
ALL CHARGED UP
Exploring Effective
State EV Charging Policy
DEC. 4TH 2:00PM ET
Plug In America
CLIMATE XCHANGE

Introduction

Kristen Soares

State Climate Policy
Network Manager

CLIMATE X CHANGE
[SCPN]

State Climate Policy Network

Network of **15,000+**

- ➔ State and local elected officials
- ➔ NGO advocates
- ➔ Researchers
- ➔ State agency staffers
- ➔ Organizers and activists
- ➔ Business leaders

... working on state climate policy

www.climate-xchange.org/network

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Pro Bono Policy Assistance

We specialize in state climate policy design and analysis.
Reach out to kristen@climate-xchange.org with your requests on:

- **Example states** and **model rules** for a given policy
- **Gap analysis** of your state's climate policy landscape
- **Connections** to other actors working on similar issues

CLIMATE X CHANGE [SCPN]

Our Annual Fundraiser

Climate XChange's research, tools, and events are free and publicly accessible to anyone who's trying to make a difference. But we need your support to continue our work.

There's just four days left to buy tickets in our 10th EV Raffle and you can win a custom EV for as little as $100.

Help us at carbonraffle.org

We're celebrating 10 years of our fundraiser by doubling your chances to win an EV through two separate raffles!

CLIMATE X CHANGE [SCPN]

All Charged Up: Exploring Effective State EV Charging Policy

Jordan Gerow
Policy & Research Director,
Climate XChange

Alexia Melendez Martineau
Senior Policy Manager,
Plug In America

Jess Senger
Policy and Research Associate,
Plug In America

Agenda

1. Setting the Stage: The Importance of State EV Charging Policy Now
2. The Federal Landscape
3. State EV Charging Policy: Public and Multifamily Charging Initiatives
4. Q&A

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Speaker

Jordan Gerow

Policy & Research Director

Climate XChange

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Clean Vehicles Will Overcome
Federal Policy Changes in 2025,
and States are
Paving the Way

Federal Clean Transportation Rollbacks This Year

- California waivers: H.J.Res.88, H.J.Res.87, and H.J.Res.89 targeted Advanced Clean Cars II, Advanced Clean Trucks, and Low NOx regulation, respectively.
    - These CRA attacks on California's waivers are still in court!
- OBBBA ended tax credits for new EVs (30D), used EVs (25E), commercial clean vehicles (45W).
- EPA reviewing multi pollutant rule, HDV Phase 3 rule, and heavy-duty NOx rule.
- NHTSA releases Dec. 3 proposal for significant rollbacks in fuel economy standards, targeting 34.5 mpg by 2031, after penalties removed by Congress.

Yesterday's New CAFE Standards Proposal

Table S-2. Projected Average Required Fleet-Wide Fuel Economy (mpg) for Combined U.S. Passenger Cars and Light Trucks by Model Year and Alternative

Model Year	No-Action	Alt. 1	Alt. 2	Alt. 3
2027	47.5	29.9	30.7	32.6
2028	47.7	33.4	34.3	36.5
2029	48.7	33.5	34.4	36.9
2030	49.8	33.6	34.5	37.3
2031	50.9	33.7	34.6	37.7

Notes:
mpg = miles per gallon.

Source: NHTSA

Versus 2012-16 Standards

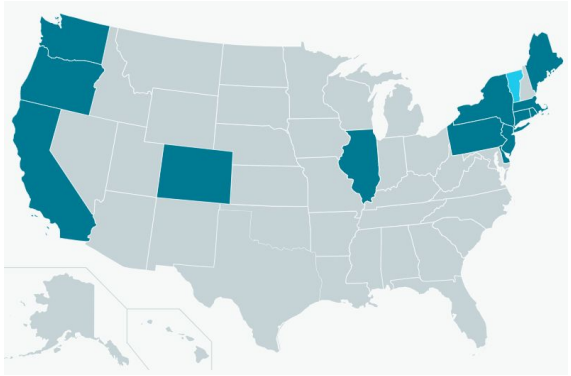
Alternative	MY 2012	MY 2013	MY 2014	MY 2015	MY 2016
Passenger Cars & Light Trucks					
Preferred Alternative	29.8	30.6	31.4	32.6	34.1

Source: NHTSA

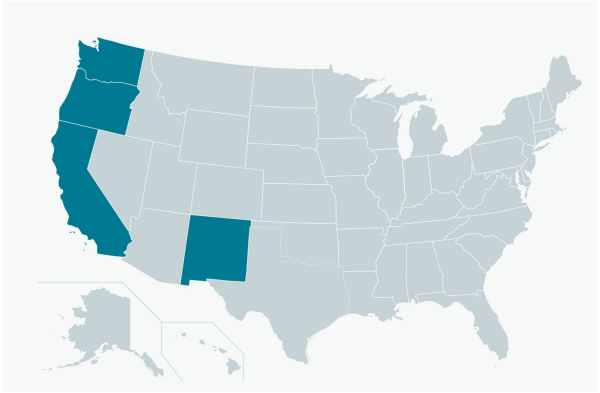
… Is this the "maximum feasible" CAFE level?

