

Category Descriptions	
Category	Description
Site Selection/Analysis	Jurisdictions need to have a process to determine how to optimize placement of electric vehicle supply equipment (EVSE) of various types and power levels. Resources in this category describe key factors and considerations to take into account when evaluating location and placement of EVSE.
Incentives/Rebates	Jurisdictions need to have a thorough understanding of the incentives and rebates available to facilitate electric vehicle (EV) adoption and EVSE deployment in order to convey them to consumers, site hosts, and other stakeholders. Resources in this category help jurisdictions navigate the assortment of options.
EV Cost Forecasting or Analysis (Financial and/or Environmental)	Jurisdictions need a way to quantify the financial and environmental impacts of EVs to generate buy-in. Resources in this category provide tools and guidance on how to assess the environmental and/or economic impacts of EVs.
Funding	Jurisdictions need to familiarize themselves with grants and other funding opportunities that can help support EV adoption and EVSE deployment. Resources in this category help jurisdictions navigate the assortment of options.
Financing	Jurisdictions need to familiarize themselves with financing and business models that leverage private investment to support EV adoption and EVSE deployment. Resources in this category help jurisdictions understand available options.
Charging Infrastructure	Jurisdictions need to understand the EV charging needs of their stakeholders and how to best meet those needs. Resources in this category include strategies to advance EVSE deployment in residential, multifamily, workplace, and public settings, including city-led EVSE development and strategies to enable others to install EVSE.
Outreach/Education	Jurisdictions need effective ways to convey the benefits of EVs to their stakeholders. Resources in this category provide best practices for engagement with residents, employers, and other constituents to support EV adoption and EVSE investment.
Regulatory/Permitting	Jurisdictions need to ensure their regulations and permitting processes facilitate efficient EVSE deployment without compromising safety. Resources in this category provide best practices and case examples of regulations and permitting processes to ensure EV infrastructure can be efficiently deployed and utilized.

Municipal Fleet Electrification

Jurisdictions seeking to electrify their fleets must consider several factors such as the best applications for EVs, ensuring adequate charging infrastructure, and training fleet drivers. Resources in this category provide guidance for effective and successful fleet electrification.

Equity

Several barriers exist that prevent disadvantaged communities from partaking in the benefits associated with EVs, such as low home and vehicle ownership rates. Resources in this category provide jurisdictions with best practices that help mitigate those challenges and extend the benefits of EVs in a more equitable fashion.

Model Ordinances or Codes

Jurisdictions need to ensure their ordinances and codes allow for streamlined processes to reduce the soft costs of EVSE installation and ensure convenient accommodations for EV charging. Resources in this category provide model ordinances and codes for jurisdictions to adopt in order to meet those objectives.

Top Tool Kits

	Site Selection/Analysis	Incentives/ Rebates	EV Cost Forecasting or Analysis (Financial and/or Environmental)	Funding
Recommended reading	NYSERDA Best Practice Guides for Charging Stations	PG&E Electric Vehicle Incentives	AFLEET Tool	CARB Funding Wizard
What's included	NYSERDA provides three guides detailing best practices for site selection focused on (1) factors for good EV charging locations, (2) key siting and design issues, and (3) EV parking spaces.	This resource lets users input information and display personalized results for incentives they are eligible for, including at the utility, federal, state, and local levels.	The Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool compares petroleum use, greenhouse gas emissions, air pollutant emissions, and cost of ownership of light-duty and heavy-duty vehicles.	The Funding Wizard is a searchable database of grants, rebates and incentives to help government agencies and other entities pay for sustainable projects, including for EVs and EV charging stations.
	Financing (EVs)	Financing (EVSE)	Charging Infrastructure	Outreach/ Education
Recommended reading	Fleets for the Future Guide To Financing Alternative Fuel Vehicle Procurement	EV Charging Financial Analysis Tool	Zero-Emission Vehicles in California: COMMUNITY READINESS GUIDEBOOK	Literature Review of Electric Vehicle Customer Awareness and Outreach Activities
What's included	This document lays out the common strategies available for public and private fleets attempting to finance an investment in alternative fuel vehicles.	This tool uses the discounted cash flow (DCF) analysis method to determine the expected financial returns for EV charging infrastructure investments over the expected lifetime of the charging equipment based on inputs provided by the user.	This guidebook provides information on identifying EV charging infrastructure needs in communities.	This document reviews the literature on consumer awareness and describes exemplary outreach campaigns and strategies from the leading EV markets in the US and around the world. It concludes with a set of principles that EV outreach programs should apply. In addition to reviewing this literature review and the case studies it references, consumer outreach efforts of entities that are active in EV education locally (e.g. PG&E, MCE, BAAQMD) should be reviewed to understand how municipal outreach can complement existing efforts. Additionally, numerous organizations have substantial experience in EV promotion and should be monitored as they disseminate lessons from their ongoing outreach (e.g. Veloz, Plug-in America, Forth, Clean Cities Coalitions, Electric Drive Transportation Association, MidwestEVOLVE, Sierra Club, Center for Sustainable Energy).
	Regulatory/ Permitting	Municipal Fleet Electrification	Equity	Model Ordinances or Codes
Recommended reading	Electric Vehicle Charging Station Permitting Guidebook	Fleets for the Future Procurement and Transition Planning Guides	Greenlining EV Equity Toolkit	AB 1236 Tool Kit: EV Charging Stations Ordinance
What's included	This guidebook focuses primarily on the permitting process, detailing obstacles and emerging challenges and spotlighting best practices from jurisdictions and station developers across California.	Fleets for the Future has several alternative fuel vehicle resources for fleets on topics such as the benefits of deploying EVs, EV-specific considerations involved in the procurement process, strategies to finance an investment in alternative fuel vehicles, and planning a coordinated bulk procurement of alternative fuel vehicles.	This toolkit is intended for stakeholders interested in creating equitable EV policies and programs and provides tools, tips, and resources to make passenger EVs accessible to underserved communities.	These resources provided by the California Building Officials are templates written for either City or County Jurisdictions which must adopt an ordinance with an expedited, streamlined process for permits for electric vehicle charging stations.

