



Electric Vehicle Council

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**WHITE PAPER**

# EV Charging Infrastructure Funding

**An Analysis by the EV Council 2024/2025**

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**NOVEMBER 2025**





# EXECUTIVE SUMMARY

## EV Charging Infrastructure Funding

The development of electric vehicle (EV) charging infrastructure is critical to supporting the growing adoption of EVs across the United States. During these early stages of EV adoption, determining a business case that supports public charging can be difficult. Minimizing capital expenses and managing operating expenses must be balanced with anticipated consumer demand and revenue.

The National Renewable Energy Laboratory estimates that the U.S. will require 182,000 level 3 (Direct Current Fast Chargers, DCFC) public fast chargers and another 28 million level 2 chargers (single family/multifamily/workplace/parking facilities) by 2030.<sup>1</sup> While charging infrastructure is growing rapidly, as of June 19, 2025 there were still less than 13,000 DCFC station locations (57,032 ports) and less than 63,000 level 2 public station locations (160,708 ports) available in the U.S. according to the Alternative Fuels Data Center. Recognizing the need for comprehensive and coordinated efforts, a Working Group of the Transportation Energy Institute's (TEI) Electric

<sup>1</sup> The National Renewable Energy Laboratory (2023, June 27). Building the 2030 National Charging Network. <https://www.nrel.gov/news/detail/program/2023/building-the-2030-national-charging-network#:~:text=NREL%20Analysis%20Supports%20U.S.%20Administration's,the%20U.S.%20transition%20to%20EVs>.

Vehicle Council embarked on a detailed analysis of existing public funding programs as of 2024. Due to delays and major pauses in all federal funding under the current administration, this work was delayed and re-established with consideration given to the [interim final guidance](#) for reinstated NEVI program, published August 11, 2025. This overall report, however, also considers various other funding programs intended to incentivize charging infrastructure buildouts.

The NEVI interim final guidance is generally represented within the original rules discussed below, with certain new flexibilities offered to state agencies and some suggestions on how this funding should be applied. The revised rules are intended to streamline the grant application process and will likely expedite new infrastructure.

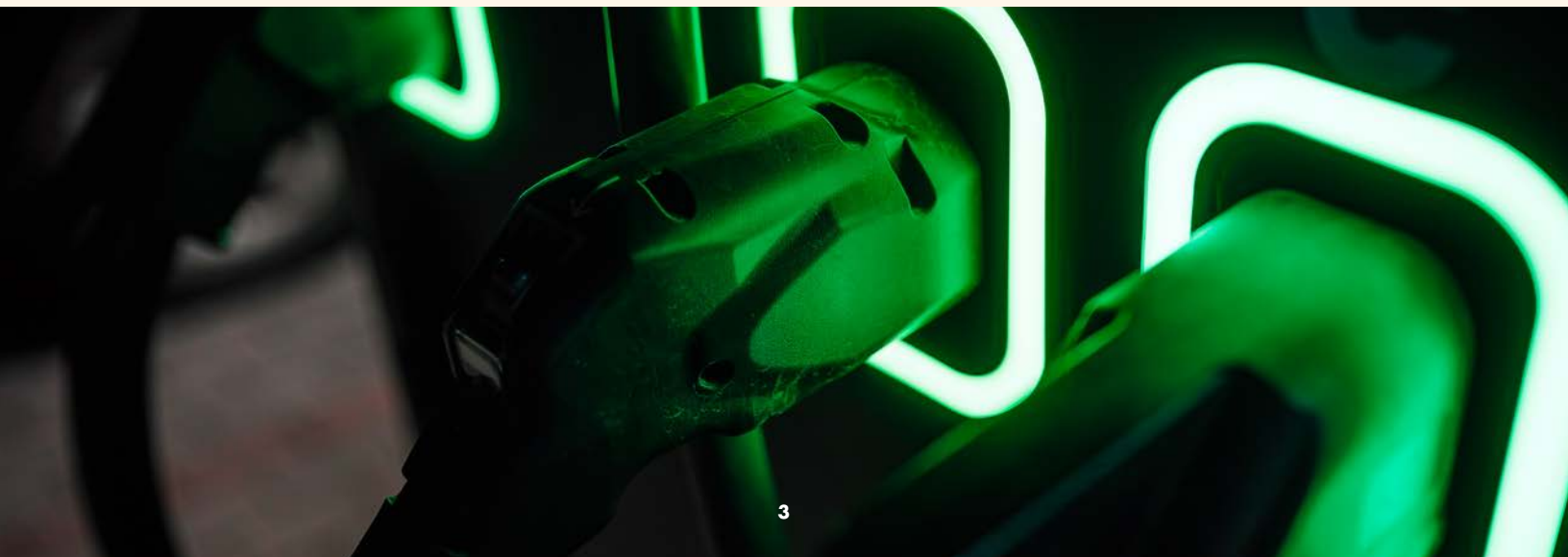
This whitepaper delves into the impact of various grant programs, tax credits, utility incentives, and other funding mechanisms designed to expand EV charging infrastructure. The goal is to provide stakeholders with a clear understanding of funding options which may expedite infrastructure rollouts.

**Note:** This paper was originally drafted prior to the change in the U.S. administration in 2025. We have noted changes that have been made to federal programs since January 2025, however, we have chosen to retain the original analysis for reference purposes. We have also added information on

non-federal programs and financing options which reduce capital expenses.

