



TECHNICAL ASSISTANCE HELP SHEET

Embedding Equity into Community EV Readiness Planning

When planning to incorporate electric vehicle (EV) infrastructure into your community, there are opportunities to weave in equity considerations. This will streamline the approval process for federal funding while ensuring no community member is left behind during this nationwide transition to low-emissions transportation options.

Integrating Equity in the Clean Transportation Transition

The Joint Office United Support for Transportation (JUST) Lab Consortium conducts actionable research on integrating equity into federally funded EV infrastructure deployment efforts. For more information on the JUST Lab Consortium, visit DriveElectric.gov/just-lab-consortium.

Community Engagement

When planning EV infrastructure in your community, one option is to start by creating a public-private working group centered on equity. It should include equity-specific stakeholders such as community leaders, community-based organizations, local small business owners, and faith communities. If a working group isn't feasible, consider other ways to get meaningful input on station locations, pricing, and associated amenities (e.g., sidewalk upgrades, lighting), while also listening for feedback on other transportation needs. As highlighted in the U.S. Department of Transportation's Charging Forward toolkit for urban electrification, "Outreach should be focused and meaningful, based on the needs, culture, and characteristics of the relevant neighborhood or community. It should not assume that EVs are the desired or only solution to community mobility needs and should include opportunities for the community to inform future multimodal investments."¹

¹ <https://www.transportation.gov/urban-e-mobility-toolkit>



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Discuss potential challenges and make information about EVs easily accessible.

Identifying Areas of Focus

Use the [White House Council on Environmental Quality's Climate and Economic Justice Screening Tool](#) to identify federally designated disadvantaged communities.² For transportation-specific indicators of disadvantage, use the U.S. Department of Transportation's Equitable Transportation Community Explorer (including the Transportation Insecurity Analysis Tool).³ Other federal agencies have additional ways to identify underserved areas, and as of mid-2023, at least 13 states had their own definitions.⁴

Consumer Education and Outreach

By making information about EVs easily accessible, your organization will open pathways to transparency about the transition to clean transportation. This can be achieved by making information about planning, impacts, and data available on your website and in printable handouts. You can model your outreach on the [work done by Kansas City](#) when installing EV chargers at streetlights. You can also increase the equity impact of your outreach by providing information on lower-cost electric modes such as e-bikes, e-cargo bikes, and low-speed EVs (also referred to as neighborhood EVs or electric microcars).

Discuss Potential Challenges

- Acknowledge challenges communities will face if infrastructure is being implemented in a transportation desert or an area where there are few public transportation options.
- Identify co-benefits of the investment like upgrades to sidewalks, lighting, and shelters.
- Design the charging station to also serve smaller electric modes such as e-bikes and low-speed EVs.

Offer Useful Details

- Host, coordinate, or encourage ride-and-drive events that showcase the vehicles and allow for demonstrations and test drives. Include e-bikes and low-speed EVs at these events if they are feasible in your community.
- Know and make available a list of incentives for EV consumers.

² [White House Council on Environmental Quality Climate and Economic Justice Screening Tool \(CEJST\)](#)

³ <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

⁴ <https://lejusa.org/justice-40-and-community-definition-u-s-state-approaches-to-defining-disadvantaged-communities-and-benefits-allocation/>



Communities must consider those who do not have access to EV charging.

EV-Friendly Zoning

Ensure you are up to date with local zoning codes that may prevent EV infrastructure. By doing so you have the opportunity to remove barriers and streamline approvals. By adopting EV-ready requirements into existing code, you will ensure residents have access to charging regardless of where they live and work.

Also consider the future of electric mobility in your community. Could smaller EVs such as e-bikes and low-speed EVs meet the needs of community members at a much lower price point? If so, how can your EV infrastructure and other zoning codes and transportation infrastructure decisions encourage safe access to those modes?

Improving Access to EV Charging Stations

With nearly 31% of the nation's population living in multifamily housing,⁵ communities must consider those who do not have access to EV charging. This can be done by building out a charging network that extends to apartment and condo living, along with curbside and workplace charging.

Shared Mobility and Micromobility

In many communities, residents either do not own cars or rely on shared mobility to achieve their daily transportation needs. By providing access to things like an EV car-share program and mobility hub charging stations near existing public transit, in addition to providing charging for smaller electric modes, you ensure more people have the choice and the accessibility to ride or drive electric.

Needs Assessment

By following the [Greenlining Institute's Mobility Equity Framework](#), you can conduct a needs assessment related to EV adoption and infrastructure. This will help you understand any gaps in your resources.

- Identify the mobility needs of the disadvantaged community.
- Conduct a mobility equity analysis to prioritize transportation modes that best meet those needs while maximizing benefits and minimizing burdens.
- Place decision-making power in the hands of the local community.

⁵ driveelectric.gov/files/community-emobility-charging.pdf

Funding

EVs are more accessible than the public may widely interpret thanks to available incentives. Ensure your organization is offering incentives that are stackable with federal, state, and utility grants to purchase or lease EVs and to install EV infrastructure. Create or [advertise existing incentives](#) for e-bikes, which now exist through local, state, and utility programs nationwide.⁶ You can also coordinate with local banks and credit unions to offer low-interest-rate loans for qualified EV customers. Communities can also implement buy-back or trade-in programs for qualified residents to switch to cleaner vehicles or receive a suite of multimodal benefits (e.g., transit pass, car-share access, bike-share access). Refer to the [Greenlining Institute](#) for best practices when implementing equitable funding solutions.

Additional Resources

- Alternative Fuels Data Center [State and Local Planning for Electric Vehicle Charging Infrastructure](#).
- Alternative Fuels Data Center [Electric Vehicle Readiness](#).
- [Public Electric Vehicle Charging Infrastructure Playbook](#).
- California's [Clean Cars 4 All](#) program is an example of providing multimodal benefits for vehicle trade-ins.
- [Colorado EV Equity Study](#) describes the menu of options available to support transportation electrification in an equity-centered approach.
- U.S. Department of Transportation resources on equity considerations in electric mobility infrastructure planning for both urban and rural contexts, with relevant content for everywhere in between:
 - [Equitable Planning for Urban EV Deployment](#)
 - [Equitable Planning for Rural EV Deployment](#).



Create or [advertise existing incentives](#) for e-bikes.

Providing Technical Assistance With a Focus on Equity

The JUST Lab Consortium provides technical expertise to Joint Office staff and its constituents with a focus on an equitable and clean transportation transition. The JUST Lab Consortium developed this help sheet to assist states, communities, and Tribal nations with developing meaningful community engagement processes and activities for EV infrastructure planning. For more information on the JUST Lab Consortium, please visit DriveElectric.gov/just-lab-consortium. To contact the JUST Lab Consortium, [submit a general inquiry through the Joint Office](#) and reference the “JUST Lab Consortium.”

About the JUST Lab Consortium

The Joint Office of Energy and Transportation (Joint Office) established the JUST Lab Consortium to conduct actionable research on integrating equity into federally funded EV infrastructure deployment efforts. This consortium comprises three U.S. Department of Energy national laboratories—Argonne National Laboratory, Lawrence Berkeley National Laboratory, and the National Renewable Energy Laboratory.