

Local Government Playbook

How Counties, Cities, and Towns Can Support EV
Infrastructure and Leverage Federal Investments



Electrification
Coalition

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Local Government Playbook Recommendations Checklist

1. Shaping Public Policy

- ☐ Today: Prepare an inventory of existing policy
- ☐ Tomorrow: Create a policy agenda
- ☐ Next six months: Adopt rigorous and durable public policy

2. State and Regional Planning

- ☐ Today: Build relationships with state and regional actors
- ☐ Tomorrow: Align plans with neighboring jurisdictions
- ☐ Next six months: Create a regional EV charging roadmap

3. Stakeholder and Community Engagement

- ☐ Today: Identify key stakeholders and create a task force
- ☐ Today: Create an equity-centered community engagement plan led by stakeholders
- ☐ Tomorrow: Include and engage stakeholders in policy and strategy development
- ☐ Next six months: Work with stakeholders to develop implementation plans and funding proposals

4. Site Planning

- ☐ Today: Prepare easy-to-understand guides to support charging developer's permit applications
- ☐ Today: Identify shovel-ready charging station sites
- ☐ Tomorrow: Streamline permit processes and ease administrative burdens
- ☐ Next six months: Recruit site hosts

1. Executive Summary

The Bipartisan Infrastructure Law and Inflation Reduction Act, signed by President Biden in November 2021 and September 2022, make significant investments in critical infrastructure projects across the nation. This historic investment includes significant funding to establish a nationwide network of electric vehicle (EV) charging stations and funding to incentivize and support the purchase of EVs. The transportation electrification programs in these laws will reduce pollution, improve public health, and strengthen U.S. energy security while advancing solutions for some of the nation's most pressing transportation challenges. As the programs in the Bipartisan Infrastructure Law pave the way for critical infrastructure that is needed to support EV drivers across the nation, the funding in the Inflation Reduction Act will underpin a flourishing EV market and a resilient domestic supply chain to support it.

The Bipartisan Infrastructure Law (BIL) includes the following funding for transportation electrification:

- **\$5 billion:** National Electric Vehicle Infrastructure Formula Program
- **\$2.5 billion:** Discretionary Grant Program for Charging and Fueling Infrastructure
- **\$5 billion:** Clean School Bus Program
- **\$5.6 billion:** Low- and No-Emission Transit Bus Program
- **\$250 million:** Electric or Low Emitting Ferry Program

The Inflation Reduction Act (IRA) includes massive amounts of funding for transportation electrification, including, but not limited to:

- **New EV Tax Credit:** Up to \$7,500 per vehicle
- **Used EV Tax Credit:** Up to \$4,000 per vehicle
- **Commercial EV Tax Credit:** Up to \$7,000 for light-duty and \$40,000 for heavy-duty per vehicle
- **GHG Reduction Fund:** \$27 B to leverage low-cost financing to deploy zero emission renewable technology

- **EPA Rebates:** \$1 B in rebates for clean heavy-duty trucks
- **Neighborhood Access and Equity Grants:** ~\$4 B in discretionary grants to improve connectivity throughout neighborhoods

Local governments will play an instrumental role in ensuring these funds are implemented efficiently, effectively, and equitably. This playbook is intended to serve as a tool for counties, cities, and towns to support the deployment of EV infrastructure and create the conditions for the successful implementation of BIL-funded programs. The following pages contain numerous approaches to prepare local governments to develop effective EV charging programs and leverage federal investment to support their transportation electrification goals. Topics covered include near- and long-term policy recommendations, state and regional planning, stakeholder engagement, community engagement, and site planning.



Photo courtesy of White House.

2. Introduction

Cross-sector collaboration and thorough planning, championed by informed decision-makers, will support the efficient, effective, and equitable deployment of the nation's historic investment in EV infrastructure. Government, business, and civic leaders that write policy, organize communities, and build the network for action will have a leading role in designing the electric transportation future.

Municipalities must pay close attention to their policy environment to ensure local laws and procedures help advance deployment. Bold policy agendas that support current deployment efforts and lay the groundwork for growth will ensure that communities are prepared to maximize this opportunity.

