## EV Planning and Policy Tool Summary

### Zoning

Determines where and how EVSE is allowed, incentivized or required
- Zoning establishes allowable uses through the municipal zoning code
- Zoning can consider the deployment of EVSE within the larger context of planning and land use
- Incentive zoning, such as the exchange of development bonuses for the inclusion of EVSE pre-wiring or infrastructure in new development, is a potential area for EVSE deployment, but it remains largely untested
- By setting development standards through zoning ordinances, municipalities can use this tool to shape the scope (how many and where) of EVSE deployment

### Parking

Sets the scope and enforcement requirements for parking with state or local laws
- Parking ordinances apply to publicly accessible EVSE, including on-street parking and municipal lots and garages, and are therefore an important part of infrastructure development
- Similar to zoning, parking ordinances provide a way to require a certain number or percentage of spaces and to restrict the use of charging stalls to EVs
- Because parking ordinances apply to the public realm, parking tools can be effective in encouraging EVSE in a wide range of installation scenarios, including public and private space as well as new and existing construction
- Opportunities exist for private parking management
- Opportunities exist for developing EV parking incentives, such as preferred parking, which may encourage EV purchases

### Codes

Ensure safe EVSE installations and specify the scope of EVSE-ready construction
- Changes to the building and electrical codes are not necessary from a safety standpoint, but codes can help make places EV-ready
- State and local codes may need to change to meet certain requirements, such as emissions reduction goals. This is an ideal opportunity to incorporate EVSE
- Municipalities that are able to adopt their own codes benefit from a highly flexible state code—one that provides different standards for different situations
- Building and electrical codes present different EV-ready opportunities

### Permitting and Inspection

Streamlines the administrative process so that it is uncomplicated, fast and affordable
- Updating and streamlining permitting eases implementation of EVSE and reduces fees to the consumer as well as costs to the municipality over the long term
- Permitting is a local administrative process. As a result, the process varies across the TCI region, as evidenced by wide variations in permit fees
- While the prime inspection venue is provided by cities and state offices, third-party inspection firms offer opportunities for partnership and inspector training throughout the TCI region

### Partnership and Procurement

Works closely with private or quasi-public partners to implement infrastructure in the public realm
- Partnerships include working groups, which can unite government agencies with private industry and experts
- Regional planning organizations such as MPOs and COGs are important for building consensus and getting the word out
- Local U.S. Department of Energy Clean Cities chapters can offer additional funding and information on EVs
- Governments can procure EVs for municipal and state fleets to increase awareness and meet sustainability goals
- The role of the private sector can be just as, if not more, important in preparing the region for more comprehensive EVSE deployment

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