Title of Toolkit	Description	Link	Audience	Topic Areas											
				Site Selection/Analysis	Inventory/Rebates	EV Cost Forecasting or Analysis (Financial and/or Environmental)	Funding	Financing	Charging Infrastructure	Outreach/Education	Regulatory/Permitting	Municipal Fleet Electrification	Equity	Model Deployment	
CARB Funding Wizard	The Funding Wizard is a searchable database of grants, rebates and incentives to help government agencies and other entities pay for sustainable projects, including for EVs and EV charging stations.	https://fundingwizard.arb.ca.gov/	State and Local Transportation Agencies; Businesses; Advocacy Organizations; Utilities		Addresses topic in depth		Addresses topic in depth	Addresses topic in depth							
BAAQMD Funding and Incentives for Public Agencies	This webpage lists funding opportunities the Bay Area Air Quality Management District has available to support on-road clean air vehicles and infrastructure.	http://www.baaqmd.gov/funding-and-incentives/public-agencies	Local Transportation Agencies; Businesses		Addresses topic in depth		Addresses topic in depth								
EV Charging Financial Analysis Tool	This tool allows users to evaluate the financial viability of EV charging infrastructure investments involving multiple private and public sector partners. It uses the discounted cash flow analysis method to determine the expected financial returns for EV charging infrastructure investments over the expected lifetime of the charging equipment based on inputs provided by the user.	https://www.c2es.org/document/ev-charging-financial-analysis-tool/	State and Local Transportation Agencies; Jurisdictions					Addresses topic in depth	Addresses topic in depth						
Literature Review of Electric Vehicle Customer Awareness and Outreach Activities	This paper reviews leading global practices on electric vehicle consumer awareness and outreach activities. It reviews literature on the importance of consumer awareness and identifies exemplary actions in leading electric vehicle markets. It also includes five case studies to illustrate the key elements of successful comprehensive consumer awareness campaigns.	http://www.theicct.org/sites/default/files/publications/Consumer-EV-Awareness_ICCT_Working_Paper_23032017_vf.pdf	State and Local Transportation Agencies; Legislators; Dealers; Jurisdictions; Advocacy Organizations; Utilities							Addresses topic in depth		Touches lightly on topic			

Key
 Touches lightly on topic
 Addresses topic
 Addresses topic in depth

EV Readiness Plans

City/Region	Description	Link	Key details
Santa Monica Electric Vehicle Action Plan	This action plan for the City of Santa Monica addresses public infrastructure and private charging considerations in the community, community outreach programs, as well as funding and implementation of the plan. Public policy considerations such as EV parking policies are also addressed.	https://www.smgov.net/uploads/Files/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf	Organized into four priority areas and recommended actions to overcome barriers to EV adoption: Public Infrastructure: Modernize and expand public EV infrastructure to improve user experience and sustain operations, Private Charging: Increase EV Charging for Multi-Unit Dwellings (MUDs) and workplaces, Public Policy: Update parking policies and practices for efficient charging station use, Community Outreach: Develop EV outreach programs and resources for residents and businesses.
Fort Collins EV Readiness Roadmap	The Fort Collins EV Readiness Roadmap provides specific readiness strategies the City should implement to achieve its goals, organized into seven categories: Outreach & Education, Leading by Example, City Planning and Regional Coordination, Policies, Incentives, Utilities, and Emerging Technologies.	https://www.fcgov.com/transportationplanning/files/cofc-ev-readiness-roadmap.pdf	This roadmap outlines community-wide and government-focused goals and identifies specific strategies within seven broad categories (outreach & education, city planning & regional coordination, etc.). These are mapped to the specific goals and ranked by LOE and potential impact.
Drive Clean Seattle Implementation Plan 2017	The Drive Clean Seattle Implementation Plan addresses barriers and opportunities for accelerating EV adoption, Interdepartmental strategies, and strategies for racial equity.	http://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf	Identifies five strategy areas: Smart Cities, Race & Social Justice, EVs and EV charging, City Leadership, and Outreach and Awareness. Within those areas, implementation actions are described. Also includes sections on "strategies in leading EV cities" and "potential strategies to accelerate EV deployment"
Aspen Community EV Readiness Plan	The Community EV readiness plan for Aspen addresses outreach strategies, timeline for internal projects, and resources for various types of EV users such as: potential and future drivers of EVs, community members, EV drivers travelling regionally, and fleets	https://www.cityofaspen.com/DocumentCenter/View/977/Aspen-Electric-Vehicle-Readiness-Plan-PDF	Identifies nine strategies and associated actions to promote EV readiness: EVSE installation and expansion, EV Group Purchase Program, Ride and Drive Events, City of Aspen Internal EV Readiness, Collaborate with Other Local Governments, EV Parking Policies, Support Automatic Metering Infrastructure and Encourage Off-Peak Charging, Assess Need for and Conduct Grid Impact Analysis, and EV Ownership in Multi-Family Housing. The plan includes a list of tasks, timeline, partners, responsible parties, and budget for each strategy.
Sonoma County Transportation Authority Low Carbon Transportation Plan	This resource defines and evaluates strategies for the fuel shift towards EV, addressing EV planning and policy, deployment, coordination, and education and awareness.	https://scta.ca.gov/wp-content/uploads/2018/03/Shift-Low-Carbon-Transportation-Plan-3-15-2018-web.pdf	The plan covers mode shift - shifting from single occupant vehicles to shared and active modes - and fuel shift - shifting from internal combustion engine to electric vehicles. It includes 18 EV actions, grouped into the following categories: planning, policy, coordination, deployment, and education and awareness.
City of Atlanta EV Readiness Workbook	Atlanta's EV Readiness Workbook contains numerous resources covering EVSE installation, signage, and permitting.	https://www.atlantaga.gov/home/showdocument?id=34401	This resource provides educational materials and resources for EVSE installation, including case studies, guidance on signage, and permitting processes.
Electric Vehicle Readiness Plan for Ventura, Santa Barbara, and San Luis Obispo Counties (Central Coast)	This plan is intended to encourage and facilitate mass adoption of plug-in electric vehicles in the tri-county Central Coast region.	https://www.ourair.org/wp-content/uploads/PlugInCentralCoastEVReadinessPlan.pdf	This regional plan contains barriers and solutions to EV deployment, challenges and solutions for developing a comprehensive charging network, guidance on effective EV marketing and outreach, and a plan for conducting training and education to promote EV readiness.
Bay Area Plug-In Electric Vehicle Readiness Plan	This plan provides guidance for local governments, regional agencies, utilities, and other stakeholders, to help them identify and implement local actions that may help grow Bay Area PEV ownership.	http://www.baaqmd.gov/plans-and-climate/bay-area-pev-program/bay-area-pev-ready	The Bay Area EV readiness plan covers the following strategies to accelerate EV adoption: a regional siting analysis, incentives, consumer education and outreach, opportunities to attract and retain EV manufacturing and services, and integration with Plan Bay Area.