States Can Take Action to Fill the Gaps!

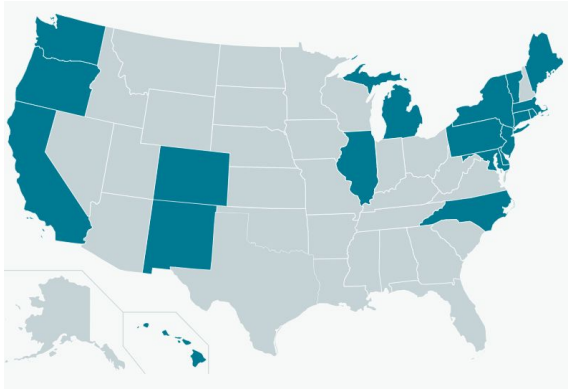
- Tax incentives and rebates for EVs and chargers
- Government procurement/Lead by Example
- Low carbon fuel standards
- Indirect source review
- See our previous webinar on state gap-filling strategies in the transportation sector!



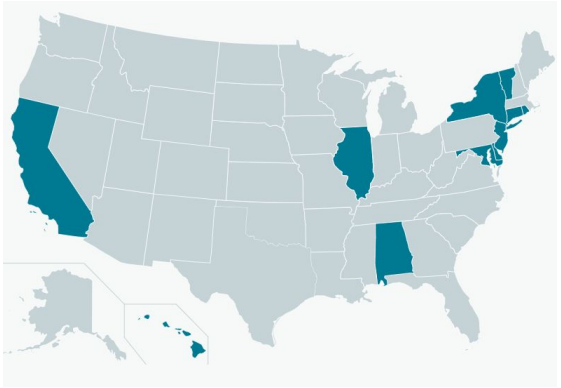
13 states offer LDV EV rebates



4 states have adopted a LCFS



19 states have LDV/MHDV EV procurement targets and/or electric bus targets



11 states offer EVSE rebates

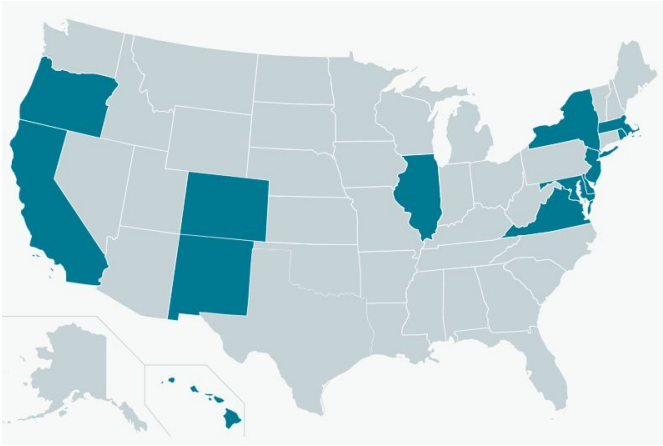
State Climate POLICY DASHBOARD | Powered by Climate XChange

States Have Many Levers to Expand EV Charging

- Planning and electric regulation
  - EV charging rate design
  - PUC proceedings to build out charging infrastructure
  - State or multi-state EV planning exercises

- Funding
  - Recent investments announced in Washington, California (twice!), New York, Colorado, and more.

And many more, covered by our colleagues at Plug In America!



13 states have EV charging infrastructure requirements

Speakers

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All charged up

Exploring the EV charging policy landscape

DECEMBER 2025

Agenda

01 Introduction

02 Charging 101

03 Federal landscape

04 State and local initiatives

05 Multifamily housing

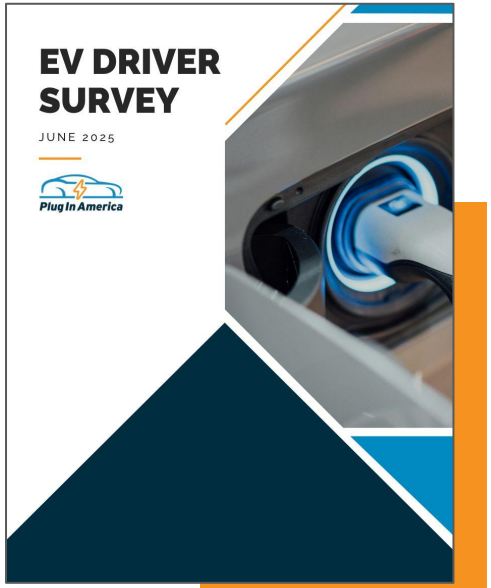
06 Resources

07 Q&A

Plug In America

Education

Advocacy



Research

Charging 101

EV charging 101

LEVEL 1 STANDARD OUTLET

- Plug into a standard 120V wall outlet
- Connector provided with most EVs
- Great for overnight or workplace charging
- Ideal for typical commutes (up to 40 miles)

