DRIVE Electric USA Program Success Stories from Priority Area 4:

Conduct EV Infrastructure Planning for Communities

Seven stories included (in order):
1. Drive Electric Georgia – “EV Gaps Analysis and Infrastructure Planning for Local Communities”
2. Electrify Kansas – “Drive Electric Kansas Success Story – EV Infrastructure Planning”
4. Electrify Missouri – “Conduct EV Infrastructure Planning for Corridors, Urban, and Rural Areas”
5. Plug-In NC – “EV Charging Infrastructure and Planning”
6. Drive Electric Tennessee – “Upper Cumberland Area Community Charging Planning Workshop”
7. Drive Electric Utah – “EV Corridor Planning with the Zion Regional Collaborative”
Priority Area #4 - Conduct Infrastructure Planning for Communities
When - March 2022 through September 2023
Where - Multiple Communities in Georgia

EV Gaps Analysis and Infrastructure Planning for Local Communities

Major Partners: City of Atlanta, City of Brunswick, Glynn County, City of Savannah, Chatham County, City of Albany, City of Covington

Purpose: Drive Electric Georgia team worked with several local municipalities to identify electrification and economic development priorities as well as mapping the current EV charging landscapes in those areas.

Narrative: Clean Cities EV Programs Associate and staff began by reaching out to local municipal partners to set-up an initial meeting. Through an initial call, the team identified the municipalities’ goals, including projected economic and housing growth. Maps were created to show not only existing land use and infrastructure, but also projections such as population and economic growth in conjunction with EV charging gaps. For each municipality, the team created a presentation with data and maps to paint the story of general recommendations that could be used for planning purposes. Although the funding from this grant did not cover a full EV Plan initiative, the information provided will aid in each municipalities future plans and has already been shared with Sustainability and Planning Departments to incorporate in future projects. See below for sample maps.

Outputs & Outcomes: Seven municipalities were provided EV Gaps Analyses in conjunction with other data that reflected their individual goals for electrification and economic development.

Best Practices & Lessons Learned: Through completing this work, it became evident that even with partners we have worked with previously, an initial discovery call is necessary to identify what type of information municipal leaders would like and what would be most useful to help them meet their goals. The data we shared was more impactful when we asked first and reflected their goals in the maps, rather than just creating a presentation based on what we thought would be most relevant. We also learned that local knowledge is essential to understanding local needs and map interpretations. For example, one area had a significant gap in Glynn County because it is almost all wetlands. Similarly, evacuation routes were essential to include in the analysis for coastal areas, but population growth was more relevant for Atlanta.
Atlanta Projected Population and Employment Density Change from 2020 to 2040

This map utilizes population and employment forecasting data to visualize future living and working trends in Atlanta, Georgia.

Existing EV Infrastructure in Glynn County Alongside Projected Areas of Growth and Evacuation Routes

This map displays existing DC Fast and Level 2 public EV chargers in Glynn County. Corridors were symbolized blue or orange with respect to whether they are evacuation routes or evacuation routes that will also be along areas of projected employment growth. Some areas were symbolized with a one-mile blue buffer as these areas also have growth projections in the next 30 years. Data regarding projected employment and growth was found in the 2040 BATS MPO Metropolitan plan.

CLEAN CITIES GEORGIA
PARTNERSHIP FOR CLEAN TRANSPORTATION
2040 Forecasted Employment Growth in Newton County, GA

This map displays the 2040 forecasted employment growth by census tract in Newton County, Georgia. Covington is highlighted with black dashed lines.

Legend:
- 0% - 3%
- 4% - 6%
- 7% - 12%
- 13% - 20%
- 21% - 31%
- Level 2 Charging Stations
- CNG Charging Stations

Map Credits:
Organization: Clean Cities Georgia
Data Sources: Esri, HERE, Garmin, USGS, Intermap, iDempiere, MapmyIndia, NPS, NGA, U.S. EPA, USDA, NYSDOT, NYSERDA

www.DRIVEElectricUSA.org - Replication Playbook
2016 - 2021 EV Growth within 50 Miles of Albany, Ga

This map displays public EV chargers in the greater Albany area with a focus on level 2 and DC fast charging availability. The percent change in registered EVs between 2016 - 2022 is shown atop this data.