This historic investment will require close regional collaboration to ensure EV drivers can go farther, faster. Strong regional planning that accounts for key factors like station location, user experience, and reduced installation costs will play critical roles in ensuring the interoperability of the public charging network. Multi-state and regional approaches that comprehensively analyze community and regional needs are necessary for impactful connectivity between jurisdictions and for creating a reliable and resilient charging network.



Solar-powered charging station in Charlotte, North Carolina.

Effective stakeholder engagement is vital to the success of EV charging projects. Engaged stakeholders can champion advocacy efforts and help fill funding gaps. A diverse array of stakeholders engaged in and excited about National Electric Vehicle Infrastructure (NEVI) projects move the needle by building momentum, adding capacity, and ensuring that deployment is community-centric. Charging infrastructure built around a community's specific mobility needs will aid at-scale deployment and begin to champion related equity concerns. Community engagement can also ensure that charging deployments deliver on Justice40 commitments, a White House initiative that ensures that at least 40% of federal program's benefits go towards disadvantaged communities (DACs).

Finally, site planning will be critical for effective implementation. Careful and extensive site planning supports efficient deployment of the public network by ensuring projects are not held up by ambiguous external processes or unnecessary requirements. These requirements, often designed to permit projects very different than EV charging stations, increase both the time and the money needed to deploy projects.

These topics are inherently intertwined. Policymakers cannot pass effective policies without widespread community support, just as community organizers cannot mobilize their networks around EVs without critical support from industry partners. These short- and long-term goals, championed by a wide variety of invested players, are crucial in ensuring a collaborative, efficient, and successful deployment.

This playbook contains key plays that can be enacted now, tomorrow, and in the coming months. The plays outlined in the following sections combine best practices, innovative policy approaches, and lessons from previous charging deployments.

3. Shaping Public Policy

Local public policy is integral to facilitating charging infrastructure's effective, efficient, and equitable deployment. Policy agendas that complement federal investments ensure effective and rapid deployment, drive stakeholder and community support, facilitate bold and actionable commitment, and create a springboard for growth. Policymakers who maintain consistent and collaborative engagement with experts have a unique advantage in utilizing best practices for transportation electrification policies.

I. Today: Prepare an Inventory of Existing Policy

Identifying the existing barriers, incentives, challenges, and opportunities in a community is the first step to creating a supportive public policy environment for effective EV charging infrastructure deployment. Understanding how existing policy and programming incentivize or slow deployment will help a local government create a plan informed by local experience. An in-depth analysis of the local landscape should include a review of how each local government agency or department utilizes EV charging. Areas with potential for highly beneficial or potentially challenging policies include:

- Zoning
- Permitting
- Parking
- Building codes
- Incentives

Creating a library of existing policy will support government program staff and policymakers to understand the most efficient pathway to installation and the best opportunities for additional interventions to remove barriers or facilitate deployment. Identifying the venues in which policy both intentionally and unintentionally affects EV charging will inform a more effective policy development process and accelerate the recommendations in this playbook.

II. Tomorrow: Create a Policy Agenda

Local officials should establish ambitious EV-related goals and create a policy agenda to act on that commitment.

As explained in the AchiEve Toolkit¹, goal setting through a proclamation or resolution is one of the easiest ways to show support for EVs. It is a strong tool to continue building

momentum for the transition to electric transportation. With goals in place, a local government can work toward championing transportation electrification through public policy and aligned programming. This policy agenda will be an organizing tool for the government's efforts, for advocates and stakeholders, and will set a transparent vision for the community's EV future.

The EC's best practices for creating a policy agenda can be found in [AchiEve: Model Policies to Accelerate Electric Vehicle Adoption](#). This toolkit is an up-to-date and thorough catalog of national EV policy examples at the state, local, and utility levels. AchiEve has the most recent information on direct sales policies for EVs, examples of best practices for dealerships that offer EVs, and legislation for future electrification of medium- and heavy-duty vehicles.