Add 40 miles
of range overnight

LEVEL 2 240-VOLT OUTLET

- Faster charging for longer drives
- Provides a full charge for most EVs in:

100% Electric — **4-8 hours** empty to full charge

Electric & Gas — **1-2 hours** empty to full charge

Gain 25 miles
of range per hour of charging

DC FAST CHARGE

- Much faster charging at public locations
- 3 different connectors depending on vehicle:

CCS Combo
Up to **160 miles**
in 20 minutes

CHAdeMO
Up to **67 miles**
in 30 minutes

Tesla Supercharger/NACS
Up to **200 miles**
in 20 minutes

0 to 80%
in 30-40 minutes

Cost of home vs. public charging

Level 2 **Home** Charging System	Level 2 **Commercial or Public** Charging System	
Typical cost $1,000-$2,000	Typical cost $3,600-$32,700	
Zoning Permit (Location Dependent) **Up-front cost of charging equipment** **Installation cost, which may include:** • Electrician labor and materials • Panel upgrades and conduit **Ongoing costs** • Electricity at the utility residential rate • Possible tax on electricity from the electric utility	**Zoning Permit** (Location Dependent) **Up-front cost of charging equipment** • Charging equipment • EVSE billing equipment (RFID card reader, credit card reader) **Installation cost, which may include:** • Contractor labor and materials • Connecting EVSE to the electrical service • Panel upgrades and conduit • Trenching/boring • Repaving parking • New electrical service or upgrades (transformers) • Meeting Americans with Disabilities Act (ADA) requirements • Traffic protection (bollards) • Signage and striping • Lighting • Permitting and inspection • Engineering review and drawings	**Additional capital costs, which may include:** • Hardware extended warranty • Repair labor warranty • Land/parking space purchase or lease **Ongoing costs** • Electricity at utility commercial rate • Demand charges • EVSE network subscription to enable billing • Charge management software • Management time • Billing transaction costs • Preventative and corrective maintenance on EVSE unit • Repairs (scheduled and unscheduled) • Possible tax on electricity from the electric utility • Second tax on electricity from charging provider

Source: https://afdc.energy.gov/files/u/publication/evse_cost_report_2015.pdf

Federal EV charging landscape

National EV Infrastructure program

- Created through the Bipartisan Infrastructure Law in 2021
- Provides $7.5 billion to build the backbone of America's EV charging network along highways (which are called Alternative Fuel Corridors)
- Designed to be a five-year program to account for the contracting, planning, design, engineering, permitting, equipment procurement, and installation of EV charging.

Currently,

17	**states have at least one operational station**
4,000	**DC Fast Charging ports have been funded**
96	**stations are operational**
6	**states have reached 'Fully Built Out' status**

NEVI timeline

November 2021

The Bipartisan Infrastructure Law is signed, creating the National EV Infrastructure (NEVI) formula program. States begin to review applications and announce awards.

May 22, 2025

Plug In America, align with a coalition of organizations, 16 states, and the District of Columbia, joined a lawsuit seeking to restore federal funds for NEVI charging stations.

September 10, 2025

Deadline for states to submit their new FY 2026 NEVI plans. State plans start to be approved almost immediately.

February 6, 2025

The Federal Highway Administration orders state departments of transportation to suspend their NEVI buildout and rescinds all previous guidance for NEVI implementation.

August 11, 2025

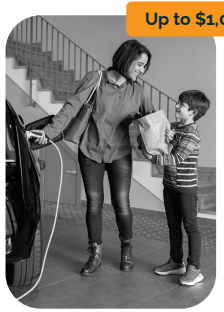
The Federal Highway Administration releases interim final guidance for NEVI, allowing states to submit new FY 2026 plans following simplified guidance and resume buildout once their plans are approved.

November 2025

FY26 NEVI plans have been approved in all states except Florida, whose plan is pending approval. (source: EV States Clearinghouse)