- **DC Fast**: Green
- **Level 2**: Yellow

- 100% - 149%
- 150% - 249%
- 250% - 449%
- 450% - 749%
- 750% - 1000%

*The dashed lines represent a 50 mile buffer around the Albany city limits.*

Map Author: Eugene Rubinchik
Organization: Clean Cities Georgia
Data Source: ARO, DOE, US
Priority Area #4 - Conduct EV infrastructure Planning for Corridors and Rural Areas

When – 2020-now
Where - Kansas City

Electrify Kansas Success Story - EV Infrastructure Planning

Major Partners: Kansas City fleet, DOE, NREL

Purpose: Pilot project to test streetlight charging stations

Narrative: The Kansas City Regional Clean Cities Coalition, which operates Electrify Kansas and is part of the Metropolitan Energy Center (MEC), is dedicated to the mission of creating resource efficiency, environmental health, and economic vitality in the Kansas City region and beyond. Since 1983, we have provided resources, outreach, and training to make alternative fuels and energy efficiency commonplace. MEC began working on the Streetlight Charging pilot project (EVST) with the City of Kansas City, Missouri. The project was developed to install a limited number of electric vehicle (EV) chargers on the streetlight systems to demonstrate and test the benefits of curbside charging for the plug-in EVs at existing on-street parking locations. The City was interested in testing how increased access would affect EV adoption rates and began the program in 2019.

The project was funded by the Department of Energy (DOE) and was awarded to MEC in a competitive application grant. Working with NREL and multiple utilities, Metropolitan Energy Center developed the project with the city of Kansas City Missouri, installing 23 charging stations at predetermined locations around the city, marking a successful achievement in the push for electrification city, and nationwide.

For the past 4 years, MEC has worked with the city of Kansas City, Missouri to determine suitable locations for the charging stations, working through hundreds of proposed sites to find the most viable locations. 23 stations were approved for the project, in different districts around the region, assuring they were accessible by different communities and overlooked demographics. This increased availability of EV infrastructure is hopeful to encourage EV adoption.

Street Light Charging Station installed at N Granby Apartment complex in Kansas City, Missouri, one of the 30 locations chosen for streetlight charging installation.
The City has made a commitment to electrification and recognizes that we are experiencing dangerous climate change impacts and are at risk for irreversible effects. Over the past 15 years, Kansas City has made important progress such as reducing our greenhouse gas emissions by 25% and working with community partners to build up more resilient systems. We have faced challenges though, there are many communities that experience overburdened housing and utility costs, poor air quality, lack of mobility options and food insecurity. The Climate Protection and Resiliency Plan drafted by Mayor Quinton Lucas highlights a framework built on ways Kansas City can work together to achieve our goal of a carbon-neutral, equity-focused, and resilient Kansas City by 2040.

Kansas City’s resilience plan outlines a strategy following six Climate Action Sections, with climate justice at the heart, and community resilience, financing and innovation, and community empowerment woven throughout. Key strategies in Energy Supply, Homes & Buildings, and Mobility sections put us on a path to achieve our vision of carbon neutrality. Achieving these goals relies on the use of alternative fuel, investments in local carbon dioxide removal through land use, and direct carbon capture.

Based on the ranges of potential emissions reductions, the more aggressive emissions reduction targets were set to keep the city on track to meet the 2040 goal of carbon neutrality by 2040:

- Reduce emissions to 7 million MTCO2e by 2025
- Reduce emissions to 4 million MTCO2e by 2030
- Stretch goal of Zero Carbon by 2040

With the help of advancements in transportation, incorporating a city fleet full of EVs and investing into EV infrastructure to encourage adoption, Kansas City can begin to help citizens contribute to the Zero Carbon goal of 2040. This plan is a framework that is intended to reflect the voice of our community, and be used as a tool for shaping policy, improving programming and guiding partnerships. We must work together and empower our community members to play an active role. Kansas City will be collaborating with the community-based organizations and nonprofit organizations that serve historically marginalized populations, such as MEC.
**Outputs and Outcomes:** As of March 27, 2023, all of the charging stations have been installed at the designated streetlight systems around the city, making public charging stations more accessible in locations that previously had no infrastructure. The outputs of the include the 23 new streetlight charging stations, the first of their kind and an important step in the road to electrification. This also resulted in fleet electrification for the City, and a ramp up of EV purchases.