The policy agenda established by local government leaders should take advantage of federal initiatives, such as the BIL and the IRA, and leverage the decreasing costs of EVs and EV charging. Strong policy agendas increase awareness and enthusiasm around all modes of electric mobility. The nationwide network of charging stations installed through the NEVI program will raise consumer awareness of EVs and address range anxiety—a common psychological barrier to EV adoption. The additional incentives in the Inflation Reduction Act and the dozens of new EV models set to hit the roads in the years ahead will make EVs more accessible to more Americans. A local policy agenda can therefore strive to get ahead of the adoption curve and encourage EV adoption through public policy and programming and increase a community's preparedness for EVs.

In addition to the AchiEve toolkit, the EC has published policy toolkits and resources for electrifying [municipalities](#) and [rural communities](#). These toolkits highlight best practices that can be used to create community-centric policy agendas.

¹ AchiEve: Model Policies to Accelerate Electric Vehicle Adoption, is the most current and comprehensive national toolkit designed to accelerate the switch to clean, electric vehicles (EVs) in an effective and equitable way by providing various stakeholders with model EV policies at the state, local, and utility levels. <https://www.electrificationcoalition.org/resource/achieve/>

Examples of policy actions that local governments should consider for an EV policy agenda include the following:

- **EV proclamations, resolutions, or executive orders:**

Executive orders can be powerful tools for transportation electrification by establishing mandates for government agency action and building public awareness and momentum for EVs. These policy tools are also a great way for policymakers to set goals and establish an EV vision for their community.

- **EV readiness ordinances:** EV readiness ordinances update codes to ensure that all new construction within a community is equipped to charge EVs as demand is met. While the exact specifics will vary depending on the community, readiness ordinances can be championed through:

- **Building and zoning:** Addressing building and zoning codes is critical in ensuring that new buildings can efficiently meet charging demand. The EC's partners in Columbus, OH recently passed a bold and innovative [Equitable EV Readiness Ordinance](#) which creates explicit requirements and considerations for affordable housing to expand charging infrastructure in DACs. In another approach, the City of Charlotte, NC recently passed a [Unified Development Ordinance](#), which rewrote most of the City's development ordinance and included new EV readiness frameworks.

- **Evaluation of parking:** Addressing current parking capacities and minimums is critical in ensuring EV drivers can easily park near chargers as more EVs hit the road. Reserving a percentage of spaces that is reflective of projected use in future parking will be critical for the reliability and availability of chargers. The EC's partners in [Orlando](#) recently adopted an EV readiness code that requires 2% of new parking spaces to be equipped with EV charging stations. In addition, 10-20% of parking spaces must be "EV capable" with dedicated capacity in the electrical panel and conduit for future EV charging spaces.²

- **Charging accessibility:** Many policy approaches can increase charging accessibility—both the ability of EV drivers to access a charging station and the availability of appropriate charging solutions in underserved communities. The AchiEV Toolkit includes many examples of these policies, including right-of-way charging, streetlight charging, low- and moderate-income incentive programs, protecting EV-designated parking spots, and more. A local government's policy inventory

and stakeholder and community engagement processes will help identify the best package of solutions for the community. In light of the US Access Board's recent accessibility guidelines for charging stations, the Electrification Coalition (EC) released a [memo](#) on the subject.

- **Permitting:** Expediting permitting processes can ensure that out-of-date procedures or unnecessary requirements do not unreasonably delay charger installation and operation. Often, EV charging stations are permitted using methods designed for larger or more complicated projects resulting in inefficient, costly, and unnecessary delays. During the Smart Columbus program, the City of Columbus conducted an [audit on its EV charging permitting process](#), which unveiled opportunities for streamlining the timing and cost of the permit process.³
- **Fleet electrification:** The electrification of government and other public-facing fleets, like ride-hailing and ridesharing, spotlights the importance of prioritizing clean transportation. Electrifying fleets saves taxpayers' money, invests the government in the electrification of the community, increases exposure and awareness of EVs, and leads by example.



Charging an electric vehicle in Yellowstone National Park.