Strategies

Strategy Name	Category	Example Jurisdictions Implementing or Recommending Same or Similar Strategy	Example	Source(s)
Community-based Partnerships to Guide Implementation	Planning and Implementation	Seattle, Portland	Seattle and Portland have prioritized racial and economic equity in their EV plans, and have recommended establishing partnerships with community-based organizations to guide their plans and implementation.	https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf https://www.portlandoregon.gov/bds/article/619284
Create a Stakeholder Working Group	Planning and Implementation	Santa Monica	Santa Monica has a subcommittee of a broader sustainability working group that includes EV drivers and other stakeholders to offer input into implementation decisions of its EV Action Plan.	https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf
Incorporate EVSE Planning into Streetscape Projects and Repaving	Planning and Implementation	Portland	The City of Portland's EV plan recommends identifying opportunities to install EV chargers and/or conduits in conjunction with major public works projects in strategic locations and in streetscape planning.	https://www.portlandoregon.gov/bps/article/619258
Data Tracking and Sharing	Planning and Implementation	Portland	The City of Portland's EV plan recommends working with its state Department of Environmental Quality and local university to track and share data on the number of ZEVs registered. Seattle plans to utilize its car share permitting program to require companies to provide SDOT access to their API, to enable use of shared mobility hubs, track EV and non-EV car share vehicles, estimate eVMT and GHG emissions avoided.	https://www.portlandoregon.gov/bps/article/619272
Develop a Plan to Fund the Roadmap	Planning and Implementation	City of Santa Monica	Santa Monica's EV Action plan identifies a need for new sources of revenue and financing to implement its proposed programs, and seeks to identify capital budget needs, grant opportunities, and LCFS funds.	https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf
Participate in the Low Carbon Fuel Standard program	Planning and Implementation	City of Santa Monica; Portland	Santa Monica's EV Action Plan recommends adopting a policy to utilize funds from LCFS credits to spend on EV-related projects. They estimate the City could generate approximately \$35,000 annually from the 200 stations they plan to own and operate.	https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf
Form an Internal EV Task Force or Working Group	Planning and Implementation	Vancouver; City of Santa Monica	Vancouver's EV plan conducted an audit of city departments and their relationship to different parts of EV implementation, and highlighted where to integrate EV deployment and management into different departments. In the implementation phase, their plan recommends implementing a task force that can stay abreast of technology updates related to autonomous, electric, and shared mobility, guide and inform city policy, and assess progress on implementing these technologies into the city's initiatives.	https://vancouver.ca/files/cov/EV-Ecosystem-Strategy.pdf
Shared Mobility Goals and Metrics	Goals, targets, and metrics	Seattle	The City of Seattle is working to partner with ride-hail providers to assess the potential increase in EVs and eVMT as a result of the increase in EVSE through its shared mobility hubs project. In addition, opportunities to engage directly with drivers through surveys, workshops, or focus groups may provide valuable information to evaluate the project's performance.	http://evsharedmobility.org/resource/evse-roadmap-for-shared-mobility-hubs/
EVSE Goals and Metrics	Goals, targets, and metrics	Edmonton, Montreal, Portland, Santa Monica	Many cities have set targets for EVSE deployment by a certain year. For example, Portland has set a goal to double its number of public Level 2 and DCFCs by 2020. Santa Monica seeks to expand the public charging infrastructure from 89 to approximately 300 chargers by 2020, with a long-term goal of 1,000 chargers by 2025. Montreal set a goal to install 1,000 public Level 2 chargers by 2020.	https://www.edmonton.ca/city_government/documents/PDF/EdmontonElectricVehicleStrategy.pdf
Personal EV Deployment Goals and Metrics	Goals, targets, and metrics	Seattle; Santa Monica	Many cities have set EV deployment targets, which typically been set as either a specific number of EVs or by market share of EVs by a certain date. For example, Seattle's goal is for 30% of light duty vehicles registered in Seattle should be electric by 2030. Santa Monica aims to increase the percentage of EVs on the road from 2% to 15% by 2025.	https://www.edmonton.ca/city_government/documents/PDF/EdmontonElectricVehicleStrategy.pdf
Goals and Targets for EV Fleet Deployment	Goals, targets, and metrics	Portland, Austin, cities in China	Many cities in the U.S. and abroad have set EV deployment targets for specific parts of the city fleets, such as city buses, sanitation trucks, and in some cases, private fleets like taxis and car sharing fleets. Portland's fleet goal includes adding 60 electric vehicles to the City's sedan fleet to increase the percentage of electric vehicles from 20 to 30 percent. Other cities have established "electric first" guidelines that encourage or require the city fleet manager to purchase all-electric vehicles when the vehicle usage is compatible with the vehicles' intended use.	https://www.portlandoregon.gov/bps/article/619272 ; https://www.theicct.org/sites/default/files/publications/China_city_NEV_assessment_20181018.pdf ; https://www.edmonton.ca/city_government/documents/PDF/EdmontonElectricVehicleStrategy.pdf
Awareness Goals and Metrics	Goals, targets, and metrics	Tahoe-Truckee; Edmonton	The City of Edmonton recommends setting a target for self-reported awareness and knowledge of EVs among the public, to be tracked through surveys over time. Tahoe-Truckee's plan recommends tracking public awareness of the benefits of EVs, number of public participants reached through outreach activities, impressions through media coverage, and other outreach metrics.	http://tahoealternativelu.com/wp-content/uploads/2017/06/Tahoe_Truckee_PluPlan_Final_web.pdf
Equity Goals and Metrics	Goals, targets, and metrics	Portland	The city of Portland established goals and principles related to equity in its EV action plan, including increasing access to affordable electric vehicle options for low-income populations and communities of color, and maximizing the air quality and cost savings benefits of electric vehicles for low-income populations and communities of color.	https://www.portlandoregon.gov/bps/article/619254