NEVI tracker

Federal EV Charging Tax Credit



Individual Tax Credit

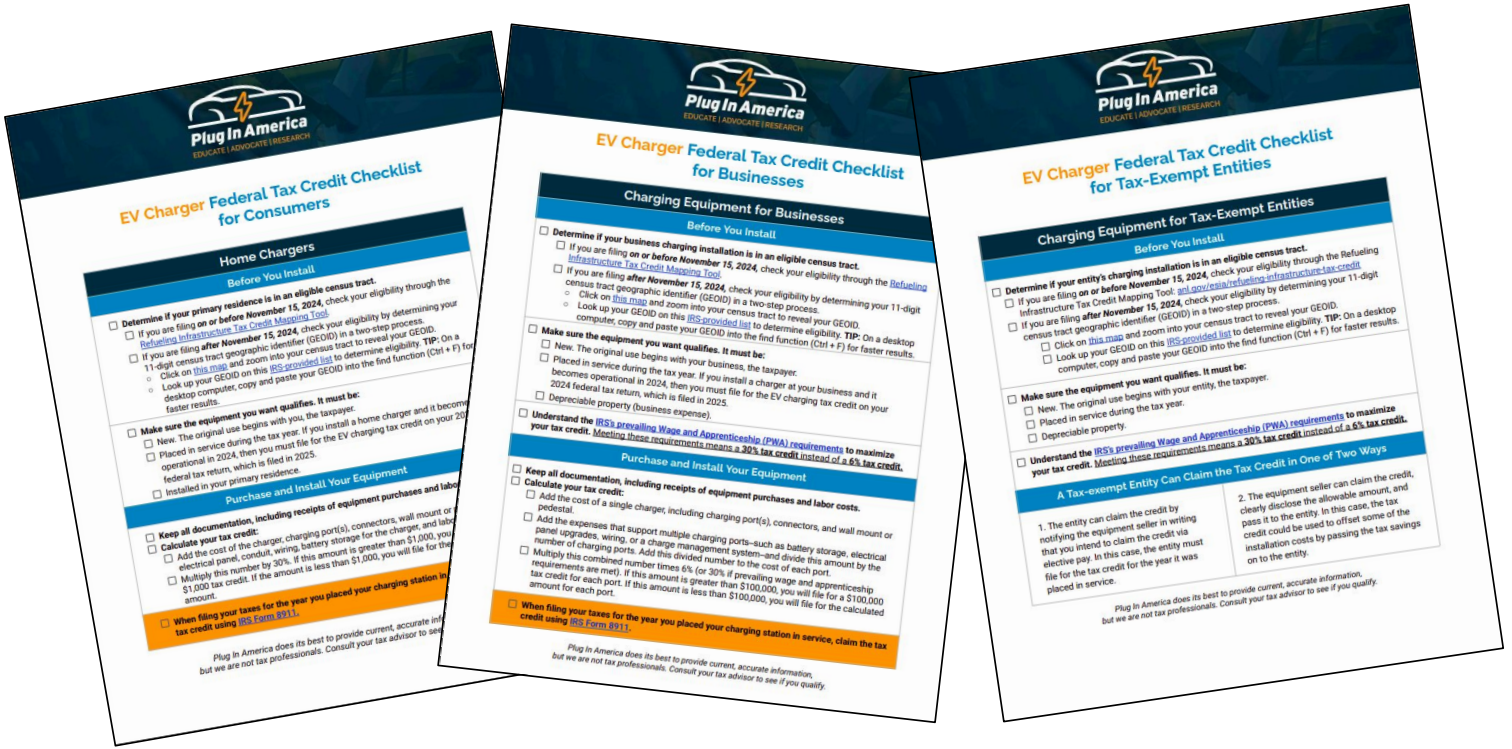
Business Tax Credit

Tax-Exempt Entity
Tax Credit

- Must be in an eligible census tract (non-urban or low-income)
- Must be new
- Must be placed in service during the tax year
- Can be bidirectional
- Equipment must be used in U.S. or U.S. territories by a domestic corporation or U.S. citizen

To qualify for the EV charger tax credits, the charger must be operational by June 30, 2026.

Federal EV Charging Tax Credit



[Visit our website](#) for more information on eligibility

State and local initiatives for EV charging

Policy solutions to advance EV charging

- Right-to-charge policies
- EV-friendly building codes
- Funding for EV charging infrastructure
- Streamlined EV charger permitting
- Innovative designs: Streetlight, power pole, and bring-your-own cord solutions

Right to charge: Colorado and Illinois

Colorado

Colorado's policy seeks to ensure that common-interest communities give residents a "meaningful opportunity" to adopt plug-in vehicles rather than impose artificial restrictions. It does this through strong policy language and financial support, encouraging communities to seek grants from the state's EV fund and consider installing chargers as standard amenities on common property.

Illinois

Illinois asserts that all owners and renters—regardless of parking ownership or income—should have access to EV charging. Beyond protecting residents' ability to install chargers under reasonable conditions, the law also requires that a substantial share of parking spaces in new or renovated residential developments be EV-capable.

CA, CO, CT, IL, and OR (as well as the District of Columbia) have passed policies protecting both owners and renters.

Innovative design: New York City and Los Angeles

New York City

- New York is partnering with Voltpost to convert lampposts across the city into **lamppost EV chargers**, decreasing installation costs and timelines by utilizing existing infrastructure.
- New York is also home to itselectric which utilizes the **bring-your-own-cord model** for EV charging, which offers flexibility with charging connector type and siting options. Chargers can be sleeker and slimmer, taking up less curbside space.

Los Angeles

- Los Angeles partnered with FLO to install **EV chargers on streetlights** in LA. The chargers utilized excess available power inside streetlights and reduced installation timelines and costs.

Los Angeles (CA), Oak Park (IL), Kansas City (MO), San Francisco (CA), New York City (NY), Boston (MA), Detroit (MI), Jersey City (NJ) have all decided to move forward with an innovative curbside charging solution.