At the time this whitepaper was written, federal funding had been frozen and states and industry were waiting for new guidance from the Federal Highway Administration (FHWA). During final review of the paper in August of 2025, the NEVI program was reactivated - [go to this page for more information](#) or [contact the EV Council](#) for updates. At the time this whitepaper was written, some of the federal websites below were still inactive. We suggest frequently checking for updates online as well as with specific state agencies for more details on final rules. A number of congressional bills had been introduced to remove all federal funding opportunities. These developments further support the EV Council's focus on methods to improve ROIs and the overall business case for charging-as-a-service models, absent federal support.

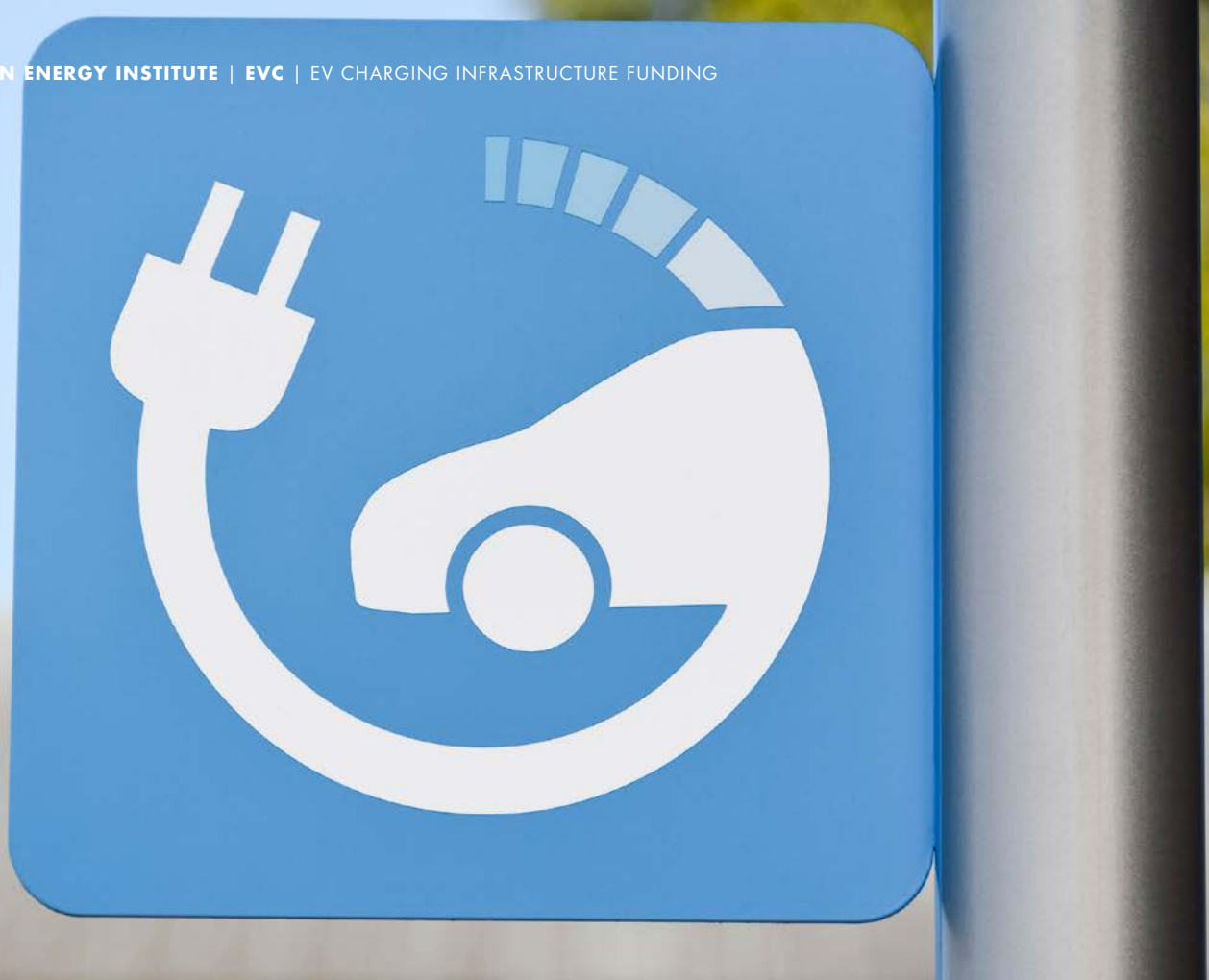
This document explores federal incentives and grants under the Infrastructure Investment and Jobs Act of 2021 (IIJA) and the Inflation Reduction Act of 2022 (IRA). It also reviews grant programs tailored for urban, rural, and tribal areas. If federal grants become reinstated, the EV Council offers suggestions on how to improve/expedite grant application processes. Additionally, this whitepaper reviews and provides examples of state, local, and utility initiatives as well as low-cost financing options.



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# INTRODUCTION

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Electric vehicles (EVs) have become a significant part of the transportation sector, will continue to gain market share and will provide many drivers with an opportunity to reduce associated costs and emissions. However, the widespread adoption of EVs hinges on the availability of a reliable and extensive charging infrastructure. To address this need, various grant programs, tax credits, and utility incentives have been developed to alleviate financial concerns and stimulate investment in public EV charging infrastructure. This whitepaper provides a comprehensive analysis of these funding mechanisms and recommendations for future improvements.

# Overview and Background

Grant and incentive programs are significantly impacting the buildout of EV charging infrastructure by helping to improve the return on investment (ROI) when developing charging business models. Determining the level of profitability necessary to cover capital and operating expenses is a daunting task as organizations struggle with marketing a kWh to a new consumer that can charge at home.