² [Electric Vehicle Readiness Policy - City of Orlando](https://www.orlando.gov/Our-Government/Departments-Offices/Executive-Offices/CAO/Sustainability-Resilience/Initiatives/Electric-Vehicle-and-Transit-Initiatives/Electric-Vehicle-Readiness-Policy) (<https://www.orlando.gov/Our-Government/Departments-Offices/Executive-Offices/CAO/Sustainability-Resilience/Initiatives/Electric-Vehicle-and-Transit-Initiatives/Electric-Vehicle-Readiness-Policy>)

³ https://d2rfd3nxvhf29.cloudfront.net/2020-03/2018-04-05_ChargingPermits.pdf

III. Next Six Months: Pass Rigorous Policies

Once local leaders have settled on a policy agenda, the work begins to execute on the rigorous goals. Durable policy that builds on and leverages federal investment will allow a community to accelerate EV adoption and support increased electric mobility choices for all residents. Government officials should take an active role by bringing EV policy conversations to advisory councils, workgroups, and stakeholder engagement processes. Relevant government agencies, determined through the policy inventory process, should be empowered to identify an EV champion to look for opportunities to advance EVs across the scope of the agency's work. With a policy agenda from the top and EV champions working within the agencies, local governments can insert EV action into the DNA of local government and advance durable policy and programming that will lay the groundwork for future ambition.

When adopting bold policy, the EC advises the following:

- **Avoid overreliance on executive orders:** Executive orders are vital in the policy toolbox. Executive orders and non-binding resolutions are essential goal-setting and visioning documents that help organize and motivate government agencies, stakeholders, and the community around a common objective. However, while these policy instruments are important to initiate action and establish the vision around which the rest of the policy agenda will be organized, they are less durable than local ordinances or regulations, and executive orders often expire or are overturned with new leadership. They can be the first step but should not be the last step.
- **Find internal champions:** While vision and leadership can come from elected officials, internal champions are critical to building momentum to drive toward policy adoption.

Internal agency champions build subject matter expertise and provide needed experience as the agency embarks on electrification.

- **Inclusive community and stakeholder engagement processes:** A policymaking process that involves significant stakeholder engagement and inclusive and transparent community outreach is more likely to result in durable policy. See the community and stakeholder engagement section for more information on this topic.
- **Allow for progress:** What may seem like high ambition public policy today could quickly become outdated with rapid technological advances and increased market demand. Effective local public policy sets a floor, not a ceiling, and allows for change as the market develops. Care should be taken not to become too tied to one approach that you cannot take advantage of changing market conditions or advancing technology.
- **Build on success:** There will always be a way to improve an adopted policy. Look for opportunities to lock in wins while continuing to build on success.

4. State and Regional Planning

Realizing the full potential of historic federal investment in EV infrastructure will require close regional collaboration. Strong regional planning that accounts for key factors like station location, user experience, and reduced installation costs will be an important part of an effective, efficient, and equitable deployment. Multi-state and regional considerations, including a thorough analysis of community and regional needs, are necessary for impactful connectivity between jurisdictions and for creating a reliable and resilient charging network.



I. Today: Build Relationships with State and Regional Actors

Regional planning among local governments, within a state or across state lines, is critical to assure a seamless and reliable charging experience for EV drivers. Local officials should connect early and often with each other and with state and regional actors to centralize and streamline efforts. In particular, the following state and regional entities are important potential collaborative partners for local government:

- **State departments of transportation:** NEVI formula funding is allocated directly to state departments of transportation (DOTs) and is designed to support the full build-out of EV charging along the nation's designated alternative fuel corridors. Local officials should connect early and often with their state DOTs to understand the state's approach, influence deployment, and prepare for competitive funding rounds. In addition to directly receiving NEVI funds, state DOTs are significant conveners and hold valuable resources and data that local officials can utilize when procuring and deploying stations⁴.
- **Metropolitan planning organizations (MPOs) and councils of governments (COGs):** MPOs are federally funded transportation policy organizations created under the notion that areas face much larger planning needs than they can often tackle on their own. MPOs are made up of representatives from local governments and work to ensure seamless transit across a region. By definition, MPOs exist to support collaboration on transportation-related issues. The local MPO should be the first call for governments seeking regional collaboration and partnerships, if applicable. Often within an MPO, a COG is a regional planning organization that consists of

elected officials from major local governments within a metropolitan area. COGs are intended to develop consensus solutions to regional challenges that often are not contained or constrained by political boundaries. Such challenges include transportation, pollution, economic development, and water use. Some COGs are large enough to have their own staff of experts in each of their areas of concern to support regional efforts. With already established membership and processes, COGs would be a good home for regional electric vehicle charging planning.