Funding for EV charging: California

Communities in Charge

- Block grant program focused on **MFH** and related sites with community connections (e.g. congregations, schools, etc)
- Funds L1 ($2k per smart outlet) and L2 charging infrastructure ($8.5k per port)

Rural Electric Vehicle Charging (REV) 2.0

- Grant program to support charging infrastructure in **rural communities** (at least 50% in disadvantaged and/or low-income communities)
- Supports L2 and DCFC infrastructure

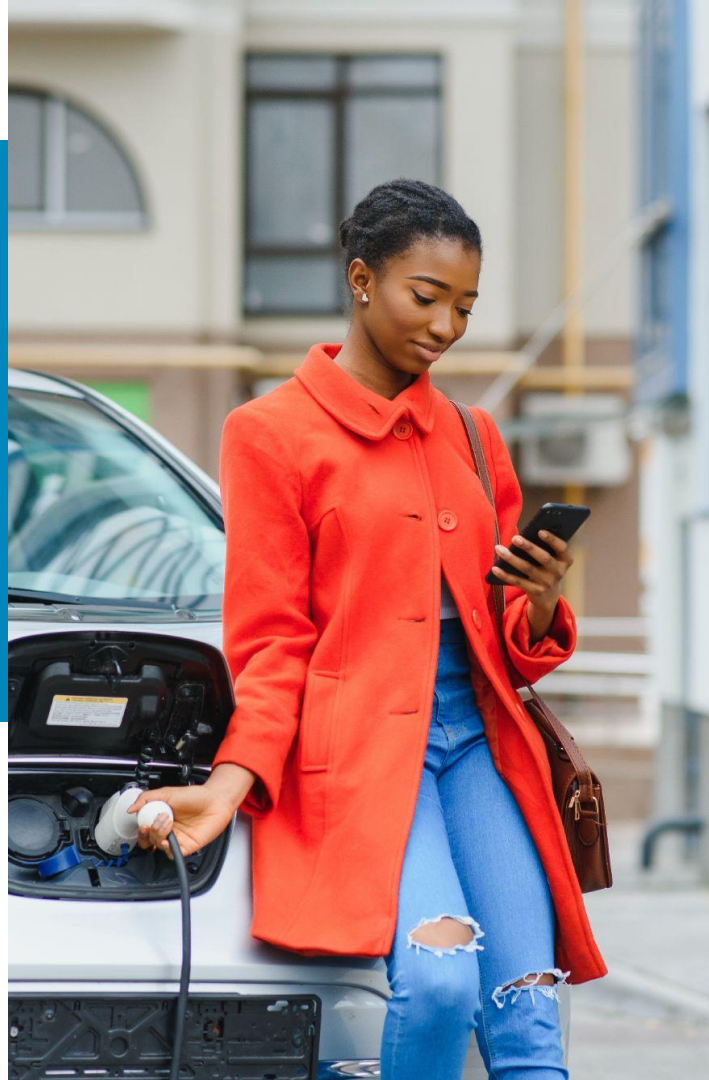
Programs are funded through the Clean Transportation Program (CTP) authorized via legislation and supported by annual vehicle registration fees. Needs and distribution analysis directed by legislation guides the CTP.