The National Electric Vehicle Infrastructure (NEVI) and Charging and Fueling Infrastructure (CFI, aka “discretionary funding”) funding programs have been essential to the success of meeting consumers demands and creating a sustainable business model worthy of private investment dollars. An effective patchwork of additional state, utility, and local incentives also exist, and all can be utilized to expedite the buildout of infrastructure. This paper will compile the existing programs and discuss the intent for each.





# OVERVIEW OF CURRENT FUNDING PROGRAMS

## FEDERAL GRANTS AND TAX INCENTIVES

Federal grants and tax incentives can provide significant incentive for the buildout of EV charging infrastructure. The Infrastructure Investment and Jobs Act of 2021 (IIJA) and the Inflation Reduction Act of 2022 (IRA) were designed to channel federal funds towards EVSE projects. Although federal funding is paused at the time of this publication, details have been included below.

## UTILITY PROGRAMS

Utilities play a crucial role in the EV ecosystem by offering various incentive programs to support the

installation of charging stations, which may include important relief programs from costly demand charges. These programs are designed to ensure that the grid can accommodate the increased load from EV charging while promoting the adoption of EVs. As discussed in previous best practices, published by the EV Council, understanding the utilities demand charges and potential direct competition for public charging is critical.

Utilities may make direct investments for charging infrastructure through “make-ready programs”, incentives and rebates, time-of-use rate incentives, and support for state and federal grant programs.

The following databases can help with finding utility support for EV charging infrastructure:

- [Edison Electric Institute \(EEI\) EV Program Database](#): EEI has developed a comprehensive database containing information on over 300 EV program offerings from 60 electric companies across 43 states. This resource is updated quarterly to assist customers and stakeholders in identifying programs that support their electrification efforts.
- [U-Finder by the Joint Office of Energy and Transportation](#): The U-Finder tool allows users to search for utility partners that can assist with the installation of EV chargers. Users can begin their search by selecting a state or entering a zip code to find relevant utility programs.

### NON-FEDERALLY FUNDED PUBLIC CHARGING INSTALLS

While federal grants can play an important role in building out infrastructure, the majority of sites have been built without NEVI or CFI grants. Although NEVI funding has received a lot of attention, its slow implementation and abrupt pause has limited its appeal for many site hosts looking for certainty. Other programs, such as the Volkswagen (VW) settlement and state matching programs, have been more productive in adding new charging infrastructure.

An increasing number of site hosts have foregone the red tape and compliance strings attached to federal funding and opted to build-out charging that matches their anticipated consumer demands. As all costs are born upon the site host, limiting costs and improving ROI are a primary interest. Low cost financing options, managing utility demand charges, improved consumer amenities and experiences are all critical to the charge point operator and site host if the business case is to pencil-out.

### HOSTING ONLY

If owning and operating a public charging station does not “pencil-out” for a company looking to offer public charging, there is the option to lease land to a turnkey provider. Several EV Council members offer these services. Interested companies should [contact the EV Council](#) for the appropriate member contact.





# FEDERAL GRANTS AND TAX INCENTIVES

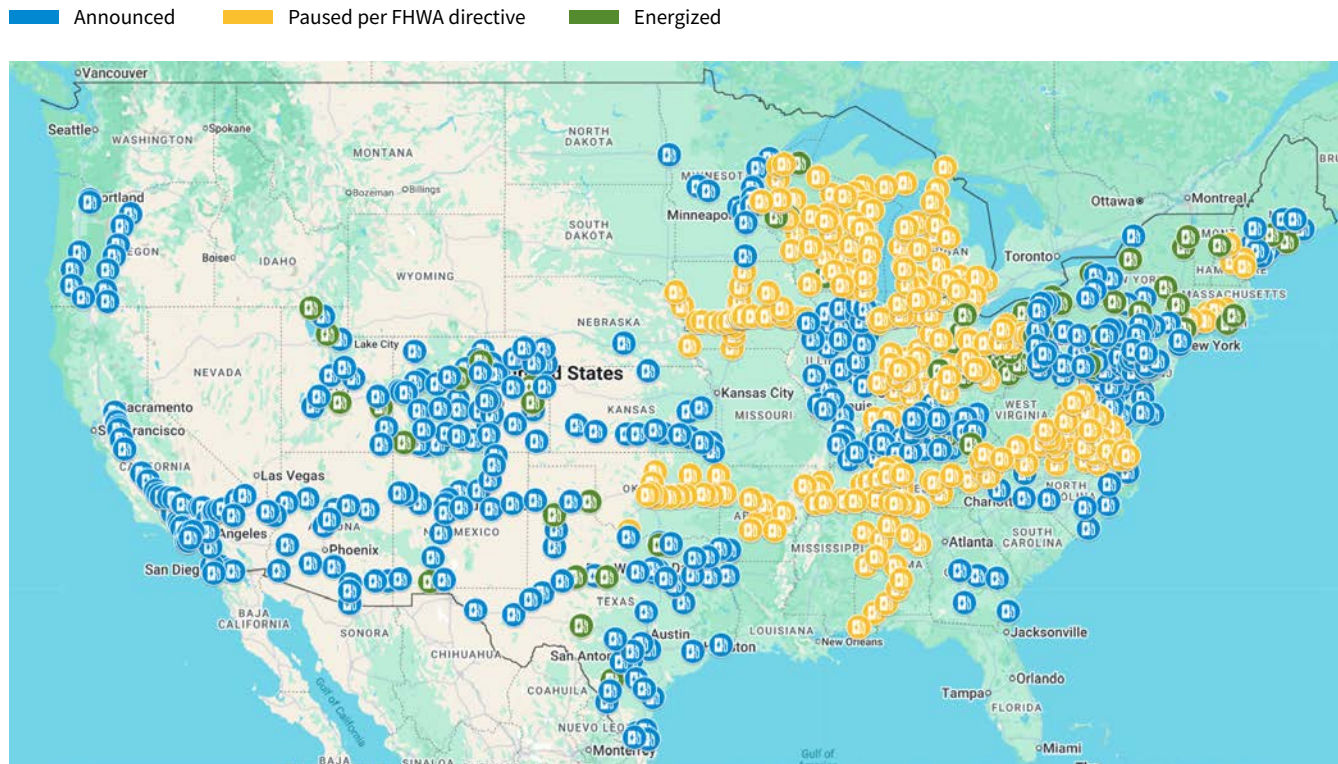
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On August 11, 2025, the administration published final interim guidance to re-establish the NEVI program. At the time of this draft, states have been asked to resubmit state implementation plans and include any changes which may better align with the new guidance.