- **Clean Cities coalitions:** Supported and funded in part by the U.S. Department of Energy, [Clean Cities coalitions](https://cleancities.energy.gov/about/) foster economic, environmental, and energy security by working locally to advance affordable, domestic transportation fuels, energy-efficient mobility systems, and other fuel-saving technologies and practices. Since 1993, Clean Cities coalitions have achieved a cumulative impact in energy use equal to nearly 12 billion gasoline gallon equivalents through the implementation of diverse transportation projects. Local Clean Cities coalitions are important partners because, in addition to subject matter expertise and regional scope, they are often required partners for federal grantmaking opportunities. Early coordination with Clean Cities has the potential to accelerate a government's ambition, spur innovation, and open up additional funding opportunities.
- **Associations of counties or municipalities:** Associations of counties and municipalities are the advocacy and lobbying arm of local government to the state and federal government. While larger local governments have their own team of lobbyists and policy experts, most local governments rely on their association to keep them up to date on state policy issues and other areas of concern. Often, these associations will have a team of lobbyists in the state capital to lobby for their membership. Connecting with the appropriate organization can help local governments have their voice heard with their DOT and with state legislators to encourage state policy adoption that will support the efficient, effective, and equitable deployment of federal resources.



City of Ann Arbor, Michigan fleet vehicles charging.

⁴ <https://cleancities.energy.gov/about/>

II. Tomorrow: Align Plans with Regional Officials

Many local governments in a region are likely going through similar processes to identify the best EV charging strategy for their community. Whether through a direct partnership or a regional organization like the ones mentioned above, establishing a reliable and efficient charging network will require collaboration and alignment among neighbors. People's daily and weekly transportation needs often cross political boundaries. Aligning deployment plans with neighboring jurisdictions ensures a complementary deployment, avoids coverage gaps and unnecessary redundancy, and creates strong partnerships for future funding opportunities. Collaboration can also relieve internal capacity constraints and create opportunities to share resources and leverage stakeholder relationships for the benefit of all.

Regional collaboration among local jurisdictions can occur within a smaller metropolitan area or a region of a single state, as well as among larger regions spanning multiple states or an entire coast. Examples include:

- **Pacific Coast Collaborative:** The cities of Los Angeles, Oakland, San Francisco, Portland, Seattle, and Vancouver, British Columbia are [working together with their states and province](#) to build the low-carbon economy of the future.⁵ Transforming transportation is a key initiative for the collaborative. The jurisdictions work together to plan access to convenient and predictable EV charging through efforts like the [West Coast Electric Highway](#)⁶ and [West Coast Electric Fleets](#)⁷
- **Urban Sustainability Directors Network regional networks:** [The Urban Sustainability Directors Network \(USDN\)](#) prioritizes peer learning opportunities for all of its members. There are fourteen regional networks affiliated with USDN through their Partner Network Program. The groups meet regularly to exchange best practices and collaborate on efforts within their region.
- **King County Cities Climate Collaboration (K4C)** is a [group of 22 jurisdictions](#) representing 85% of the population within King County, Washington.⁸ The group was formed in 2012 to respond to the urgent need for

collective action to address greenhouse gas emissions. By bringing together local governments of all sizes, the K4C can accelerate action by combining knowledge, resources, and advocacy power to shape policy and design programs to reduce climate pollution.

- **Metropolitan Washington Council of Governments (MWCOG)** is the greater Washington, DC region's [association of leaders](#) from the District of Columbia, suburban Maryland, and Northern Virginia who come together to address major regional issues.⁹ In 2020, the MWCOG published the Metro Washington 2030 Climate and Energy Action Plan—a voluntary pathway toward meeting the region's 2030 goals that established priority collaborative actions through collective action from local, state, and federal partners. The plan included several strategies for accelerating EV adoption, including the build-out of a regional EV charging network.¹⁰



Rivian electric pickup truck charging in Malibu, California.