Charging solutions for multifamily housing

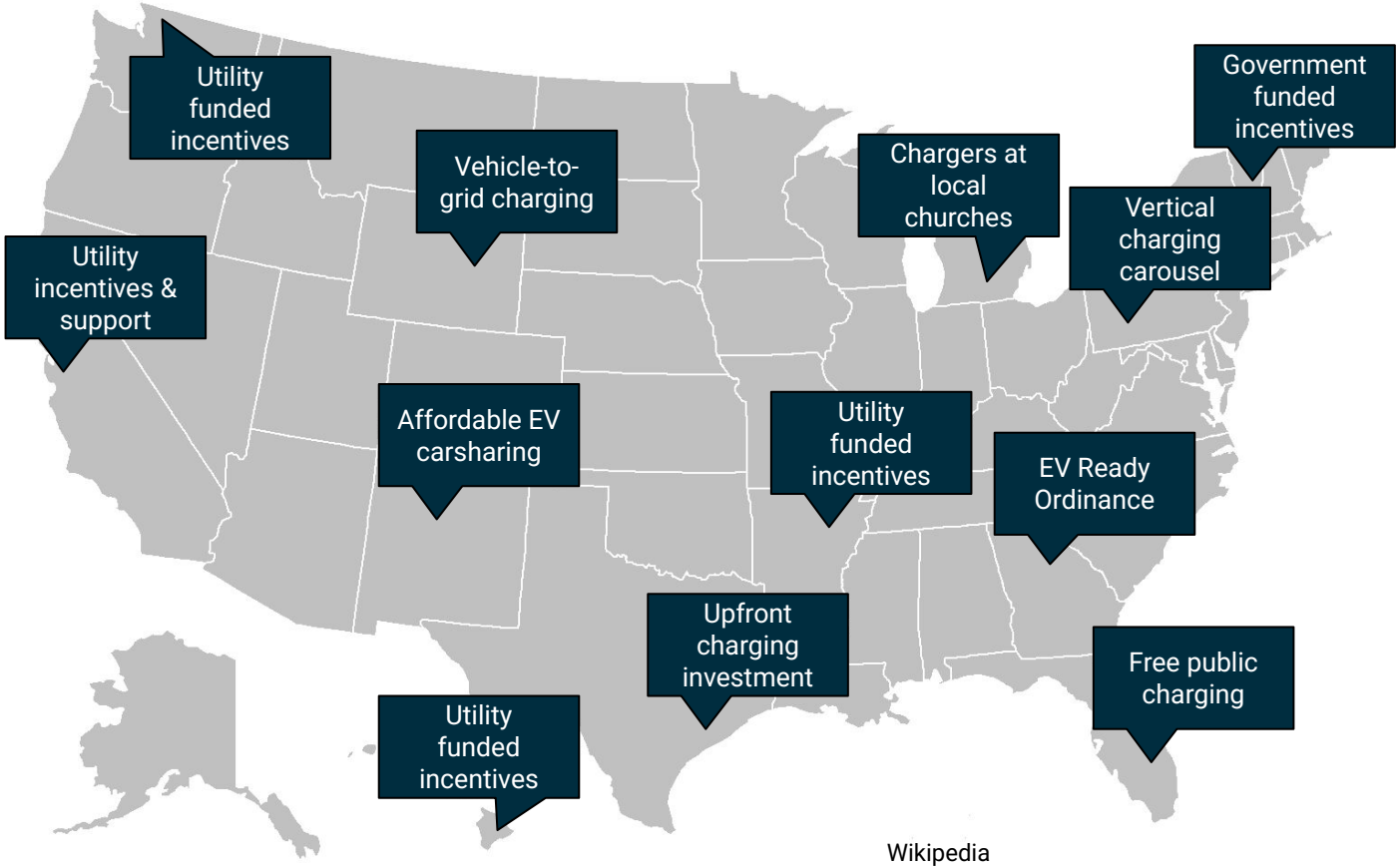
The current challenge

- Not all EV drivers can charge at home.
- Public charging is usually more expensive.
- Charging stations are not available in all areas.

How can we best replicate the affordability, convenience, and reliability of home EV charging **for those living in multifamily housing**?



The solutions



Wikipedia

Charging solutions data matrix

Matrix includes:

- Charging location
- Charger type
- Funding source
- Charging cost
- Includes affordable housing units
- Future-proofing strategies

Case Study name	Project title	Charging type	Problem addressed	Solution type	Charging location	Charger type
Burlington Electric Department	Pole-Mounted EV Chargers	Public	Access, equipment	Utility	Curbside	Level 2 charging
City of Cambridge	Sidewalk EV Charging	Private	Access, equipment	Policy	Curbside	Level 1 charging
EV Match	Charger Sharing	Private	Access	Technology	Residential property	Varies
Stak Mobility	Pittsburgh Charging Carousel	Public	Access, equipment	Technology	Residential or commercial property	Level 2 charging
Electric Nation	Inter-Tribal Charging Community	Public	Access, cost, equipment	Community	Varies	DC fast charging, Level 2 charging
City of Ann Arbor	Commercial EV Charger Program	Public	Access, cost, equipment	Policy	Residential or commercial property	Level 2 charging
Peninsula Clean Energy	Low-Level Charging	Public or private	Access, cost	Utility	Residential or commercial property	Level 1 and Level 2 charging
Revel	Public Charging and All-Electric Rideshares	Public	Access	Technology	Commercial property	DC fast charging
Ava Community Energy	Public Fast Charging Network	Public	Access, equipment	Utility	Commercial property	DC fast charging
GoForth	EV Carshare Program	Public	Access, cost, equipment	Community	Residential property	Level 2 charging
Green Edge Tech	Equitable EV Charging Access	Public	Access	Technology	Curbside	Level 2 charging
SWTCH Energy	Enhanced EV Charger Management	Public or private	Access, equipment	Technology	Residential or commercial property	Varies
City of Boston	Public Curbside EV Charging	Public	Access	Policy	Curbside	Level 2 charging and DC fast charging
Dunamis Charge	Community-Driven Charging	Public	Access, equipment	Community	Commercial property	Level 2 charging

Technology solutions

A product or service sold by a company that relies on a specific charging technology

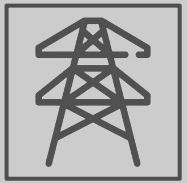
Policy solutions

A federal, state, or city government program designed to increase access to charging