Information on NEVI awards, installed, approved, and paused can be found at the [National Association of State Energy Officials](#) and [Plug-in America](#).

To date, the following federal programs have supported the installation of new electric vehicle infrastructure are show below in [Table 1](#).

**FIGURE 1: NEVI SITES** (UPDATED 6/25/25)



Source: National Association of State Energy Officials and Plug-in America.

**TABLE 1: FEDERAL PROGRAMS THAT HAVE SUPPORTED THE INSTALLATION OF NEW EV INFRASTRUCTURE**

PROGRAM	TYPE	FUNDING/BENEFIT	ELIGIBLE APPLICANTS
NEVI Formula Program	Formula Grant	\$5B (2022–2026)	State DOTs
CFI Discretionary Program	Competitive Grant	\$2.5B (2022–2026)	Local govts, tribes, MPOs, nonprofits
IRA Section 30C Tax Credit	Tax Credit	Up to 30% (up to \$100K per port)	Individuals, businesses, local govts
FTA Low-No Program	Capital Grants	Varies annually	Transit agencies
EPA Clean School Bus Program	Grants/Rebates	\$5B (2022–2026)	School districts, contractors
DOE Clean Cities & EECBG	Grants/TA	Variable	Cities, counties, Clean Cities coalitions
DOT Build America Loans (TIFIA/RRIF)	Loans	Flexible low-interest loans	Private and public infrastructure developers

## INFRASTRUCTURE INVESTMENT AND JOBS ACT OF 2021 (IIJA)

The IIJA allocates \$5 billion (NEVI) to states for highway corridor charging via 600 kW stations every 50 miles as well as \$2.5 billion for strategic public charging (CFI) intended to fill rural and urban gaps. The intent of the program is to create a seamless and accessible EV charging experience for all Americans. Funds are appropriated through competitive grants and formula funding to states. Special attention is given to considerations for underserved communities under the EJ40 initiative, reporting requirements, and penalties for non-compliance. The IIJA also included property tax credit provisions under IRC Section 30C (see below).

### Eligibility:

- State and local governments
- Metropolitan planning organizations
- Public transportation authorities
- Private sector entities in partnership with public organizations

### Key Resources:

- [Federal Highway Administration’s NEVI Program](#) (Unspent dollars per state; The NEVI Program has reactivated - [go to this page for more information](#) or contact the [EV Council](#) for updates.)
- White House Fact Sheet - IIJA (Page no longer available)

**Status:** Not Currently Available

## ALTERNATIVE FUEL INFRASTRUCTURE TAX CREDIT (IRC-30C)

The IRC-30C offers a tax credit for EV charging installations, which can significantly reduce the financial burden on businesses and individuals. This tax credit is available for both commercial and residential installations. At the time of this paper, the IRS has stated that this credit is currently available.

### Eligibility:

- Businesses installing EV charging stations
- Homeowners installing residential charging equipment

### Key Resources:

- [Alternative Fuels Data Center - Alternative Fuel Infrastructure Tax Credit](#)

**Status:** Currently available but under review



## AMENDMENT TO IRC-30C UNDER THE INFLATION REDUCTION ACT

The Inflation Reduction Act introduced significant [amendments](#) to the IRC-30C, enhancing its scope and applicability. These amendments include:

- **Increased Tax Credit Percentage:** The credit rate has been increased from 30% to 50% of the installation costs for qualifying EV charging equipment, up to a maximum of \$100,000 per property.
- **Expanded Eligibility:** The eligibility for the tax credit has been expanded to include more types of entities, including non-profit organizations and governmental entities.
- **Enhanced Benefits for Low-Income and Rural Areas:** Additional incentives are provided for installations in low-income and rural areas, aiming to improve access to EV charging infrastructure in underserved communities.
- **Simplified Application Process:** The application process for claiming the tax credit has been streamlined to reduce administrative burdens and encourage more widespread adoption.

For detailed information on these amendments, visit the [Alternative Fuels Data Center](#)

**Status:** Currently available but under review

## URBAN ELECTRIC MOBILITY INFRASTRUCTURE

Urban areas face unique challenges in deploying EV charging infrastructure due to high population density and limited space. Funding programs specifically designed for urban settings aim to enhance urban mobility and address these challenges.