⁵ <https://pacificcoastcollaborative.org/>

⁶ <http://www.westcoastgreenhighway.com/electrichighway.htm> The "West Coast Electric Highway" is an extensive network of electric vehicle (EV) DC fast charging stations located every 25 to 50 miles along Interstate 5, Hwy 99, and other major roadways in British Columbia, Washington, Oregon, and California. The initiative is a collection of projects, funding sources, and partners with the same vision—to provide a network of fast charging stations enabling electric vehicle drivers to make longer trips and travel between cities.

⁷ <http://www.westcoastelectricfleets.com/> A key element of the Pacific Coast Collaborative 2013 action plan was to "take actions to expand the use of zero-emission vehicles, aiming for 10 percent of new vehicle purchases in public and private fleets by 2016." As a component of the PCC's initiative to reach this goal, the PCC launched West Coast Electric Fleets Initiative and developed this toolkit for public and private fleet managers to quickly assess opportunities for ZEVs and access useful incentives and resources to assist with procurement.

⁸ <https://kingcounty.gov/services/environment/climate/actions-strategies/partnerships-collaborations/k4c.aspx>

⁹ <https://www.mwcog.org/>

¹⁰ <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>

III. Next Six Months: Create a Regional EV Charging Strategic Plan or Roadmap

Localities demonstrating expertise and a well-thought-out approach to deploying EV charging in their communities are most likely to be supported through resource allocation by state and federal decision-makers. A collaborative regional approach to meeting the EV charging needs of communities is critical to ensuring the effective deployment of federal resources and the long-term success of the NEVI program. A strong regional EV charging roadmap is composed with a wide variety of community input, including:

- Benchmarking and clear goals
- Clear, quantifiable targets
- Aggressive timelines
- A variety of strategies and actions to reach these goals
- Measurement of progress and success along the way (sub-goals/targets by milestone dates)
- Community feedback and stakeholder engagement that is built in each step of the way

The EC's website hosts an [EV Roadmap Roundup](https://www.electrificationcoalition.org/resource/roadmap-roundup/)¹¹. The roundup includes 17 city roadmaps and allows users to compare different states' priorities within their plans. In addition to visualizing different priorities and topics next to each other, the tool allows users to assess states' priorities next to their own community's needs.

5. Stakeholder and Community Engagement

Input from communities will build momentum around electric mobility and help officials plan where charging infrastructure can be best utilized. Charging infrastructure built around a community's specific mobility needs will aid at-scale deployment and begin to champion related equity concerns. A diverse array of stakeholders engaged in and excited about NEVI projects move the needle by building momentum around electric mobility, adding capacity, and filling funding gaps. Stakeholder and community engagement processes must be fluid and continuous to reflect a community's best interest and help local government officials stay current with the latest technology and best practices.

I. Today: Identify Key Stakeholders and Create a Task Force

Stakeholders have the unique ability to focus on advancing electrification priorities in their communities through their respective and collective influence. Stakeholder engagement must be a top priority for local officials to steward meaningful relationships and ensure that deployment



Evie Community Carshare in St. Paul, Minnesota.

is efficient and equitable. Turning to a wide audience to create a task force can help local officials ensure that their stakeholders come from various fields and can provide an array of expertise. Creating a task force of stakeholders also ensures that the group represents the community the projects aim to serve. When creating a task force, look to and beyond those conventionally invested in issues surrounding electric vehicles and charging infrastructure to broaden representation and capacity. Potential areas for engagement include:

- Homeowner associations
- School boards
- Community health officials
- State party officials
- EV industry partners

While adding needed perspective, leaning into expert groups that historically work to advance equity within their communities can ensure that individuals who have dedicated themselves to their communities can lead at all levels. While identifying needs and barriers to electrification within their neighborhoods, community-based organizations can support open discussions and other forums to collect ideas, feedback, and input on NEVI deployment projects. Thirty eight percent of the federal funding contains provisions allowing expanded federal cost-sharing arrangements specifically for rural and disadvantaged communities. Thus, by consulting with stakeholders to understand the landscape of community groups, local officials can gain vital information and resources to support NEVI deployment projects.