Strategy Name	Category	Example Jurisdictions Implementing or Recommending Same or Similar Strategy	Example	Source(s)
EV and EVSE Outreach and Technical Assistance Program	Education, Outreach, and Communications	City of Santa Monica; Portland; southern California	The City of Santa Monica suggests using Solar Santa Monica, a free service that provides technical assistance for residents and businesses to help navigate the rules, incentives, and financing options to install solar panels, as an example for an EV outreach program that could provide a similar service to engage and inform property owners and residents. The City of Portland recommends providing assistance to low income residents to access incentives.	https://www.portlandoregon.gov/bps/article/619269 ; https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf ; For example, the "Replace Your Ride" (RZR) scrap and replace program, incentivizing clean vehicle purchases in southern California, uses a case-management model. RZR assigns a dedicated staff person to help applicants who are having difficulty in filling out paperwork to get vouchers for EVs. This case-management model is particularly important when targeting immigrant communities who may have language barriers and lack the language proficiency or technical knowledge to complete necessary forms.
Identify Recommended EVSE Vendors and Installers	Education, Outreach, and Communications	City of Santa Monica	The City of Santa Monica has recommended identifying local vendors who specialize in MUD charging and workplace charging through an open vetting process in order to save property managers time and money searching for their own vendors.	https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf
Maintain a Comprehensive EV Website and Outreach Materials	Education, Outreach, and Communications	Fort Collins	Fort Collins' EV plan recommends including on a website EV parking and charging stations, residential and public charging permitting, EV building codes, and local initiatives, incentives, and considerations. The site can link to external sources for more information about state and national EV efforts, as well as general EV information.	https://www.fcgov.com/transportationplanning/files/cofc-ev-readiness-roadmap.pdf https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf https://scta.ca.gov/wp-content/uploads/2018/03/Shift-Low-Carbon-Transportation-Plan-3-15-2018-web.pdf ; http://greenlining.org/publications-resources/electric-vehicles-for-all
Mobility Needs Assessment	Education, Outreach, and Communications	Seattle; Portland	Seattle undertook a "clean mobility outreach and awareness campaign focused on underserved communities within the greater Seattle area. This campaign was funded by Drive Clean Seattle, lead by Forth and implemented by ECOS, which has a number of existing partnerships in communities of color. The project consisted of three main components which were planned and implemented in April and May of 2018: 1) Connect, educate, and gather feedback from underserved community members, immigrants and refugee residents on their current transportation situation and the benefits of electric vehicles (EVs) in their communities; 2) Facilitate two (2) "listening sessions" designed for residents of an affordable housing community, with the second session open to a broader audience; 3) Compile and summarize the data collected in a report that can be used to develop future EV and shared mobility projects in Seattle."	Seattle EV Outreach and Engagement Campaign Final Report; https://www.portlandoregon.gov/bps/article/619277
Increase EV and EVSE Visibility in Public Spaces	Education, Outreach, and Communications	Edmonton; Portland; Vancouver	The City of Edmonton has prioritized placing some chargers in high visibility locations as an awareness-raising strategies. Others have utilized an "Electric Avenue" concept like in Portland to provide public signage and educational materials around clusters of downtown stations.	https://www.edmonton.ca/city_government/documents/PDF/EdmontonElectricVehicleStrategy.pdf ; https://vancouver.ca/files/cov/EV-Ecosystem-Strategy.pdf
Implement an EV Bulk Purchase Program	Education, Outreach, and Communications	Boulder, Kansas City, and others	Solar Benefits Colorado was a joint initiative of Boulder County, Adams County, and the City and County of Denver that worked with solar providers and dealerships to negotiate bulk purchase prices resulting in a 26% discount on 2015 Nissan LEAFs. The program increased sales three-fold from 2014-2015 in Boulder County, with just 28% of participants reporting they had been considering an EV previously.	https://cadmusgroup.com/papers-reports/pathways-to-ev-preparing-cities-for-the-transition-to-electric-vehicles/
Develop a Workplace Charging Challenge	Education, Outreach, and Communications	Vancouver; Boulder	Vancouver and Boulder's EV action plans both recommend replicating the federal DOE Workplace Charging Challenge, which was/is a voluntary program that recognized employers who installed EV chargers and provided technical support.	https://vancouver.ca/files/cov/EV-Ecosystem-Strategy.pdf
Develop Equity-Oriented Pilot Projects	Education, Outreach, and Communications	Portland	Portland recommends working with community partners to "develop programs and incentives to reduce the barriers to EVs for low-income populations, communities of color and individuals with no or damaged credit, such as vouchers, instant rebates and EV carshare and e-bike pilot projects."	https://www.portlandoregon.gov/bps/article/619268 ; http://greenlining.org/wp-content/uploads/2018/03/Mobility-Equity-Framework-Final.pdf