Positive input and feedback has been received from the communities where the stations were installed. All of them are in use and good standing, providing Kansas City with 23 more public charging stations. A Ribbon Cutting ceremony was held with the City Manager and Council members to applaud the project’s successes.

The outcomes of the project are still being studied, data is being collected on usage rates, and meetings are held with communities to hear about how it has changed their attitudes towards EVs. The success of the EVST project was not just heard from community members, but also demonstrated in action as one member purchased an EV as a result of the installations. “One of the coolest things to see was a new Tesla parked down the street from the charging station at 72nd & E Indiana. According to Carl, the resident purchased it just a few weeks ago after the charging station was put in last month!” said Miriam Bouallegue, Program Manager at MEC. Use of the stations will result in both continued reductions in greenhouse gas emissions in the Kansas City area and the fostering of more EV sitings that will show others that EVs are taking root here.

**Best Practice & Lessons Learned:** This project was the result of good team collaboration from both MEC and the City, site selection with community feedback, and an eagerness for change. This is still very new technology for a lot of people, and working on the project with the city allowed for a positive learning experience and firsthand involvement in the deployment process of EV and EVSE technology. One lesson learned is that site selection can be difficult for streetlight chargers, and must meet numerous codes requirements and be in line with other utility requirements. A best practice could be to engage early and often with city officials to get them committed to the project and the results that can come from such collaborations.
Priority Area #4 – Conduct EV infrastructure planning for corridors and urban & rural areas, including a focus on DACs

When - Fall 2022 to Spring 2023

Where – LCF Offices, Baton Rouge, Louisiana

Facilitating Community Engagement in the Planning Process

Major Partners: Louisiana Clean Fuels (LCF), City of Gonzales, City of Monroe

Purpose: To aid in the development of a charging network in smaller cities of Louisiana

Narrative: LCF Executive Director Ann Vail organized meetings with officials from the towns of Gonzales and Monroe in Louisiana. These cities are smaller communities that do not have the resources that large urban areas in Louisiana such as Baton Rouge and New Orleans have. As EV adoption has spiked primarily in urban communities, it was important for LCF to work closely with these smaller, more rural, areas.

From these maps you can see that both Gonzales and Monroe are near or are considered disadvantaged communities according to the DOE.
“My Social PinPoint” is a website tool that allows the community to place GPS pins on locations of their choosing. For this project, the tool was used so community members could vote on the best locations for Level 2 EV chargers to be added to their towns. Additionally, it allows users to ‘upvote’ for locations they agree with, meaning it is easy for officials to identify areas with the high potential for EV charger usage. Louisiana used this tool when developing our NEVI plan and found it very successful.

The LCF Director, Ann Vail worked closely with both the city of Gonzales and Monroe to help them determine the best locations for their chargers. It is important for these towns to get community feedback so they are able to input useful chargers as opposed to chargers in locations of no interest. Additionally, LCF stressed the importance of adding chargers early in the EV revolution so that their citizens are able to choose to purchase an EV if they desire with the local infrastructure already in place.

**Outputs & Outcomes**

We have had a lot of success using the My Social Pinpoint tool and have found that locals are very excited to share their opinions on the topic, especially EV owners. This version of crowdsourcing information has been very effective, especially once the link and directions have been shared with the correct audience, which is usually just finding the local EV owner groups or companies interested in hosting chargers.

The primary advantage of this program was that the community leaders are better informed about the wants and needs of citizens. Once the cities of Monroe and Gonzales were able to gather this information, it was a clear showcase that there was strong interest in additional Level 2 and DC Fast chargers within their territories. This makes it much easier to make the case to apply for funds and identify ideal placement for the chargers.