Equity-centric and community groups can include:

- Clean Cities representatives
- Social service providers
- Local housing organizations or nonprofits
- Small business associations

¹¹ <https://www.electrificationcoalition.org/resource/roadmap-roundup/>

II. Today: Create a Community Engagement Plan Led by Stakeholders

To best engage a wide variety of community members, organizers should meet community members where they are. By providing services to increase participation, such as briefings, canvassing, and meetings in non-traditional spaces both during and outside of normal business hours, organizers can ensure a lower barrier to entry for participation.

Above all else, stakeholders must ensure that their plans fall within a Justice40 framework. By continuously and consistently engaging with DACs, organizers can begin to align their plans with Justice40 commitments. Justice40 frameworks are inherently nuanced as they work to ensure that community needs are centric to evolving deployment plans.

The Electrification Coalition notes that it is not an environmental justice organization and that these are general recommendations based on understood best practices. The EC does not purport to speak for DACs and recognizes the lived experience of people within those communities should guide programs affecting those communities. The EC strongly recommends that local governments engage with local justice and equity-focused community-based organizations to best understand and appreciate community issues from the beginning of the process.

To best build a Justice40 framework, organizers should begin by understanding and prioritizing benefits for DACs. Programs should be designed with these benefits in mind and informed by measurements noting their implementation. Programs with Justice40 frameworks are adjusted as community needs change and remain focused on what communities need most to succeed. As organizers listen to their community's priorities, they must deploy their initiatives in accordance with the most pressing needs. The U.S. Department of Transportation published a [Justice40 mapping tool](#) that allows organizers and grant applicants to visualize if their planned installation location is within a DAC. Community members and organizers can edit the map to best reflect their communities.

Within their Justice40 framework, organizers should ensure to use their community connections to develop a diverse infrastructure workforce. Organizers can encourage state DOTs to include small and disadvantaged businesses

when installing their infrastructure to promote economic development. The U.S. Department of Transportation is expected to issue technical assistance in this space to incentivize workforce development. Under Justice40, states can set a percentage of a workforce that must come from a specific location or economic background to work on deployment to support local economic development efforts.

III. Tomorrow: Connect Policy Agenda and Program Plans with Stakeholder Processes

Local governments must establish consistent, durable, and transparent processes to lock in authentic engagement with stakeholders and the broader community. Stakeholder engagement processes that consist only of one meeting or a brief series of meetings end up being no more than check-the-box exercises that have the potential to leave participants frustrated and feeling unheard. The process of stakeholder engagement and work on equity-centered solutions to EV challenges is just as important as the outcomes. Additionally, it is a process that does not end.

In addition to committing to long-term, transparent stakeholder engagement processes, it is also important that the stakeholder and community engagement process result in meaningful feedback that informs the policy agenda and program development. Authentic engagement does not just mean listening to stakeholders but also acting on their input and including them in the official engagement processes and the execution of the plans and projects.

Once a local government has established its stakeholder task force and engagement processes to begin the work on a community engagement plan, local officials should connect stakeholders with the policy-setting process defined earlier in the playbook. Additionally, local government agencies should look to the stakeholder task force and engaged community members for support and feedback in developing implementation plans and preparing funding proposals. Not only will community and stakeholder support help develop successful projects, but it is an essential part of continuing to build momentum and support for the community's EV vision and goals.

An excellent stakeholder task force includes the following:

- Long-term, consistent, and transparent processes with the community and stakeholders
- Inclusion of stakeholders in the process, especially the implementation of plans and projects
- Listening as well as receiving feedback and recommendations from stakeholders
- Community engagement plan that includes stakeholders in the policy setting process

6. Site Planning

Careful and extensive site planning supports efficient deployment of the public network by ensuring projects are not held up by ambiguous external processes. Local governments can address two major areas of work within the site planning bucket to prepare to put federal investment to work in their communities.

First, local governments should have a full and accurate understanding of the process of installing a charging station—from site selection to turning on the power—and where the best places are to intervene in that process. Such an understanding will enable local governments to streamline the process and reduce costs.

Second, local governments should begin work immediately to understand federal and state siting criteria, identify local priorities for charging station locations, and how to support site host identification and recruitment.

