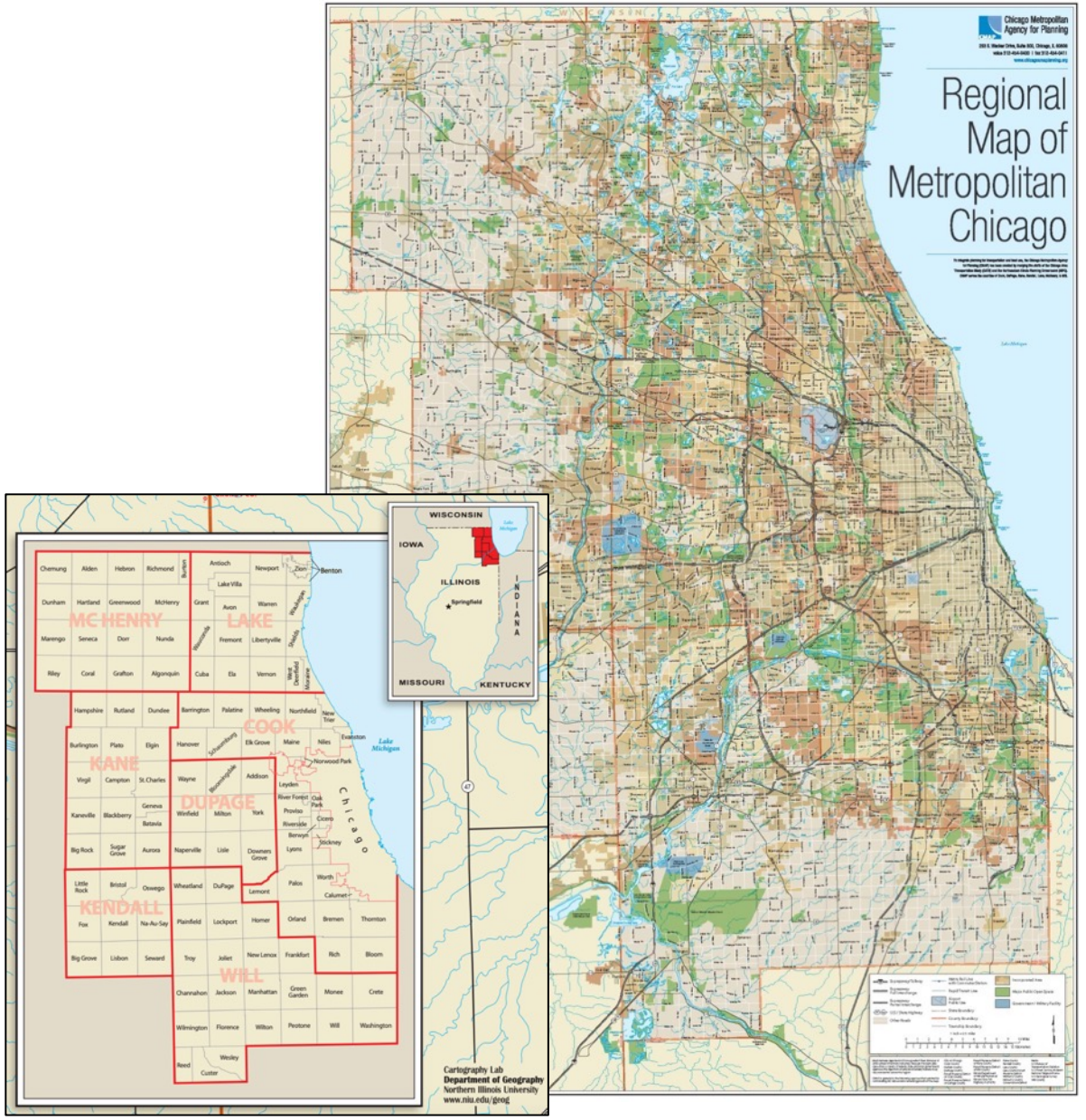
GRC2 Greenest Region Compact

comed℠ AN EXELON COMPANY

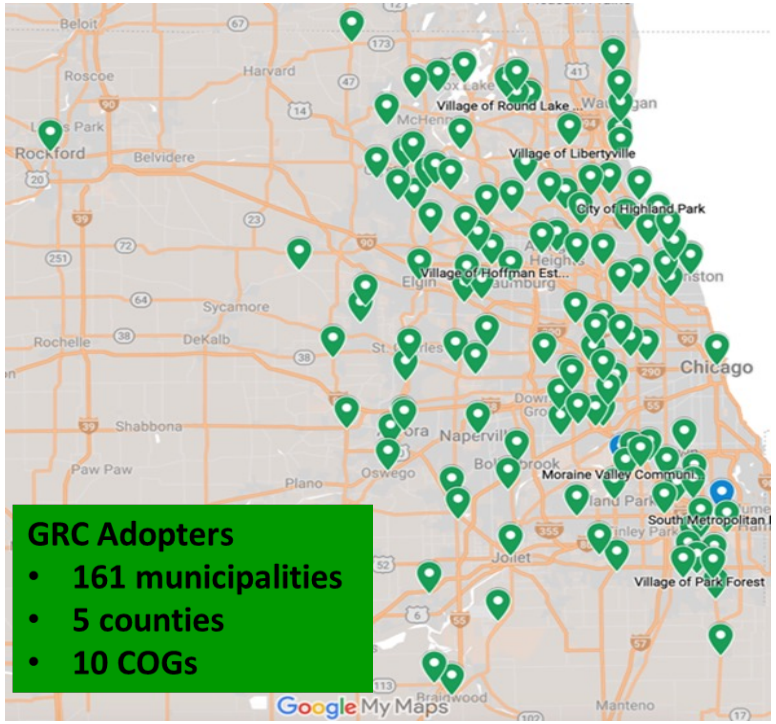
GREEN WAYS 2GO

Metropolitan Mayors Caucus

- Regional council of governments
- 275 municipal members in the 7-county Chicago area
- Public policy and collaboration:
  - Governance and legislation
  - Environment
  - Housing
  - Diversity, equity and inclusion