**Outputs:** Two interactive and informational web pages via “My Social Pinpoint” were created and links are provided below, as well as images of those maps on the next page.

- 6 “pins”: dropped on Gonzales page [https://lcf.mysocialpinpoint.com/gonzales-ev-plan](https://lcf.mysocialpinpoint.com/gonzales-ev-plan)
- 22 “pins” dropped on Monroe page [https://lcf.mysocialpinpoint.com/monroela](https://lcf.mysocialpinpoint.com/monroela)

**Outcomes:** The Cities of Monroe and Gonzales are more engaged with LCF and their community members. Better communication between the utilities, city officials, and the community has been fostered. The City of Monroe is seeking additional assistance and planning support as they prepare to apply for the 2024 Charging and Fueling Infrastructure Discretionary Grant Program (CFI) to receive funding that will support their community level charging needs.
**Best Practices & Lessons Learned:** We have found it very important to place very clear instructions for users, particularly highlighting the need for them to zoom in to place the pin exactly where they want them to be. We have had cases of people placing pins in the middle of lakes because they did not zoom in far enough and just did a rough estimate of locations. Below are the instructions we used for our NEVI My Social Pinpoint:

Thank you for helping us design a network of DC Fast Chargers for electric vehicles along designated interstate corridors in Louisiana! Your input on sites where a charger would be beneficial to your commute or travel is greatly needed. We have included existing fast charging sites on the map for reference.

**Viable Charging Sites:** Think about your commute and drop a green “car” pin along the interstate at viable charging sites. For example, you may select sites where you normally stop for rest breaks or where you know your car could benefit from charging up. If someone has already nominated a site that you agree with, simply “like” that item and leave a comment about that location. Please select sites that are within one mile of an interstate highway.

**QUICK TIP:** Please zoom in to the street level when placing a pin to ensure that the site you nominate is as specific and as accurate as possible.

**Potential Site Hosts:** If you are a business owner or local government entity that lies within one mile of an interstate highway, we encourage you to consider your site as a potential host for one or more DC Fast Chargers by dropping a yellow “Plug” pin at your place of business. Dropping a pin simply indicates you interest in being a site host. It doesn't obligate you to anything. We will reach out to you at a later date to share information about when and how you can apply for the state’s competitive NEVI grant funding program.

**Questions?** Email us at: DOTD-EVProgram@la.gov

**NOTE:** Alternative Fuel locations provided for informational purposes only. LA DOTD makes no guarantee of station status or operation. Station location data comes from the AFDC's Alternative Fuel Station Locator. [https://afdc.energy.gov/statio...](https://afdc.energy.gov/statio...)

As Louisiana Clean Fuels is an independent non-profit organization, we were able to apply to My Social Pinpoint for free access. We encourage others to do the same.
Priority Area: #4: EV Infrastructure and Planning
When: January 2023 – September 2023
Where: Greater St. Louis area, Missouri

Conduct EV infrastructure planning for corridors, urban, and rural areas

Major Partners: Electrify Missouri & Ameren (St. Louis' largest utility)

Purpose: To equip local leadership with the firsthand knowledge and experience needed to make informed decisions about electric mobility in the community.

Narrative: Laura Jones and Kevin Herdler of St. Louis Clean Cities and Electrify Missouri – building on the successes of the DEUSA project in years 1 and 2, spearheaded a series of strategic meetings and partnerships throughout 2022, navigating the constraints of the COVID-19 pandemic. Their outreach spanned city leaders, entrepreneurs, and community figureheads, culminating in a comprehensive infrastructure expansion plan for Missouri.

Several exemplary partnerships with the executive directors of community foundations allowed for pivotal EV experiences. Educating leaders about community grant applications, helping them pinpoint prime EV charger locations, and providing them air quality data, significantly bolstered their chances for community funding and equipment grants.