I. Today: Understand Requirements, Process, and Location Process

Unclear and inconsistent permitting requirements prohibit and delay the installation of EV chargers. Centralizing and streamlining permitting processes across a locality will reduce administrative burdens and ensure timely submittal and review of all relevant permit applications and other requirements. The result of the recommended process transparency and flow chart exercise will identify all required components of a successful EV charging installation project. Understandably, the required permit processes, such as electrical, construction, right-of-way, and others, were not designed for EV charging station applications. The process can sometimes not make sense for these types of projects. Reimagining the permit process for this relatively new type of project is critical in creating a streamlined and effective procedure to support public EV charging in a community.

Every jurisdiction will have different permitting frameworks based on state and local laws.¹² Generally, the following areas provide good opportunities to reduce permitting barriers.

- **Create an EV charging permit.** Creating a specific EV charging permit is the best step local officials can take to maximize efficiency.
- **Adjust existing permit procedures.** Existing permit processes usually support months- and years-long construction projects. In many ways, charging stations are simpler projects. Therefore, various details of permit review should apply differently.
 - Reduce the time needed for the review of certain permits.

- Reduce costs associated with permit applications and review.
- Reduce the number of permits needed.
- **Provide expedited review incentive.** Local officials can reduce permit barriers and still promote local public policy goals by providing expedited permit review or other incentives to developers based on specific site design features that match community needs or public policy priorities.

Siting

Early identification and recruitment of site hosts can be a good role for local governments to play in encouraging charging station deployment. FHWA anticipates most states will contract with private entities to install, operate, and maintain NEVI-funded EV charging stations. These private entities are experienced in site identification and recruitment but often lack local context and generally seek site locations best designed to maximize their business model. Local governments can take several actions to accelerate site identification and direct investment to places that match up with local goals.

- Identify government-owned property that meets federal and state siting criteria for NEVI-funded stations. Potential sites could include parks, public parking lots, electrical substations, and abandoned or surplus property.
- Connect stakeholders and community-based organizations with EV charging contractors to support community-informed and equity-centered processes.
- Provide local incentives or connect potential site hosts to funding opportunities that support EV charging station deployment. For example, from 2017 to 2021, the State of Washington provided additional support through a revolving loan program for petroleum storage tank cleanup projects which included new on-site EV charging.¹³



Photo courtesy of Sonny Merryman.

¹² State and local laws also can and should be changed to facilitate more efficient permitting for EV charging projects. Permitting as an item on a policy agenda is recommended in a previous play in this playbook. However, this section is specifically talking about the programmatic action a local government can take to address permitting within existing laws and identify those local laws which should be changed. It's a good example of how the various major plays in this playbook are best run together.

¹³ <https://plia.wa.gov/wp-content/uploads/AFV-TAG-Presentation.pdf>

FHWA anticipates most states will contract with private entities to install, operate, and maintain NEVI-funded EV charging stations. Securing external contracts requires adequate timing, preparation, and research of the specific needs for efficient and timely projects. Competitive bidding is often necessary for the deployment of large-scale projects, and contractors work with one or more charging station manufacturers to arrange the installation of charging infrastructure and any accompanying smart technology. The duties of contractors can include planning, securing adequate permits, engineering, and construction of charging stations. Some contractors offer maintenance, repair of stations, and data collection of usage.

Next Year

The opportunities that come with this unprecedented funding are plentiful, but local officials can only take advantage of them to their fullest extent if they are prepared. The recommended plays in this playbook are a dozen of the most critical action steps that local governments can take to capitalize on federal funding. Local officials must not stop leading on electric mobility as federal funds are used. As bold and innovative policies are adopted, and future-proofed chargers are installed, local officials must capitalize on this momentum to accelerate the transition to electric transportation.

The EC is excited to work with our local partners to ensure the efficient, effective, and equitable deployment of charging infrastructure. As questions or opportunities for collaboration arise, do not hesitate to reach out to infrastructure@electrificationcoalition.org.



A charging station at a library in Frisco, Colorado.



The Electrification Coalition is a nonpartisan, nonprofit organization that advances policies and actions to facilitate widespread deployment and adoption of electric vehicles to overcome the economic, public health and national security challenges that stem from America's dependence on oil. For more information, visit electrificationcoalition.org.