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Explore Workforce Development Strategies	Education, Outreach, and Communications	Portland; Seattle	Portland and Seattle identified priorities in their EV action plans to prioritize workforce development. In Portland, they suggest building resources to connect small- to medium-sized EV manufacturers with employment opportunities for qualified underemployed and unemployed residents, and in Seattle, they suggest partnering with workforce development groups to establish a job training program to prepare shared mobility workers for an electric and automated mobility future. Greenlining Institute suggests pursuing "High Road" strategies.	https://www.portlandoregon.gov/bps/article/619273 ; http://greenlining.org/publications-resources/electric-vehicles-for-all
Develop Common EV Messaging for Distribution Through Existing Transportation Info Channels	Education, Outreach, and Communications	Boulder (recommended)	The City of Boulder's EV plan recommends developing common messaging about EVs and leveraging existing outreach programs that communicate about transportation, such as TDM organizations, their university's transportation services, and transit agency.	https://www.swenergy.org/data/sites/1/media/documents/publications/documents/Boulder_Electric_Vehicle_Infrastructure_and_Adoption_Assessment_April-2015.pdf
Education and Outreach to Ride Hail Drivers	Education, Outreach, and Communications	Portland	"In Portland, the EV Shared Mobility team will expand Uber's education and outreach efforts by providing training, education, and promotional material to current and prospective EV drivers for ride-hailing services. The objective is for EV drivers in ride-hailing services to act as EV ambassadors to the riders, providing information and answering questions about EVs during the trip. Forth, in Portland, with project partners will support an EV education and outreach program with ride-hail drivers."	http://evsharedmobility.org/wp-content/uploads/2018/09/EV-Shared-Mobility-Literature-Review-and-State-of-Play.pdf
Parking Incentives	Municipal management of EVs and EVSE	Sacramento; Tahoe-Truckee	Many cities in the U.S. and abroad offer reduced street parking permits, priority parking in public lots, reduced parking in commercial areas, and other parking perks for EV drivers, which can be the equivalent of a significant economic subsidy. Since 1994, the City of Sacramento has offered an EV Parking Program that provides free or discounted parking to EV drivers. Customer surveys in 2017 revealed that 36% of respondents judged the EV Parking program to be "very influential" on their decision to own or lease an EV, and that they would not have done so without the program in place.	https://cadmusgroup.com/papers-reports/pathways-to-ev-preparing-cities-for-the-transition-to-electric-vehicles/
Disincentivize Conventional Vehicles, Incentivize EVs	Municipal management of EVs and EVSE	European cities	Multiple European cities have restricted vehicle use at all in certain parts of the city, but some have still allowed zero emission vehicle travel, or have discounted congestion charges for EVs.	https://climateprotection.org/wp-content/uploads/2018/10/Survey-on-Global-Activities-to-Phase-Out-ICE-Vehicles-FINAL-Oct-3-2018.pdf
Establish Fee Structures for Public Charging	Municipal management of EVs and EVSE	City of Santa Monica; Montreal	In order to enable cost recovery for its city-owned stations, the City of Santa Monica has evaluated different pricing models for its charging stations, including a "prepaid model", "cell phone model", "gas station model", "hybrid model" as well as pricing structure options: flat fee per hour, fee per kWh, fee per session, and time-varying rates. In its EV Action Plan, the city recommends pursuing time-varying rates via a "gas station" or pay-as-you-go model. The City of Montreal is introducing overnight charging discounted rates to enable overnight use of its Level 2 curbside chargers.	https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf
Develop EV Parking Management Strategy	Municipal management of EVs and EVSE	Portland; Roseville; Millbrae; Fort Collins	The City of Portland's EV plan and several other cities' plans recommend developing a set of standards for EV parking in the city. It is considered a best practice to restrict use of EV charging spaces to vehicles that are currently charging, so that the equipment is available for drivers who need them. This is allowed by the CA Vehicle Code, which allows for only vehicles that are connected for charging to park in designated EV spaces, an authorizes local governments to tow vehicles using those spaces.	https://www.portlandoregon.gov/bps/article/619259 ; http://tahoealternativefuels.com/wp-content/uploads/2017/06/Local-Government-PEV-Toolkit_Final_6-13-17.pdf ; http://ci.millbrae.ca.us/Home/Component/s/News/News/490/24 ; https://www.fcgov.com/transportationplanning/files/cofc-ev-readiness-roadmap.pdf
Explore Supplier Diversity Strategies	EV charging deployment strategies	N/A	While an example of a jurisdiction exploring supplier diversity strategies in regards to EVSE installation is not readily available, the strategy is that if a city pursues a city-led and funded procurement of public EVSE, it may consider supplier diversity requirements or strategies to encourage participation by diverse business enterprises (DBEs) in that procurement.	http://greenlining.org/publications-resources/electric-vehicles-for-all
Explore Opportunities for Streetlight Charging	EV charging deployment strategies	Los Angeles; Lancaster; Munich	The City of Santa Monica has identified streetlight EV charging as an innovative option to provide public curbside charging; the charging infrastructure is affixed to the existing streetlight. As streetlights are converted to efficient LED lighting, excess electrical power capacity may be available for additional uses like EV charging. Cities like Los Angeles, Munich, and Oxford have piloted this new technology to provide a new source of EV charging that can avoid streetscape impacts and costs.	https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf
Incentive Program for Multifamily and Affordable Housing	EV charging deployment strategies	City of Santa Monica; Austin Energy	"Develop a pilot rebate program for multifamily charging to help property owners and residents install charging stations; include additional funding for low-income residents. Increase the installation incentive amounts from \$3,000 to \$4,000 for the following applicants: (1) low-income property owners, (2) property owners that rent to low-income residents who will charge an EV in their designated parking spot, (3) property owners that have a building located in a Disadvantaged Community, and (4) property owners that install two or more EVSE units."	https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf
Public Charging: Private Site Host Strategy	EV charging deployment strategies	Seattle	"Develop a network of off-street charging station clusters by developing an off-street EVSE cluster plan. Many neighborhoods in Seattle have land uses with commercial or institutional surface parking lots and structures that are used intensely during weekday business hours but underutilized through the night. Many parking facilities are sparsely used or vacant from 7:00 p.m.–7:00 a.m., creating opportunities to rent the empty parking spots to residents interested in access to charging. "	https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf https://www.portlandoregon.gov/bps/article/619279
Public Charging: Community Site Hosts	EV charging deployment strategies	Seattle	"Utilize creative, culturally relevant strategies and foster community cohesion by connecting EV and transportation programs to cultural anchors, such as community centers, churches, and service providers. Initial ideas include locating chargers to serve these facilities, provide maps to local services at charging stations, creating interpretative signage about electric vehicles, engaging local youth in creating art for the charging stations."	https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf https://www.portlandoregon.gov/bps/article/619283