- **Community Engagement:** EV shows, educational symposiums, and learning events at our Science Center and on each Earth Day helped all walks of life experience and learn about climate change, electric vehicles, the benefits of owning electric vehicles, helped us improve our adoption numbers.
- **Ride & Drive Experiences:** Hundreds of ride and drive sessions were held in group and individual settings to get "butts in seats" as often as possible. With the new EV entries into the marketplace, interest is increasing in hybrids and plug-in electric cars.
- **Strategic Charger Placement:** Identified Locations for EV chargers to maximize the community benefit.
- **Educational Outreach:** Our team presented essential air quality data for Clayton and its vicinity, a prerequisite for certain grants.

Outputs & Outcomes: Our work strengthened Missouri’s grant appetite, which will help us continue encouraging investment in EV chargers in Missouri.

- Local leaders reported a 95% uptick in enthusiasm for EV projects post-event
- Successfully initiated planning sessions on electric mobility with the city councils
● Our efforts have exceeded the grant's outreach criteria, with specific engagement and educational initiatives driving EV awareness and adoption across Missouri.

Furthermore, Herdler and Jones collaborated with the City of Richmond Heights’ Councilman Maurice Muia (from District #2) and Ameren’s Ken Kreysman. With Ameren’s blessing, the group setup an event at the St. Louis Cardinal’s baseball Executive Box Suite. With some select attendees invited, this facilitated discussions on Electrify Missouri’s mission and potential partnerships with St. Louis Clean Cities.

Councilman Muia – a recognized figure in sustainable initiatives in the area – expressed interest in joining the St. Louis Clean Cities board and collaborating on forthcoming Electrify Missouri EV initiatives. Muia’s credentials include:

- **Leadership:** Representing the 2nd District in Richmond Heights, Missouri, known for its sterling livability reputation
- **Advocacy:** Pioneering EV and Solar Ready legislations and providing expert testimonies
- **Publication:** "Muia: Alleviating the energy burden is equity in practice" - St. Louis Post-Dispatch Op-Ed, July 2022.

Herdler’s subsequent meeting with Craig Boyles, the Division Manager of Fleet and Garages Services for St. Louis County, strengthened the organization's ties with the county's transportation leadership. Boyles' impressive portfolio, with roots in a 24-year Air Force tenure and notable educational achievements, indicates a deep understanding of fleet logistics on a global scale.

**Best Practices & Lessons Learned:** Monthly engagements, including Ride & Drive events, have allowed consumers to gain firsthand EV experiences. These engagements are supplemented by mini-seminars covering a broad spectrum of EV-related and educational topics.
Priority Area #4 – EV Charging Infrastructure and Planning
When – Summer 2022 to December 2023
Where – Multiple counties in North Carolina

**EV Charging Infrastructure and Planning**

**Major Partners:** Advanced Energy, Land of Sky Clean Vehicles Coalition, Centralina Clean Fuels Coalition, Triangle Clean Cities, and North Carolina Clean Energy Technology Center, North Carolina Department of Transportation

**Purpose:** Conduct gap analyses for EV charging infrastructure in order to educate a wide range of stakeholders and plan deployment of EVSE across the state of North Carolina.

**Narrative:**
The Plug-in NC team worked with the North Carolina Department of Transportation during the duration of the Drive USA project on two plans that focused on EV growth and expansion in the state. These plans were the NC Clean Transportation Plan and the National Electric Vehicle Infrastructure (NEVI) Plan. The development of these plans allowed staff to identify gaps in the EV infrastructure along alternative fuels corridors as well as gaps in more rural communities.

In addition to the team’s work with NCDOT, the three Clean Cities Coalitions and NC Clean Energy Technology Center moved their efforts to the local and regional level. Centralina Clean Fuels Coalition moved updated their online tool, which was developed as a region-specific EV Infrastructure and
Funding Dashboard to serve as a one-stop resource for communities, organizations, and businesses to identify available funding opportunities, to the state level to help identify gaps throughout the state. Land of Sky Clean Vehicles Coalition held a week of events during the 2023 Drive Electric Week which included a Site Host Planning workshop in Sylva, NC and a V2G event with the Cherokee Nation. Triangle Clean Cities worked with NC Clean Energy Technology Center held a Clean Transportation Demonstration Days to give government entities across North Carolina information and experience with clean transportation technologies and inform them of funding and training opportunities.