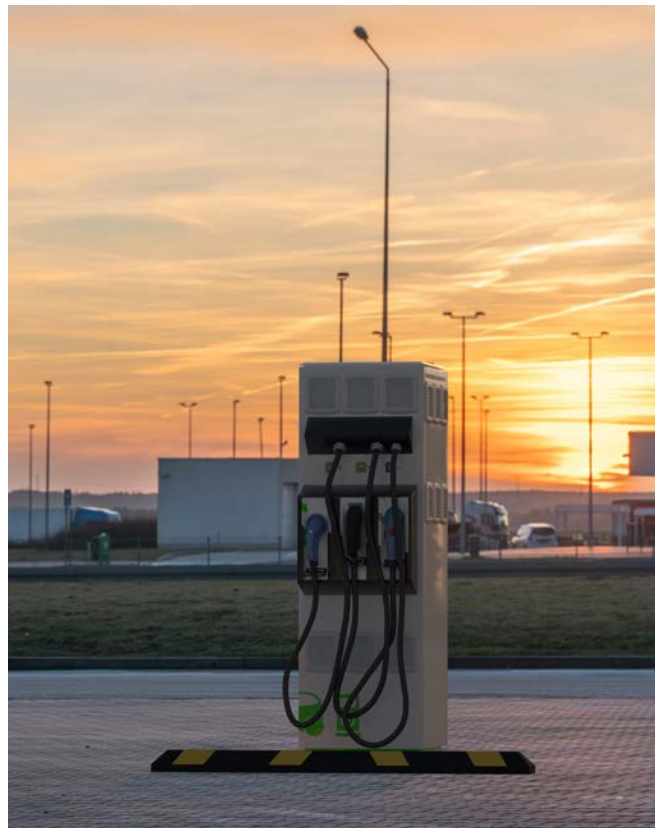
### Eligibility:

- City governments
- Public transportation authorities
- Private entities in partnership with public organizations

### Key Resources:

- [US Department of Transportation Urban Mobility Programs](#) - At the time of drafting, this link was active. It has now been taken down.

**Status:** Not Currently Available



## RURAL EV INFRASTRUCTURE FUNDING

Rural areas often struggle with the availability of EV charging stations. The Rural EV Infrastructure Funding program aims to bridge this gap and promote EV adoption in rural regions. Without additional funding, these areas will likely see no growth in charging infrastructure.

### Eligibility:

- Rural local governments
- Rural electric cooperatives
- Non-profit organizations in rural areas

### Key Resources:

- [US Department of Transportation Rural EV Programs](#)

## TRIBAL NATIONS FUNDING OPPORTUNITIES

Tribal nations have specific needs and opportunities for EV infrastructure development. Funding opportunities available to tribal nations are designed to promote sustainable transportation within these communities.

### Eligibility:

- Tribal governments
- Tribal organizations
- Intertribal consortia

### Key Resources:

- [Joint Office of Energy and Transportation - Tribal Funding](#)





# UTILITY COST REDUCTION INITIATIVES

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With over 3,000 utilities in the U.S., many have not established public charging plans, but there are three resources which are attempting to track utility Transportation Electrification Plans (TEPs) - [AFDC](#), [EEI](#), and [EPRI](#). Below are several examples of utilities that have been actively engaged and are supporting charging infrastructure.

# Examples of Utility EV Charging Programs:

## **SOUTHERN CALIFORNIA EDISON (SCE) – [Charge Ready DCFC Program](#)**

SCE's Charge Ready DCFC Program assists non-residential customers in installing publicly accessible DC fast charging stations. The program covers the costs of utility-side infrastructure and offers rebates for customer-side infrastructure and charging equipment. Participants are responsible for the design, procurement, installation, and maintenance of the customer-side infrastructure.

## **PACIFIC GAS AND ELECTRIC COMPANY (PG&E) – [EV Fast Charge Program](#)**

PG&E's EV Fast Charge Program provides funding to install infrastructure supporting DC fast charging stations for light-duty vehicles. The program covers the installation of utility-side infrastructure at qualifying customer sites, aiming to expand publicly available fast charging stations.

## **JERSEY CENTRAL POWER & LIGHT (JCP&L) – [EV Driven Program](#)**

JCP&L offers incentives for commercial customers to install DC fast charging stations. The program provides rebates of up to \$50,500 for utility make-ready work and up to \$25,000 per port for installing up to ten DC fast charging ports.

## **DTE ENERGY – [Charging Forward Program](#)**

DTE Energy's Charging Forward Program offers rebates to commercial customers for installing DC fast charging stations. The program provides up to \$70,000 per DC fast charging station installed, encouraging the development of EV infrastructure in Michigan.

**EVERSOURCE ENERGY – [EV Charging Program](#)** Eversource Energy's EV Charging Program supports the installation of DC fast charging stations by providing financial incentives and technical assistance. The program aims to expand the EV charging network in the Northeast by assisting businesses and municipalities in deploying charging infrastructure.

## **FIRSTENERGY – [EV Driven Program](#)**

FirstEnergy's EV Driven Program offers incentives for installing DC fast charging stations within its service areas. The program provides rebates to offset the costs of infrastructure development, supporting the growth of EV charging networks in the Midwest and Mid-Atlantic regions.

## **NATIONAL GRID – [EV Charging Program](#)**

National Grid's EV Charging Program provides incentives for businesses and municipalities to install DC fast charging stations. The program offers financial assistance and technical support to expand the EV charging infrastructure in the Northeast.

## **COMED – [EV and Make-Ready Program](#)**

ComEd offers various programs to support electric vehicle (EV) charging infrastructure, including rebates for residential and business customers, and resources for EV adoption, with a focus on promoting equitable access and accelerating EV charging network expansion.