Strategy Name	Category	Example Jurisdictions Implementing or Recommending Same or Similar Strategy	Example	Source(s)
Designate Priority EV Charging Areas	EV charging deployment strategies	Portland; Vancouver	Portland prioritizes EVSE in areas of Portland that have: "Fewer existing public charging stations; Limited access to frequent transit and bike routes; Higher proportions of multifamily housing and garage-free homes; Large businesses with employees commuting long distances; Residents with higher average vehicle miles traveled. Destinations (recreation sites, event venues, etc.) people tend to travel longer distances to access." Vancouver identified all city-owned buildings as priority sites to develop Level 2 chargers (either in city lots or at the curbside).	https://www.portlandoregon.gov/bps/article/619255 ; https://vancouver.ca/files/cov/EV-Ecosystem-Strategy.pdf
E-Hubs: Urban Clusters of DCFC	EV charging deployment strategies	Portland, Vancouver, City of Santa Monica	Several cities are pursuing some DC fast charging clusters as part of their overall charging strategy, either on-street or off-street. Many are partnering with their utilities and/or charging providers to enable these installations. Vancouver for example has plans to develop 8-10 hubs with multiple chargers close to amenities that are well-aligned with a 20-30 minute stop, such as grocery stores. Some cities, like Seattle, are also pursuing DCFC development for ride hailing drivers.	https://www.theicct.org/sites/default/files/publications/ZEV_fast_charging_white_paper_final.pdf ; https://www.portlandoregon.gov/bps/article/619262 ; https://vancouver.ca/files/cov/EV-Ecosystem-Strategy.pdf ; https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf
Public Charging on City Land (ROW or Lots): Procurement Model	EV charging deployment strategies	Montreal	This model involves city ownership and funding of public EVSE, and often involves issuing an RFP for a charging provider to develop the stations. Most cities with EV chargers have pursued this model, some at larger scales than others. The City of Montreal has a large-scale procurement model, and aims to install 1,000 Level 2 curbside chargers on its streets in partnership with its utility and the company Flo. It receives federal subsidies that cover about 50% of the costs.	http://www.montrealintechology.com/addenergie-will-spend-nearly-17-million-on-electric-vehicle-charging-stations/
Public Charging on City Land (ROW or Lots): Concession Model	EV charging deployment strategies	Philadelphia (proposed); London; Amsterdam	Philadelphia has proposed a concession model, and several other cities (including Santa Monica) are pursuing this type of strategy. This type of public charging development strategy involves a city entering into an agreement with one commercial party, which is responsible for the charging stations for a concession term. The charging provider would pay for the installation and receive revenues (possibly with some capital support or grant funds). The local authority enters into a franchise agreement with one commercial party, which is responsible for the charging stations for a concession period. The city or charging provider would be responsible for the maintenance.	http://www.greenemotion-project.eu/upload/pdf/deliverables/D10_7-Policies-and-good-practices-to-foster-electromobility-roll-out_submitted.pdf ; http://www.phillyotis.com/wp-content/uploads/2018/03/Electric-Vehicle-Policy-Task-Force-Final-Report.pdf
Public Charging on City Land (ROW or Lots): Program or License Model	EV charging deployment strategies	Seattle, Vancouver, Sacramento	The City of Vancouver created a Curbside Electric Vehicle Charging Pilot Program as part of their EV Ecosystem Strategy, which serves both non-residential and residential users, with a maximum of five installation for non-residential and a maximum of fifteen residential installations. Applications for the program are be open through June 2019, with each installation permitted under a licensing agreement for a five-year term. All applicants are responsible for the cost to buy, install, maintain and remove the EV charger.	http://www.greenemotion-project.eu/upload/pdf/deliverables/D10_7-Policies-and-good-practices-to-foster-electromobility-roll-out_submitted.pdf
Incentives for Shared Workplace Charging	EV charging deployment strategies	Catalonia	The province of Catalonia, Spain has subsidized up to 30% of the initial investment to the private companies willing to provide their charging stations to the wider public.	http://www.greenemotion-project.eu/upload/pdf/deliverables/D10_7-Policies-and-good-practices-to-foster-electromobility-roll-out_submitted.pdf
Support Residential Peer-to-Peer Charging	EV charging deployment strategies	N/A	While an example of a jurisdiction supporting residential peer-to-peer charging is not readily available, the strategy is that a city could incentivize or raise awareness about apps that enable residents with home EV chargers to share those chargers, such as Pavemint, EV Match, and PlugShare. This strategy could supplement other strategies to improve residential charging access for residents without a way to charge at home.	Discussions with Bay Area EV stakeholders
Streamline EVSE Permitting	Codes, Permitting, and other Regulations	Santa Monica; Tahoe-Truckee	Best practices for streamlining permitting processes include 1) Making permits available online or over-the-counter, 2) Issuing required permits in under 48 hours, 3) Offer reduced or free permitting fees, 4) Create guidance documents such as a checklist to guide applicants through the process, 5) Limit the number of inspections required, 6) Limit requirements for supporting materials and site plans. The City of Santa Monica offers free permits for EVSE.	http://tahoealternativefuels.com/wp-content/uploads/2017/06/Tahoe_Truckee_PluginPlan_Final_web.pdf ; https://www.sccgov.org/sites/dnz/Documents/Task-1A-EV-Best-Practices-Compendium.pdf ; https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf http://tahoealternativefuels.com/wp-content/uploads/2017/06/Tahoe_Truckee_PluginPlan_Final_web.pdf
Utility Notification Protocol	Codes, Permitting, and other Regulations	Tahoe-Truckee	Tahoe-Truckee created a utility notification protocol as part of its EVSE permitting process, in order to help its utility minimize grid impacts and plan for future distribution infrastructure upgrades.	https://www.sccgov.org/sites/dnz/Documents/Task-1A-EV-Best-Practices-Compendium.pdf ; https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf
Explore Guidelines and Standards to Support E-bike and E-Scooter Charging	Codes, Permitting, and other Regulations	City of Santa Monica	"The existing municipal Bicycle Parking code 9.28.140 requires at least one electric outlet in each long-term bicycle parking area (at least four hours), however it does not address short-term e-bike parking. Developing strategies and guidelines for charging e-bikes and other e-mobility options at parking structures, lots, and other designated locations will support the growing number of users throughout the city."	http://www.qcode.us/codes/santamonica/view.php?topic=9-3-9_28-9_28_140