Community solutions

A grassroots, locally-planned approach to increase access to charging

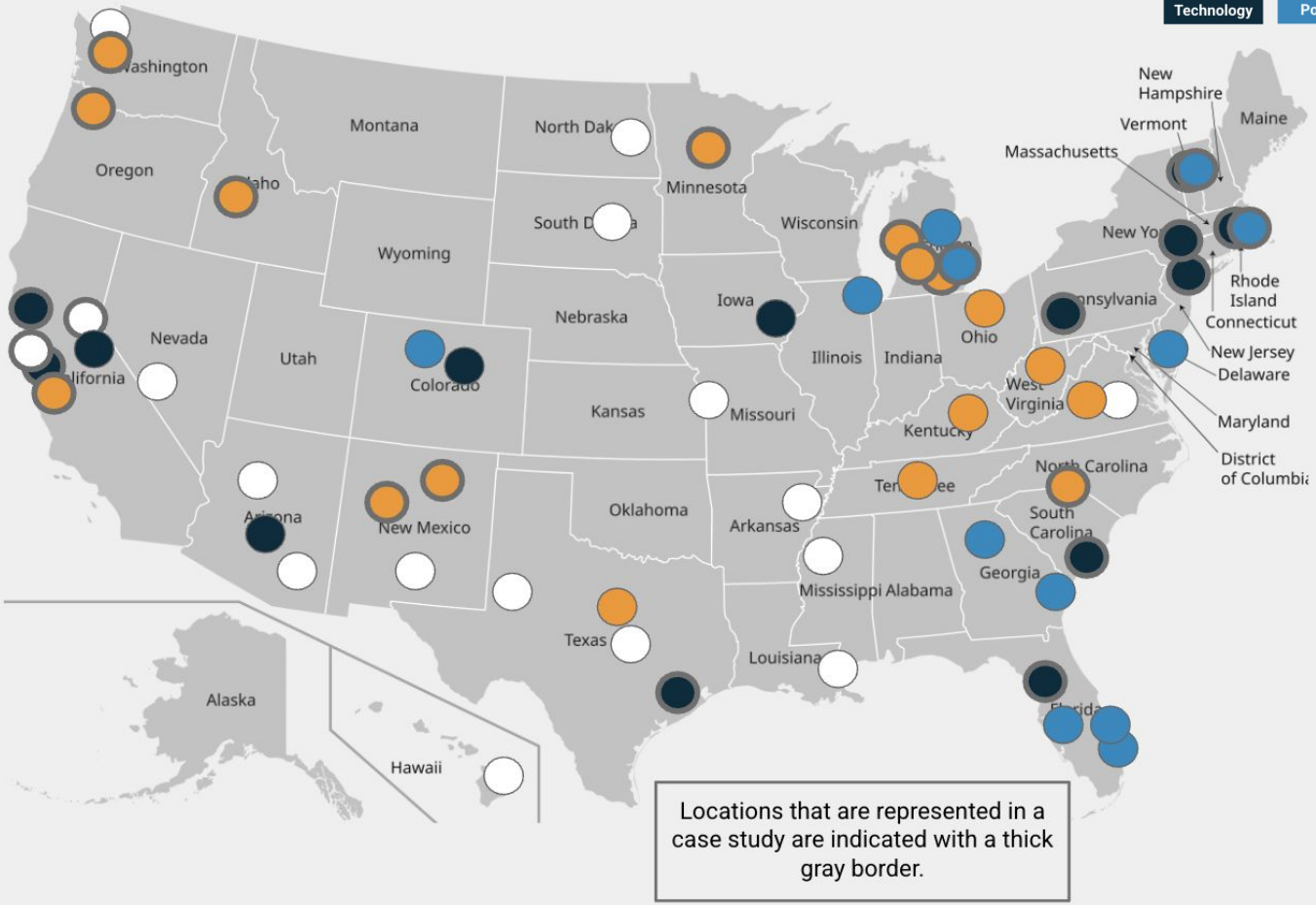
Utility solutions



A charging program for funding and/or assistance led by a utility provider

Charging solutions

map



Community Solution Case Study: Ecology Action

- Ecology Action is a nonprofit supported by the California Energy Commission and PG&E that offers full-service assistance installing EV chargers.
- To keep costs low, Ecology Action leverages incentives and often relies on level 1 and low-power level 2 charging which are offered at a reduced cost or free for qualifying property owners.
- Community outreach to low- and moderate- income residents is a key component of the program. Ecology Action also offers bilingual assistance to reach more community members.

Tags		
Charging type	Problem addressed	Solution type
Public or Private	Access, Equipment	Community

Charger type: Level 1 and Level 2

Photo Credit: Ecology Action

Policy Solution Case Study: Charge Vermont

- Charge Vermont is funded by the state and administered by the State's largest electric utility, Green Mountain Power.
- Covers up to 90% of project costs to install Level 1 and Level 2 charging in market-rate multifamily housing and up to 95% of costs for projects with a minimum of 50% affordable housing units.
- Incentives can be stacked with utility program incentives and tax credits.
- Bulk of incentive is paid before construction begins, eliminating barriers for property owners and managers.