These programs reflect the commitment of utility companies to promote EV adoption by enhancing the availability and accessibility of fast charging options. For detailed information on eligibility criteria, application processes, and specific incentives, it is advisable to consult the respective utility company's official website or contact their customer service departments.



# STATE AND LOCAL FUNDING

## (NON-FEDERAL)

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The primary state EV charging grant programs stem from the VW Mitigation Trust which consists of \$2.7 billion allocated to states. Of which, up to 15% may be used for EV charging infrastructure (\$424.8 million). State awards are managed by each state and at varying schedules. The most recent award assessment was completed in March 2023 and concluded that \$263 million had been awarded at that time. The remaining \$161 million in funding is likely in-progress but organizations should contact their state energy office to determine availability.

**TABLE 2: EV CHARGING GRANT PROGRAMS (MARCH 2023)**

STATE	PROGRAM(S)	FUNDING / % ALLOCATION	STATUS / NOTES
Illinois	VW Trust – Light-Duty ZEV Infrastructure	Up to <b>15% of \$108M</b> (~\$16M) ( <a href="http://epa.illinois.gov">epa.illinois.gov</a> , <a href="http://publicinterestnetwork.org">publicinterestnetwork.org</a> )	EGLE grants cover 80% of eligible project cost, with EJ set-asides
North Carolina	NC VW Settlement – EV Charging	<b>Full 15% allocation</b>	Funds awarded for both Level 2 and DC fast chargers; active program
Nebraska	VW Trust – ZEV Infrastructure	Initially <b>10%, then 15%</b> (~\$1.8M)	August 2019 round funded 35 locations; met demand during initial application period
Wisconsin	VW Mitigation Trust	VW total = \$67.1M allotment	Charging program suspended; focus shifted toward transit buses
Alaska	VW Trust + DOE SEP	~\$1M awarded in 2021	Deployed 8 Level 2 + 15 DCFC in nine communities
California	CALeVIP & VW Trust	State incentives via <b>regional rebates</b>	VW-specific amounts not cited; state-wide incentives active
Washington (CCA) Non-VW	Climate Commitment Act (Cap & Invest) Grants	<b>\$85M awarded</b> in 2024 for ~4,710 Level 2 + 271 DCFC	Broad grants, including multifamily, workplace, public charging

Organizations which determine that federal funding options are not net beneficial may also find other state funding mechanisms to support new infrastructure. The following are some examples of city-wide programs that offer support and may provide a framework for others to adopt to fill the void created by the pause in federal grants.

**LOS ANGELES, CALIFORNIA**

The Los Angeles Department of Water and Power (LADWP) offers the “[Charge Up L.A.](#)” program, providing rebates for the installation of Level 2 and DC fast chargers. This initiative aims to expand the city’s charging network and support EV adoption.

**NEW YORK CITY, NEW YORK**

New York City has launched the “[NYC Clean Fleet](#)” program, which includes incentives for installing fast-charging stations accessible to the public. The program focuses on reducing emissions and supporting the city’s transition to electric mobility.

**CHICAGO, ILLINOIS**

Chicago’s “Drive Clean Chicago” program offers funding to support the deployment of alternative fuel vehicles and infrastructure, including DC fast chargers. The program aims to improve air quality and promote sustainable transportation options. The greater Illinois program, “[Driving a Cleaner Illinois](#)”, is also available for reference.

**SEATTLE, WASHINGTON**

Seattle City Light provides incentives through its “[Transportation Electrification](#)” program, offering rebates for the installation of public fast-charging stations. The initiative supports the city’s goal of reducing greenhouse gas emissions and promoting clean energy.



# LOW-COST FINANCING

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Clean energy financing is a suitable opportunity for those installing charging infrastructure. Many states have adopted legislation which allows for low-cost financing but many have differing approaches. The PACE (Commercial Property Assessed Clean Energy) is a financing tool that enables low-cost, long-term funding for energy efficiency, renewable energy, water efficiency, resilience, and public health improvements to new and existing buildings.





# WORKING GROUP

## Lessons Learned

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### FOCUS GROUP OBJECTIVES

To gain insights into the effectiveness of funding programs and identify areas for improvement for future grant programs, the working group convened stakeholder meetings in early 2024, prior to administrative changes. This section discusses primary roadblocks which are likely impeding the buildout of new charging infrastructure.

### LESSONS LEARNED FROM NEVI

While federal funding significantly reduces financial barriers, some industry players have chosen to forego these grants and incentives. Charge point operators and site hosts may opt for alternative funding options that best meet their risk criteria.

This section explores the scenarios and motivations behind such decisions, including the desire for operational flexibility and reduced regulatory compliance burdens.

### EXAMPLES OF FACTORS PREVENTING THE USE OF PUBLIC FUNDING:

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- 1. Stringent Compliance Requirements:** Public funding often comes with stringent compliance and reporting requirements. These can include detailed environmental impact assessments, labor standards, and specific technical criteria. Companies may find these requirements burdensome and costly to meet, choosing to opt out of public funding to maintain operational flexibility.

**2. Long Approval Processes:** The approval process for public funding can be lengthy and unpredictable. Companies that need to move quickly to secure market advantage or meet project deadlines might find the wait for grant approval untenable, leading them to fund projects independently.

**3. Complex Application Procedures:** The complexity of application procedures for public funding can deter companies, especially smaller firms with limited administrative resources. The time and effort required to complete detailed applications, coupled with the uncertainty of approval, can make self-funding a more attractive option.