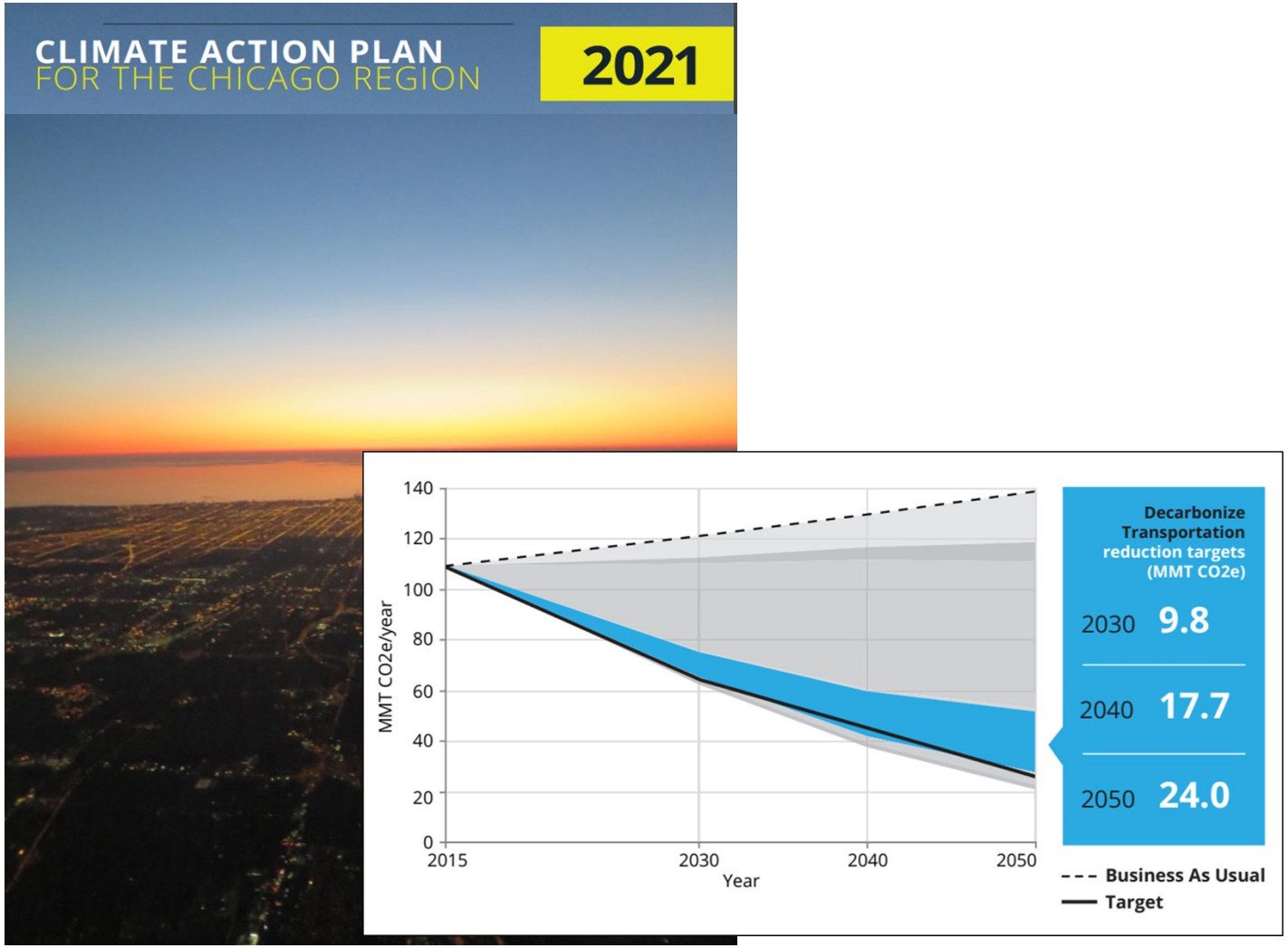


Foundation for EV Readiness (EVR) and Recruitment

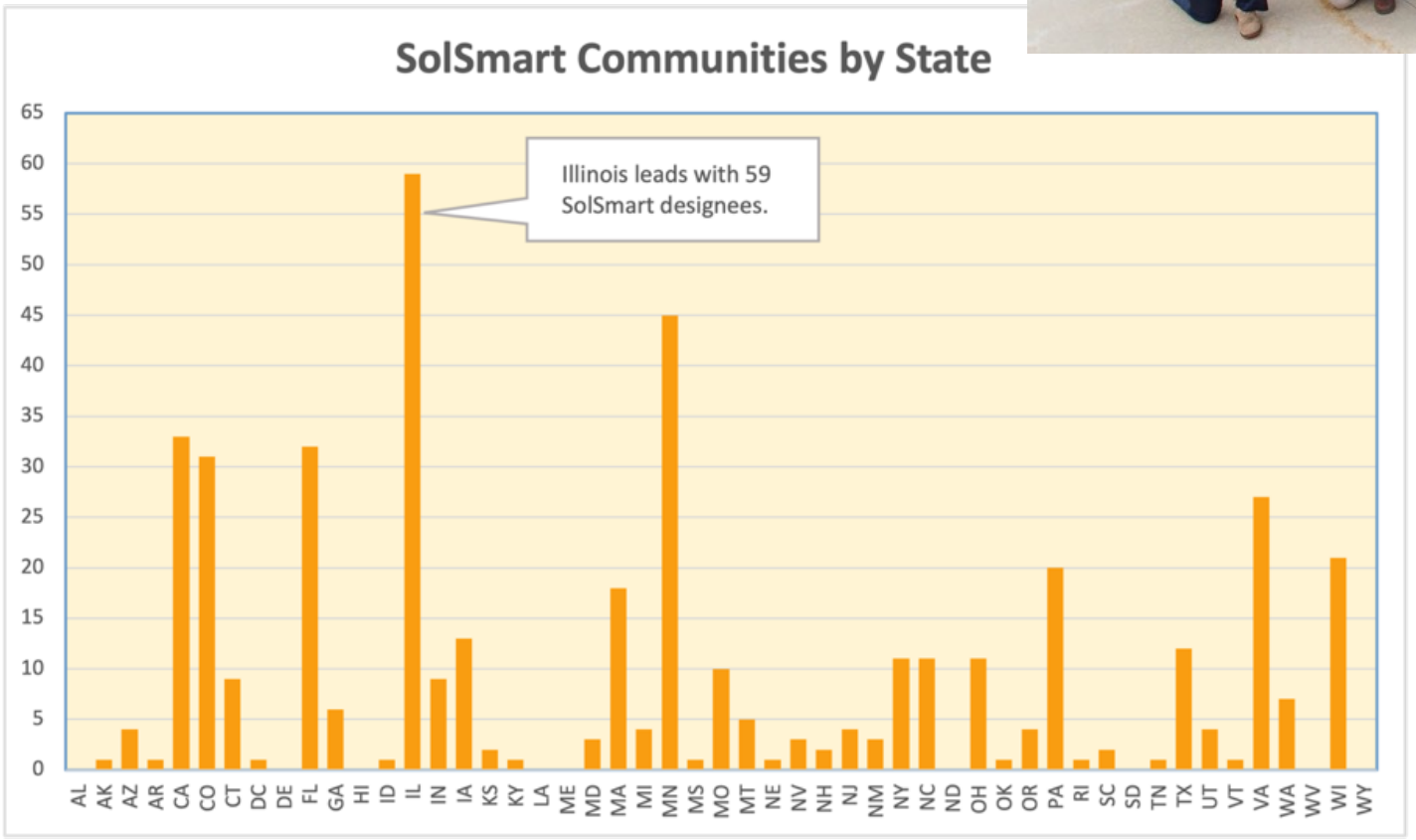


GRC Adopters
- **161 municipalities**
- **5 counties**
- **10 COGs**

GRC2 Greenest Region Compact



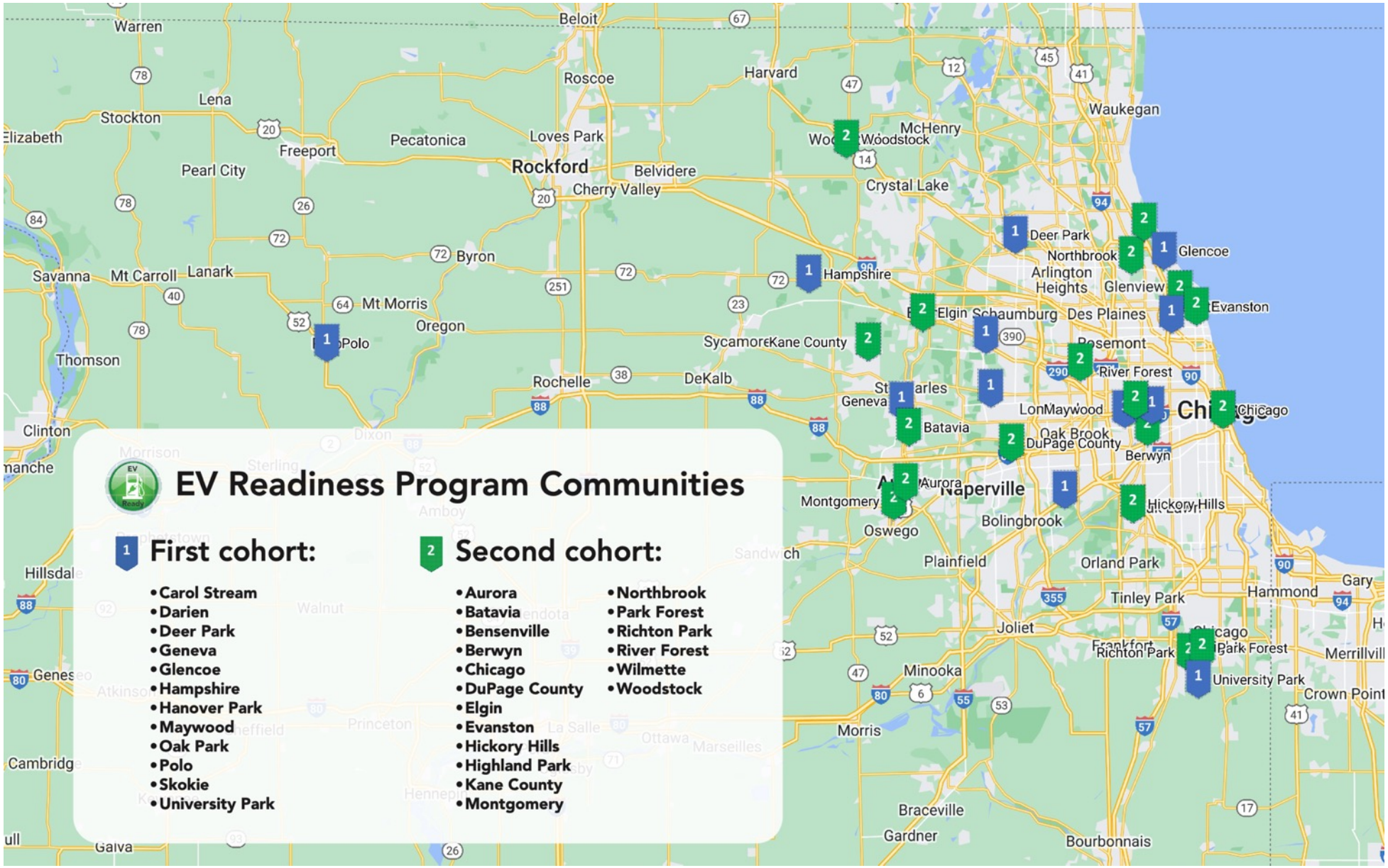
SolSmart Cohort Model



- Caucus led 2 cohorts in 2017-18
  - 35 communities
- Recruited 10 more in 2021

Setting Up EVR Cohorts

- Membership outreach
- Share success, About EVR webinar
- Application, letter of commitment, GRC adoption (or planned)
- Assemble diverse cohort – 16-18 communities



EVR Cohorts

- First “learning” cohort - 12
- Second cohort- 15 (11 finished)
- Third cohort – 18 with rollovers

Designation and Press