Tags		
Charging type	Problem addressed	Solution type
Public or Private	Access, Cost	Policy

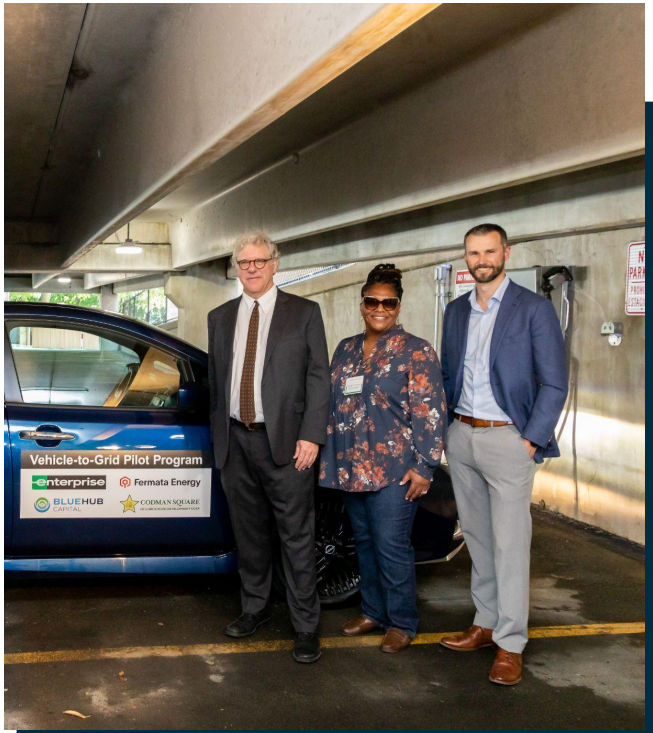
Charger type: Level 1 or Level 2

Technology Solution Case Study: Fermata Energy

- Blue Hub Capital and Fermata Energy partnered with Eversource in Boston, MA to demonstrate Vehicle-to-Grid charging as a way to offset electricity costs for charging.
- Eversource notifies Fermata of peak events and pays to have electricity discharged from the vehicle back into the grid.
- The driver receives free charging and a discounted lease on the electric vehicle.

Tags		
Charging type	Problem addressed	Solution type
Private	Access, Equipment, Cost	Technology

Charger type: DC fast charging



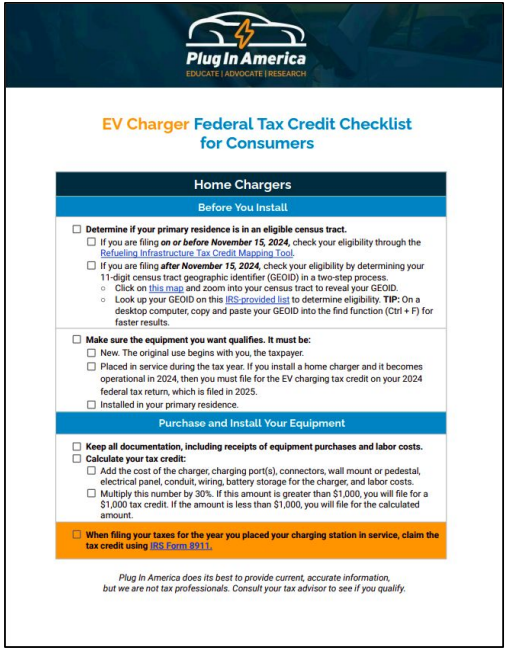
Best Practices : Charging Solutions

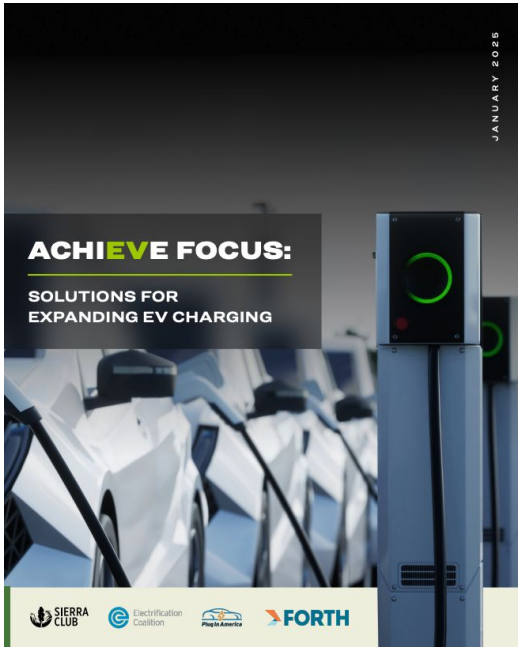
- Consider Level 1 home charging.
- Involve your local utility early.
- Look for charging installation incentives.
- Prioritize business models that reduce costs.
- Implement load management and vehicle-to-grid charging.
- Include local property owners and residents to create mutually beneficial solutions.
- Prioritize underserved communities and affordable housing locations.

Photo courtesy of it's electric

Resources

Additional resources






Plug In America
Questions?

Q&A

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Thank you for joining!

Reach out to kristen@climate-xchange.org with any additional questions!

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