**4. Restrictions on Use of Funds:** Public funding often comes with restrictions on how the funds can be used. These restrictions might limit the scope of a project or impose specific technological solutions that do not align with a company’s strategic objectives. Companies seeking greater autonomy in their project execution might avoid public funds to retain control over their investment decisions.

Individual states experienced delays in the rollout of NEVI funding due to various administrative and logistical challenges. While some states have taken full advantage of federal funding opportunities, others have created unintentional or intentional delays. These delays can hinder the timely development of EV charging infrastructure and slow the adoption of electric vehicles. Many organizations have moved forward without federal funding due to these delays.

**EXAMPLES OF STATE NEVI FUNDING DELAYS:**

**1. California:** California has faced delays in distributing NEVI funds due to the need for extensive environmental reviews and compliance with state-specific regulations. The state’s stringent environmental standards require detailed impact assessments, which can extend the timeline for fund allocation and project initiation.

**2. Texas:** Texas has encountered delays in its NEVI program due to administrative bottlenecks and coordination issues between state agencies. The complexity of aligning federal requirements with state-level implementation strategies has slowed the disbursement of funds and the commencement of infrastructure projects.

**3. New York:** In New York, NEVI funding delays have been attributed to lengthy stakeholder engagement processes. The state has prioritized comprehensive consultation with local communities, businesses, and environmental groups to ensure equitable distribution of funds and address potential concerns, which has extended the project timeline.

**4. Florida:** Florida has experienced delays in NEVI funding distribution due to challenges in integrating the new funding streams with existing state programs. Ensuring compatibility and avoiding redundancy with state-level initiatives has required additional planning and coordination, delaying the rollout of NEVI-funded projects.

## KEY FINDINGS

The working groups revealed several key trends and challenges faced by industry players in accessing and utilizing public funding.

NEVI funding is implemented at the state level with varying rules and applicant requirements. This has created a patchwork of regulations which are often too onerous for the potential site host.

- **Poorly defined or limited allowances for meeting “reasonable rate of returns” requirement.**  
(See Iowa, Minnesota, Virginia)
- **Funding offices withholding partial funding over a period of years.**
- **Mixed considerations and requirements on charging connector hardware type.**
- **State requirements exceeding federal guidance and/or requirements.**





# RECOMMENDATIONS FOR PROCESS IMPROVEMENT

## ENHANCING PROGRAM EFFICIENCY

Improving the efficiency of funding programs is crucial to accelerating EV infrastructure deployment. If/when federal funding becomes phased out, a heavier reliance on utility and alternate funding programs will be increasingly important. This section will provide actionable suggestions for streamlining funding application processes and reducing administrative burdens.

## SUGGESTIONS FOR STREAMLINING APPLICATION PROCESSES:

- 1. Centralized Application Portal:** Establish a centralized online portal where applicants can access all relevant funding opportunities, submit applications, and track their progress. This portal should offer clear guidelines, FAQs, and support resources.

**2. Simplified Application Forms:** Develop simplified and standardized application forms that minimize the amount of detailed technical information required upfront. Focus on essential project details, with additional information requested as needed.

**3. Pre-Qualification Process:** Implement a pre-qualification process where applicants can submit basic information to determine eligibility before completing a full application. This can save time and resources for both applicants and administrators.

**4. Clear Guidelines and Timelines:** Provide clear, detailed guidelines on application requirements, evaluation criteria, and timelines. This includes publishing application deadlines well in advance and providing estimated timelines for review and approval.

**5. Technical Assistance and Support:** Offer technical assistance and support services to help applicants understand the requirements and complete their applications. This can include webinars, workshops, and one-on-one consultations.

**6. Feedback Mechanism:** Establish a feedback mechanism where applicants can receive constructive feedback on unsuccessful applications, allowing them to improve and resubmit in future rounds.

**7. Automated Document Management:** Use automated systems to manage and verify submitted documents, reducing manual processing times and the potential for errors.

**8. Pilot Programs for Process Testing:** Introduce pilot programs to test new application processes and gather feedback from stakeholders. Use the insights gained to refine and optimize the application procedures.

## ADDRESSING CHALLENGES IN GRANT APPLICATIONS

It is notable that existing convenience store operations are considered, by many, to provide optimal charging locations. Over 60% of these locations, however, are small businesses that do not have the level of staffing often required to tackle federal grants. Applicants often face challenges in navigating the complex requirements of grant programs. This section identifies common obstacles and proposes solutions to simplify the application process.

## EXAMPLES OF APPLICATION CHALLENGES:

**1. Complex Eligibility Criteria:** Determining eligibility can be challenging due to intricate criteria and requirements. For instance, businesses may struggle to ascertain their qualifications for certain tax credits or grants without detailed legal and financial consultations.



**2. Extensive Documentation Requirements:**

Applicants often need to provide a substantial amount of documentation, including technical specifications, financial records, and environmental impact assessments. This can be time-consuming and costly, especially for smaller organizations with limited resources.

**3. Unclear Evaluation Metrics: The criteria**

used to evaluate applications are not always transparent, leading to confusion and uncertainty among applicants. This lack of clarity can result in misaligned application submissions that do not meet evaluators' expectations.

**4. Long Review and Approval Processes:**

Extended review periods can delay project initiation and completion, making it difficult for applicants to plan and execute their projects effectively. This is particularly problematic for projects with tight deadlines or seasonal constraints.

**5. Inadequate Support and Guidance:** Many applicants do not receive sufficient support or guidance throughout the application process. This can lead to errors and omissions in submissions, ultimately resulting in rejected applications.