**Outcomes:**
Efforts at the state, regional, and local levels allowed Plug-in NC’s team to reach more communities in the state than were currently covered by Clean Cities Coalitions. It helped build stronger relationships around the state for the Coalitions as well and the NC Clean Energy Technology center’s team, who
worked in the eastern part of the state that has been identified in recent years as an area of growing need for EV related resources.

**Best Practices:**
- Identify and work with leaders in communities where gaps are identified – building partnerships is key
- Analyze the data at the local, regional, state, and federal levels – infrastructure can be readily available in one set of boundaries and scarce in another
- Identify sources of funding and possible partnerships not only on the education and outreach side, but also the breaking ground side

**Lessons Learned:**
- Not every community is ready to transition to EVs yet – this could be for a multitude of reasons such as budget concerns, limited staff time, misconceptions, etc.
Upper Cumberland Area
Community Charging Planning Workshop

Major Partners: Upper Cumberland Development District (UCDD), Tennessee Departments of Transportation (TDOT) and Economic & Community Development (TDE&CD), and Tennessee Technological University (TTU).

Purpose: DET worked with UCDD and partners to host this in-person, half-day workshop focused on basic EV and EVSE education and then more specifically on developing a first-cut set of recommendations for future Level 2 and DCFC charging locations for this region. The Upper Cumberland region (or “UC” as it is commonly known in TN) is a 14-county area in north-central TN that regularly works together and is a large rural area in TN that is bisected by I-40 between Nashville and Knoxville.

Narrative: A wide variety of community attendees were invited to participate in this EVSE planning exercise to specifically allow rural community members to play a greater role in developing EVSE sites for their future charging needs. In this region, the largest city is Cookeville with a population of roughly 30,000; the next largest city is Crossville with a population of about 5,000.

The workshop had about 30 attendees from all over the UC and representing individuals, local power companies, private businesses, and more. Several presentations began the day explaining DET, local chapters and events, work going on at the state level, and infrastructure planning. We divided the attendees into five tables/teams to make the discussions and interactions more personal (in this case, named using state animals, like the Hellbender). Each table had a Google maps scribe. We discussed EVSE in the following order and provided the teams time to consider and input ideas to the map scribe: DCFC corridor, DCFC non-corridor, and Level 2. Teams ranged from coming up with 15 site suggestion ideas to over 40. The workshop’s final Google map is available online for their easy reference.

Outputs & Outcomes: Two major outputs resulted from this event - a) a Google map that anyone can refer to for the ideas that the attendees came up with for suggested locations for future on- and off-corridor DCFC sites, and Level 2 sites for community citizens and future visitors; and b) a PDF report that detailed the event, partners, goals from the meeting, process, attendees, and outputted data and maps. Another output was a pool to draw from of interested citizens that might want to be involved in the local DET chapter, the “Drive Electric Upper Cumberland.”
The primary outcomes from this event were a) a more educated and engaged community populace on EVs, EV growth in adoption, and why/where/how you would site Level 2 and DCFC equipment, and b) a more connected community as they met one another from all over that region to understand who else is now or is wanting to be more involved in EVSE planning in the region.

**Best Practices & Lessons Learned:**

a) Start pulling together your list of attendees and invite them well in advance of the date.

b) Focus on inviting attendees like local government leaders, local fleet and business reps, NGOs, university leaders, interested citizens, local power company reps, and development district and transportation planning organization staff. If a chapter covers a larger area, consider adding state department officials.

c) If you choose to use electronic methods to obtain charging location suggestions, offer written opportunities for certain (or all) attendees. We provided paper sheets to all attendees wherein they could provide location names, addresses and reasons why it would be a good choice. Those were collected and served as a backup if the electronic information provided for a site was incomplete.
The photos on the previous page and this page show various facets of the workshop from presentations about EVSE, associated benefits, and available funding; to the small group-based discussions; and the digital addition of sites to the Google map.
Priority Area #4 - Conduct EV infrastructure planning for corridors and urban & rural areas, including a focus on disadvantaged, under-resourced, and low-income communities
When - 2021- ongoing
Where - Southwestern Utah, Zion Region

