



Municipal EV Readiness Toolkit 12-Week Program

Module 8: Multi-Unit Dwelling Charging

Hosted by:

LIVE GREEN

Sponsored by:



Transportation Electrification Plan Foundational Insights

Why should you start planning now for a Transportation Electrification Plan?

- Connecticut passed statutes that requires a reduction of greenhouse gas (GHG) emissions 80 percent below 2001 levels by 2050 (Public Act 08-98), with an interim target of 45 percent below 2001 levels by 2030 (Public Act 18-82).
- Transportation makes up 38% of GHG emissions, the largest source of GHG emissions. In order to reach those goals, transportation will need to become zero-emission.
- For 2030 target: The [report](#) from the GC3 recommends reducing transportation emissions 29% from 2014 levels to stay on target.
- December 2015 – CT joined the [International zero emission vehicle \(ZEV\) alliance](#) that says: no later than 2050 – strive to make all new passenger vehicles in their jurisdictions ZEVs
- July 2020 – CT joined the [multi-state Medium and Heavy-duty ZEV memorandum of understanding](#) that commits states will work toward ensuring that: by 2050 – 100 percent of all new medium- and heavy-duty vehicle sales be ZEVs, with an interim target for 2030 having 30 percent ZEV sales

Plug-in electric vehicle (PEV) charging stations for multi-unit dwellings (MUDs), such as condos or apartments, provide property owners with a unique way to help attract and retain residents and foster an environmentally sustainable community.

The vast majority of charging will occur at residences. Residents that live in MUDs such as apartment buildings and condominiums may have restricted access to charging due to lack of dedicated parking spaces, conditions of leasing agreements, or by the covenants, bylaws, or other restrictions of common interest communities. It is cost-prohibitive to install the infrastructure post-construction resulting in few MUD residents able to charge at home. According to a 2018 report regarding MUDs published by the California Air Resources Board, retrofits might cost \$7,000–\$8,000 per Level 2 parking space. [1] This underscores the importance of a city or county taking EV make-ready policies, requiring a certain portion of parking spots to be pre-wired with electrical panels, raceway and conduit installed, to ensure equity and accessibility for all community members. When new MUD projects are being considered, installation of shared EVSE at MUD developments should be required or encouraged.



Municipal EV Readiness Toolkit 12-Week Program

Module 8: Multi-Unit Dwelling Charging

Hosted by:

LIVE GREEN

Sponsored by:



Several jurisdictions have enacted laws to address tenant and condominium-owners' right to install EVSE. For instance, in California, residential and commercial condominiums, cooperatives, and planned communities, and residential and commercial lessors, may not unreasonably restrict unit owners and lessees from installing EVSE in their designated parking spaces. [2] Massachusetts signed into law a home rule petition for the City of Boston that grants a right to Boston condominium owners to install EVSE on or near their parking spaces. [3] This provides a potential model for municipalities to lead on right-to-charge laws. The right to charge is subject to reasonable restrictions, and the unit owner or lease is responsible for all costs.

Local utility companies play a key role in deploying PEV infrastructure. Working with the utility can lead to integrated plans or innovative projects that can best serve all entities.

The design and location should meet the American with Disabilities Act (ADA) or barrier-free accessibility requirements. Payment options for vehicle charging should be inclusive and accessible. An additional monthly fee rolled into the rent total could mitigate barriers.

Currently, there is a federal tax credit available for installing EV charging infrastructure. Fueling equipment for a variety of alternative fuels, including electricity, installed and placed in service from 2018 through December 31, 2020, is eligible for a tax credit of 30 percent of the cost, not to exceed \$30,000. [4]

Creative and innovative solutions will be critical to reach this segment of the market. Moving to a clean transportation system means bringing landlords, property owners, developers and other stakeholders to the table.

[1] Electric Vehicle (EV) Charging Infrastructure: Multifamily Building Standards. California Air Resources Board. April 13, 2018.

<https://ww3.arb.ca.gov/cc/greenbuildings/pdf/tcac2018.pdf>.

[2] See Cal. Civ. Code. §§ 4745, 4745.1, 1947.6, 1952.7 and 6713.

[3] See 2018 Mass. Acts ch. 370.

[4] Alternative Fuel Infrastructure Tax Credit. U.S. DOE. <https://afdc.energy.gov/laws/10513>.