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Permitting and Inspection Staff Training and Engagement	Codes, Permitting, and other Regulations	Tahoe-Truckee; Santa Monica	Tahoe-Truckee's EV plan recommends working with organizations like the Electric Vehicle Infrastructure Training Program (EVITP) to organize training sessions on charging station installations to learn best practices. Santa Monica's EV coordinator has also suggested that if possible, having a point person in the permitting staff who understands the permitting process for EV charging stations can be a best practice.	http://tahoealternativefuels.com/wp-content/uploads/2017/06/Tahoe_Truckee_PluginPlan_Final_web.pdf
Assess Barriers to EV charging in Rent-Controlled Apartment Buildings	Codes, Permitting, and other Regulations	City of Santa Monica	In order to allow EV charging in rent-controlled buildings, Santa Monica's Rent Control Board had to amend its regulations to create separate agreements for EV charging in long-term controlled or vacancy-controlled tenancies.	<p>https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf</p> <p>https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf</p>
Adopt Stretch Building Code to Incentivize EV Charging	Codes, Permitting, and other Regulations	San Francisco, Palo Alto, Fremont	The City of San Francisco introduced new legislation in 2017 requiring all new buildings (and major renovations of large buildings) to provide electrical capacity and infrastructure capable of supporting EV charging in 100% of parking spaces. The ordinance requires all new residential and commercial buildings to configure 10% of parking spaces to be "turnkey ready" for EV charger installation, and an additional 10% to be "EV flexible" for potential charging and upgrades. The remaining 80% of parking spaces must be "EV capable" by ensuring conduit is run in difficult to reach areas to avoid future cost barriers.	<p>http://tahoealternativefuels.com/wp-content/uploads/2017/06/Tahoe_Truckee_PluginPlan_Final_web.pdf;</p> <p>https://www.sccgov.org/sites/dnz/Documents/Task-1A-EV-Best-Practices-Compendium.pdf;</p> <p>https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf</p>
Charging Station Design Guidelines	Codes, Permitting, and other Regulations	Tahoe-Truckee	The Tahoe-Truckee plan recommends specifying or adopting design guidelines for EV parking spaces for both on- and off-street parking.	http://tahoealternativefuels.com/wp-content/uploads/2017/06/Tahoe_Truckee_PluginPlan_Final_web.pdf
Zoning Requirements and Incentives	Codes, Permitting, and other Regulations	Grand Rapids, MI; City of Fremont, CA; Tahoe-Truckee	The City of Grand Rapids, Michigan allows for one reserved, signed and enforced EV parking space (with charger) to count for four regular parking spaces for off-street parking requirements.	<p>http://tahoealternativefuels.com/wp-content/uploads/2017/06/Tahoe_Truckee_PluginPlan_Final_web.pdf; City of Grand Rapids, Michigan. 2010. Zoning Ordinance. http://grcity.us/design-and-development-services/Planning-Department/Documents/13873_ZONING%20ORDINANCE%20TEXT%20last%20amended%20September%2028,%202010%20FOR%20WEB.pdf;</p> <p>https://www.sccgov.org/sites/dnz/Documents/Task-1A-EV-Best-Practices-Compendium.pdf;</p> <p>https://www.sccgov.org/sites/dnz/Documents/Task-1A-EV-Best-Practices-Compendium.pdf</p>
Support Car-Sharing Electrification	Electric shared mobility strategy	City of Santa Monica	Several cities are working to encourage electrification of car-share services, through partnerships, pursuing grant opportunities, supporting development of charging infrastructure, and incentives.	https://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Energy/EVAP_Final_Draft_WEB.pdf
Support Ride-Sourcing Vehicle Electrification	Electric shared mobility strategy	Portland	Portland's EV action plan recommends exploring incentives and partnership opportunities to increase EV use in ride-sourcing, car-share, and taxis.	<p>https://www.portlandoregon.gov/bps/article/619270;</p> <p>http://evsharedmobility.org/wp-content/uploads/2018/09/Electrifying_Ride-Hail_Services.pdf</p>
Explore Strategies for Discounted Electric Shared Mobility Memberships	Electric shared mobility strategy	City of Santa Monica; Seattle	Santa Monica: "A low-income carshare program could be modeled after the Breeze Bike Share buy-down program, which offers up to 90% reimbursements on bikeshare memberships. The carshare program could offer diverse payment options, such as cash, metro passes and credit/debit cards in order to increase accessibility." Seattle: "Develop a multi-income level shared mobility subsidy program. We will develop	https://www.seattle.gov/Documents/Departments/SDOT/NewMobilityProgram/AppendixA.pdf
Explore Strategies for Digital and Unbanked Access	Electric shared mobility strategy	Seattle; Austin	Seattle's New Mobility Playbook includes strategies to address payment and digital barriers for underserved communities. Austin's shared mobility plan also highlights ways to enable pay-as-you-go cards and other strategies.	https://www.austintexas.gov/sites/default/files/files/Smart_Mobility_Roadmap_Executive_Summary_-_Final_with_Cover.pdf
Develop Low Income EV Carshare Programs	Electric shared mobility strategy	Los Angeles; Sacramento; San Joaquin Valley	BlueLA is a one-way EV car-sharing program, geared toward low-income residents, funded through CARB. Our Community Car Share Sacramento is another example of a program funded by CARB. Green Raiteros is a community-led EV ridesharing program in the San Joaquin Valley.	http://greenlining.org/publications-resources/electric-vehicles-for-all
Advocate for Accessible Shared Mobility Services	Electric shared mobility strategy	Seattle	Seattle's New Mobility Playbook includes a strategy to ensure ADA accessibility.	https://www.seattle.gov/Documents/Departments/SDOT/NewMobilityProgram/AppendixA.pdf
Electric vanpool or carpool programs	Electric shared mobility strategy	N/A	While an example of a jurisdiction facilitating electric vanpool or carpool programs is not readily available, the strategy is to set up electric vanpool/carpool programs for disadvantaged workers residing in disconnected parts of a city or driving from other car-dependent communities outside of the city.	Discussions with Bay Area EV stakeholders