EV Corridor Planning with the Zion Regional Collaborative

Major Partners: The Zion Regional Collaborative (ZRC) is a group of municipalities, public land management agencies, state agencies, and other interested parties that provides regional planning and coordination in the Zion Canyon area. The ZRC currently has participation from the following agencies: Washington County, Hurricane City, La Verkin City, Virgin Town, Rockville Town, Springdale Town, Zion Mt. Ranch, Zion Forever, Zion National Park, Bureau of Land Management - St. George Field Office, Utah Office of Tourism, Utah Department of Transportation.

Purpose: Coordinate EV infrastructure corridor planning supporting heavy tourism travel to and through rural national park gateway communities

Narrative:
Utah Clean Cities (UCC) has been at the forefront of an ambitious project to develop Electric Vehicle (EV) infrastructure in Southwestern Utah, particularly in the Zion region. This initiative is not just about technology and infrastructure; it's deeply rooted in community engagement, education, and ensuring equitable access to these new technologies, especially for disadvantaged and low-income communities.

Strategic Partnerships
- **Zion Regional Collaborative (ZRC):** UCC collaborates with ZRC, a coalition of local municipalities, state agencies, and land management entities. This collaboration is vital for integrating diverse viewpoints and ensuring that the project addresses the specific needs of each community.
- **Local Governments and Agencies:** Involvement of towns like Springdale, Hurricane City, La Verkin City, and others allows for a focused approach, ensuring that the planning and implementation of the EV infrastructure considers local nuances.
- **Educational and Environmental Organizations:** Partnerships with organizations like Zion Forever and Zion National Park bring in educational and environmental perspectives, crucial for sustainable development.
Focus on Disadvantaged Communities

- **Access to Transit and EV Charging:** UCC's initiatives include planning EV corridors that are easily accessible to disadvantaged communities. This involves strategically placing EV charging stations in areas where they are most needed, ensuring that residents and workers in these communities can benefit from the transition to EVs.

- **Educational Programs:** Recognizing the importance of education in technological adaptation, UCC has been involved in developing programs to educate local workforces about EV technologies. These programs aim to provide the necessary skills for building, maintaining, and using EV infrastructure, thereby creating job opportunities and fostering economic growth within these communities.

- **Technology Accessibility:** Efforts are being made to make EV technology more accessible. This includes not only physical access to charging stations but also ensuring that the technology is user-friendly and that educational resources are available to help residents understand and use this technology effectively.

Benefiting Workforces

- **Support for Tourism-Related Workforces:** Given the heavy tourism in the Zion region, much of the local workforce is engaged in this sector. UCC's planning includes transit solutions that support these workers, ensuring they have reliable, sustainable transportation options.

- **Skill Development for Maintenance and Operations:** By focusing on education and skill development, UCC is helping to create a workforce capable of maintaining and operating the new EV infrastructure. This not only supports the current transition but also prepares the community for future technological advances.

Outputs & Outcomes:

- **Successful Deployment of EVZion Shuttle Pilot:** A testament to UCC's effective collaboration and planning is the successful launch and operation of the EVZion shuttle service, which has become a model for similar projects in other regions. The EVZion Project deployed a large charging infrastructure in the gateway community of Kanab, Utah which is the largest in the state. The project also worked to deploy off-grid solutions for rural locations for fast-charging EVSE in and around Zion National Park.
- **Active Participation in ChargeWest and MOVE Projects**: UCC’s engagement in these larger projects showcases their commitment to expanding EV infrastructure and sustainable transit solutions beyond the Zion region. This work has created a large movement to activate the MOVE concept for a Greater Zion Transit Authority with a focus on Scenic Byways and All-American Roads.

**Best Practices & Lessons Learned:**

- Emphasize inclusive community engagement, diverse partnerships, accessibility, and educational initiatives.
- Recognize rural specificities, build trust, balance environmental goals with local needs, leverage local insights, navigate financial challenges, and maintain long-term commitment.