Designation, Press

Today's E-edition | Sign Up for Newsletters

Daily Herald
Suburban Chicago's News Source

TODAY'S STORIES | NEWS | SPORTS | OPINION | OBITUARIES | BUSINESS | ENTERTAINMENT | LIFESTYLE | CLAS

News

14 more suburbs, DuPage County join program to become 'EV ready'

ENERGY NEWS NETWORK

SUPPORT

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A gold star for EV Readiness: Chicago-area program prepares communities for electric vehicle adoption

University Park earned the second-highest score of a dozen municipalities participating in the first cohort of a Metropolitan Mayors Caucus program to boost electric vehicle adoption.

Chicago Tribune

Local News | Glencoe and Skokie recognized for electronic...

Glencoe and Skokie recognized for electronic vehicle readiness

WEDNESDAY JOURNAL
of Oak Park and River Forest

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Oak Park receives gold designation in EV Readiness Program

SHAW LOCAL News Network

Montgomery unveils plan for electric vehicle readiness

Thank you!

Edith Makra emakra@mayorscaucus.org

Metropolitan Mayors Caucus

GRC2 Greenest Region Compact
COLLABORATING FOR SUSTAINABLE COMMUNITIES

GREEN WAYS 2GO

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Announcements

- A link to today's meeting recording will be provided in the follow-up email.
- Next EV Council meeting date is TBD in 2025.
- The second meeting in 2025 will likely be in-person.