**PROPOSED SOLUTIONS:**

**1. Clear and Concise Eligibility Guidelines:**

Provide straightforward eligibility guidelines and examples to help applicants quickly determine their qualification for various programs.

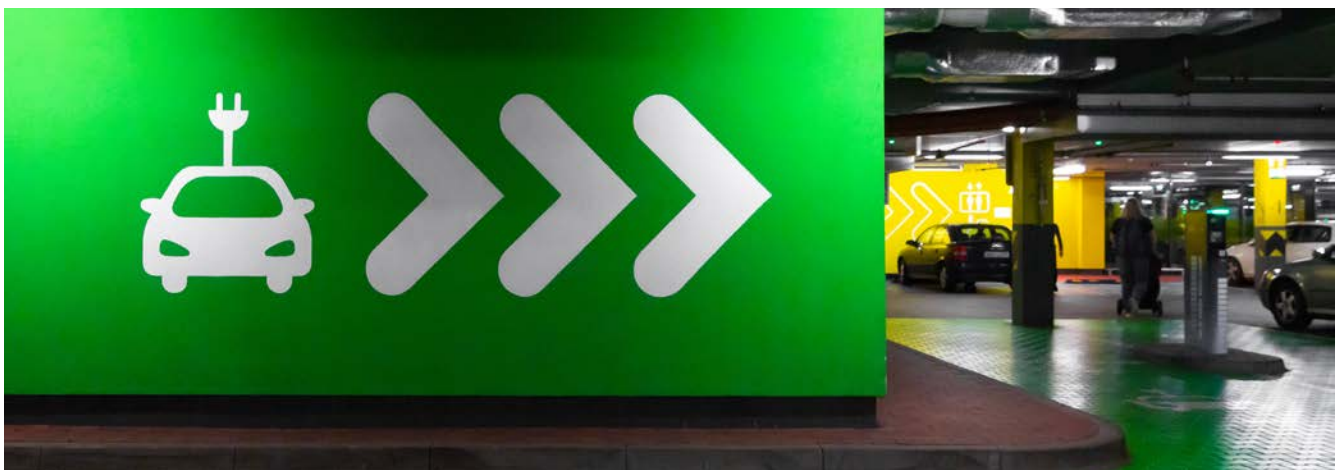
**2. Streamlined Documentation Requirements:**

Simplify documentation requirements by focusing on essential information and allowing for phased submissions where possible.

**3. Transparent Evaluation Criteria:** Clearly communicate the evaluation metrics and criteria to applicants, including examples of successful applications.

**4. Expedited Review Processes:** Implement expedited review processes for applications, especially for high-priority projects. This can be achieved through increased staffing, automated review tools, and predefined evaluation timelines.

**5. Enhanced Support Services:** Offer comprehensive support services, including dedicated helplines, detailed application guides, and one-on-one consultations to assist applicants throughout the process.



# CONCLUSION

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The pathway to transportation electrification is wrought with obstacles and hurdles but more importantly, unknown outcomes. What we do know is that EVs are a growing part of the transportation system and these consumers will need public charging. New charging infrastructure costs are significant and coupled with the unknown timelines of EV adoption, financial risks are obvious. Funding programs and other mechanisms to reduce these risks are critical for industry buildouts and innovation but not always necessary. Creating a seamless network of charging corridors from coast-to-coast is a basic requirement and the timing of this new infrastructure is essential.

To timely serve all communities, funding options need to be streamlined, and obstacles removed. This whitepaper has provided an analysis of funding programs and proposed recommendations for improvement. By addressing the identified challenges and enhancing the efficiency of funding mechanisms, stakeholders can significantly expedite the rollout of EV charging infrastructure.

TEI's EV Council realizes that good business models include good partnerships. For insights into the EV Council Match Making list, please register your company and take advantage of the work that has already been completed by our industry group. Sign up today at: [transportationenergy.org/sign-up-match-making-list-u-finder-tool](https://transportationenergy.org/sign-up-match-making-list-u-finder-tool)



# Electric Vehicle Council

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## About the Electric Vehicle Council

The Electric Vehicle Council is a non-advocacy organization whose mission is to coordinate the efforts of organizations actively engaged in supporting the deployment of EV charging infrastructure. The EV Council works to distribute existing research and education materials to amplify and enhance its value to the market, as well as conducts original research to fill gaps in knowledge and further educate interested stakeholders concerning the opportunities, challenges, and successful strategies associated with the installation and operation of EV charging stations.

For more information on the Electric Vehicle Council and a current list of members, please visit: [transportationenergy.org/councils/electric-vehicle-council](https://transportationenergy.org/councils/electric-vehicle-council)

## About the Transportation Energy Institute

The Transportation Energy Institute, founded by NACS in 2013, is a 501(c)(4) nonprofit research-oriented think tank dedicated to evaluating the market issues related to vehicles and the fuels that power them. By bringing together diverse stakeholders of the transportation and fuels markets, the Institute helps to identify opportunities and challenges associated with new technologies and to facilitate industry coordination to help ensure that consumers derive the greatest benefit.

The Transportation Energy Institute commissions and publishes comprehensive, fact-based research projects that address the interests of the affected stakeholders. Such publications will help to inform both business owners considering long-term investment decisions and policymakers considering legislation and regulations affecting the market. Research is independent and unbiased, designed to answer questions, not advocate a specific outcome. Participants in the Transportation Energy Institute are dedicated to promoting facts and providing decision makers with the most credible information possible so that the market can deliver the best in vehicle and fueling options to the consumer.

For more about the Transportation Energy Institute visit [transportationenergy.org](https://transportationenergy.org)

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