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Create Electric Shared Mobility Hubs	Electric shared mobility strategy	Seattle; Portland; Columbus; Richmond, San Jose, Oakland	Several cities are working to connect electric shared mobility options to transit to provide first/last mile connections, in what many are calling "shared mobility hubs". These could incorporate co-located e-mobility options like e-bikes, e-scooters, EV car-share, and others at transit stations. Seattle is working to provide DC fast chargers, e-bike parking, signage and payment systems, and other services co-located at key transit hubs.	https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf https://www.portlandoregon.gov/bps/article/619277 https://smart.columbus.gov/uploadedFiles/Projects/Smart%20Columbus%20Smart%20Mobility%20Hubs%20ConOps%202018-07-30_v2.pdf http://www.transformca.org/landing-page/mobility-hubs-affordable-housing-pilot
Create Policy Framework for Autonomous Vehicles	Emerging technologies and grid integration strategies	Seattle	Seattle has developed a policy framework for autonomous vehicles to encourage deployment in a way that aligns with city goals, as part of its New Mobility Playbook	https://www.seattle.gov/Documents/Departments/Environment/ClimateChange/Drive_Clean_Seattle_2017_Report.pdf https://www.portlandoregon.gov/bps/article/619278
Increase Renewable Electricity for EV Charging	Emerging technologies and grid integration strategies	New York City; Santa Monica	New York City has deployed over 50 solar EV charging stations that are off-grid and supplied by EV ARC.	https://pv-magazine-usa.com/2018/12/26/new-york-citys-solar-powered-electric-vehicle-charging-stations/
Explore Opportunities for Smart Charging	Emerging technologies and grid integration strategies	Sonoma Clean Power; Austin (proposed)	Sonoma Clean Power's GridSavvy program offers customers a free residential smart charger, and enables customers to opt-in to enabling their charger to be grid controlled for a \$5/month bill credit. Austin's shared mobility plan suggests supporting pilots and research to assess the viability of EVs to provide grid services such as demand response.	https://sonomacleanpower.org/programs/gridsavvy https://www.theicct.org/sites/default/files/publications/Power-utility-best-practices-EVs_white-paper_14022017_VF.pdf https://www.austintexas.gov/sites/default/files/files/Smart_Mobility_Roadmap_Executive_Summary_-_Final_with_Cover.pdf
Fleet Manager Outreach and Technical Assistance	Fleet electrification	Tahoe-Truckee	Tahoe-Truckee's plan recommends creating a toolkit for fleet managers and conducting outreach to provide technical assistance to fleet managers considering EVs.	http://tahoealternativefuels.com/wp-content/uploads/2017/06/Tahoe_Truckee_Plu ginPlan_Final_web.pdf
Support Bus Electrification	Fleet electrification	Portland	Portland's EV action plan includes supporting their transit agency's efforts to transition to electric buses and encourage the electrification of other people transport fleets (e.g., tour vehicles) in Portland. The city also proposes to work with their agency to use new electric buses along routes through portions of the city where air quality issues have the largest impact	https://www.portlandoregon.gov/bps/article/619263
Support Electrification of Delivery Vehicles	Fleet electrification	Portland	Portland's EV action plan prioritizes supporting "the electrification of medium- and heavy-duty vehicles used in Portland for the delivery of goods and materials", and exploring "urban consolidation centers and support pilot projects to electrify delivery vehicles.". The city of Dortmund in Germany is developing non-financial incentives for last-mile delivery companies to electrify their fleets, including permission for extended access to the city center.	https://www.portlandoregon.gov/bps/article/619265 http://www3.weforum.org/docs/WEF_2018_20Electric_For_Smarter_Cities.pdf
Capture Federal EV Tax Credit for Public Fleets	Fleet electrification	Alameda County	Alameda County has pursued procurement strategies that enable utilization of the federal EV tax credit for public EV fleet procurement.	https://www.atlasevhub.com/resource/capturing-the-federal-ev-tax-credit-for-public-fleets/
Incentives and Technical Assistance for Non-profit Fleets	Fleet electrification	N/A	Some organizations that provide services to underserved communities in a city - such as non-profit affordable housing developers, senior services, and others - provide their own transportation services to their communities. This strategy is for a jurisdiction to consider offering technical assistance, connection to state programs, and its own rebates to enable these organizations to electrify their fleets utilized to provide transportation services to community members.	Discussions with Bay Area EV stakeholders
Alternative Fleet Procurement Models: Performance Contracting	Fleet electrification	Boulder	New Colorado legislation allows performance contracting by government agencies to include financing efficient vehicles, with the upfront costs paid back through fuel savings, in much the same way that upfront costs of building energy improvements are financed through performance contracting. The City of Boulder is working acquire 30-35 EVs through this procurement method, and is hopeful that it could provide a model for large-scale fleet replacement by other large public agencies (Boulder County, BVSD, the University and the national labs) as well as other private institutions.	https://www.swenergy.org/data/sites/1/medi a/documents/publications/documents/Boulder_Electric_Vehicle_Infrastructure_and_Adoption_Assessment_April-2015.pdf
Conduct Fleet Assessment and Electrification Planning Process	Fleet electrification	Austin	Austin's city council instructed its City Manager to conduct an assessment to determine the benefits, timeline and feasibility of increasing electric vehicle adoption into the City's Fleet, and deliver recommendations for increasing electrification. The fleet assessment researched and analyzed options, developed cost models, and identified recommendations.	https://www.austintexas.gov/sites/default/files/files/Smart_Mobility_Roadmap_Executive_Summary_-_Final_with_Cover.pdf
Cooperative Purchase Programs for Fleets	Fleet electrification	Greater Kansas City; Greater Boston; Greater Tucson; Dallas-Fort Worth	In order to achieve a high number of electric vehicles purchased at once, the federal government through the DOE has been engaging states and regional councils in aggregated procurement efforts to reduce upfront costs. Through the Aggregated Alternative Technologies Alliance, the DOE has funded projects that use cooperative procurement strategies to achieve bulk pricing on electric vehicles for fleets. One of these projects, Fleets for the Future, is currently executing cooperative purchases of light-duty EVs, EVSE, and other alternative fuel vehicles across the vehicle spectrum, using regional councils as the procurement leads. Another project, EV Smart Fleets, is facilitating the development of state contracts that contain as many EV sedan models as possible, in collaboration with NASPO.	http://www.fleetsforthefuture.org/ https://www.mapc.org/our-work/expertise/clean-energy/clean-vehicle-projects/