Making Parking "EV Ready" At Scale: New Construction Requirements & Retrofit Programs for Comprehensive Futureproofing

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ABSTRACT

Comprehensively futureproofing buildings' parking for electric vehicle (EV) charging involves implementing electrical infrastructure that will ultimately support EV charging for all (or most) vehicles use a building's parking area. Such comprehensive futureproofing techniques are often the most cost-effective and convenient option to provide EV charging as passenger vehicles transition to EVs over the next 20-30 years.

This paper first summarizes the importance of futureproofing parking for EV charging. It then describes how futureproofing can occur, defining different electrical configurations including "EV Ready" and "EV Capable" parking. We review how EV energy management systems (EVEMS) can be leveraged to significantly reduce the costs of futureproofing large proportions of parking (e.g. 100% of parking spaces) and summarize costing analysis of different comprehensive futureproofing strategies.

We then review best-practice new construction requirements that futureproof all (100%) residential parking and 25-50% of non-residential parking. We also note incentive programs that support comprehensive futureproofing of existing multifamily and non-residential buildings, as well as project financing options and related policies that support comprehensive approaches. We focus especially on interventions to support EV Ready multifamily housing, given the importance and challenge of enabling EV charging in this sector. While largely drawing on Canadian examples, the policies and programs described are promising models to deliver affordable, equitable access to EV charging in other jurisdictions.

Introduction

The Importance of Futureproofing Parking for Electric Vehicles

The transition to plug-in passenger EVs is gaining momentum across North America and around the world (IEA, 2023). Meeting climate targets set by federal, state, and provincial governments requires that this transition continue rapidly, alongside electrification of other energy end uses, notably heat pumps for buildings' space heating and hot water (E. Larson et al, 2021). The transition to EVs represents a significant economic opportunity: On a life cycle basis, passenger EVs are often the most cost-effective vehicle technology today, and EVs' upfront costs will continue to decline as the cost of producing batteries decreases due to learning effects and economies of scale (ICCT, 2022). Moreover, as EVs enter the used vehicle market, they could save low- and moderate-income (LMI) populations considerable amounts of money – The International Council on Clean Transportation forecast that low-income households acquiring an EV in 2030 will save 7% of their total household expenditures, relative to if they drove an internal combustion engine (ICE) vehicle (ICCT, 2021). Thus, to support economic equity, it is imperative to enable LMI households to adopt EVs.

Many U.S. states, Canadian provinces, and Canada's federal government have established laws that new passenger vehicles be zero emissions by 2035, with escalating interim requirements. Likewise, these jurisdictions have established a wide range of other supportive policies and incentives. Modeling for national and sub-national clients suggests that in the urban centers where EV adoption is highest, more than half the vehicles on the road will be EVs by the late 2030s and almost all vehicles will be EVs by 2050 (Dunsky Energy + Climate Advisors, 2023).

To enable the transition to EVs, it is critical that households have convenient and affordable access to EV charging. For households with onsite parking at their residence, charging at home is generally the lowest cost and most convenient. Likewise, it is important that workplace and public EV charging be increasingly available; workplace and public charging can support households without an onsite parking space at home, longer-trips, and greater use of solar power.

While implementing EV charging in single family homes with onsite parking is typically straightforward, it is considerably more challenging in multifamily parking areas if they have not been properly futureproofed (i.e. be "EV Ready" with an adjacent electrical outlet, or "EV Capable" with capacity on a proximate electrical panel. Both "EV Ready" and "EV Capable" are further defined below).

Likewise, appropriate futureproofing of single-family homes and non-residential buildings generally makes it more cost-effective to subsequently install EV supply equipment (EVSE – i.e. an EV charger).

Thus, policies and programs aimed at futureproofing parking for EV charging, especially in multifamily buildings, are essential to support the EV transition. In addition, these policies and programs present an opportunity to encourage homebuilders, developers and building owners to optimize buildings' limited electrical capacity, and design electrical systems to accommodate both EV charging and electrification of other building systems, such as space heating and hot water.

About the Multifamily Housing Market

To understand how best to implement EV charging in multifamily buildings, it is necessary to review the multifamily building market. About one-third of both Canadians and Americans live in multifamily buildings; this share can be half or more in many metropolitan areas (Dunsksy Energy + Climate Advisors, 2024).

The large majority of multifamily buildings in Canadian metropolitan areas are condominiums, though a sizeable stock of rental apartments, co-ops and other tenures also exists (see **Error! Reference source not found.**). Conversely, in the United States, most multifamily buildings are rental, though condominiums comprised 20-50% of multifamily housing starts in the U.S. between 1974 and 2007, before declining to approximately 5% today (see **Error! Reference source not found.**). Households that rent live in both purpose-built rental housing and condominiums. In Canada, 37% of all condominium units are rented (Statistics Canada, 2022). These units comprise 20% of all rental housing in Canada, and over 40% in some metropolitan areas (Canadian Mortgage and Housing Corporation, 2023).

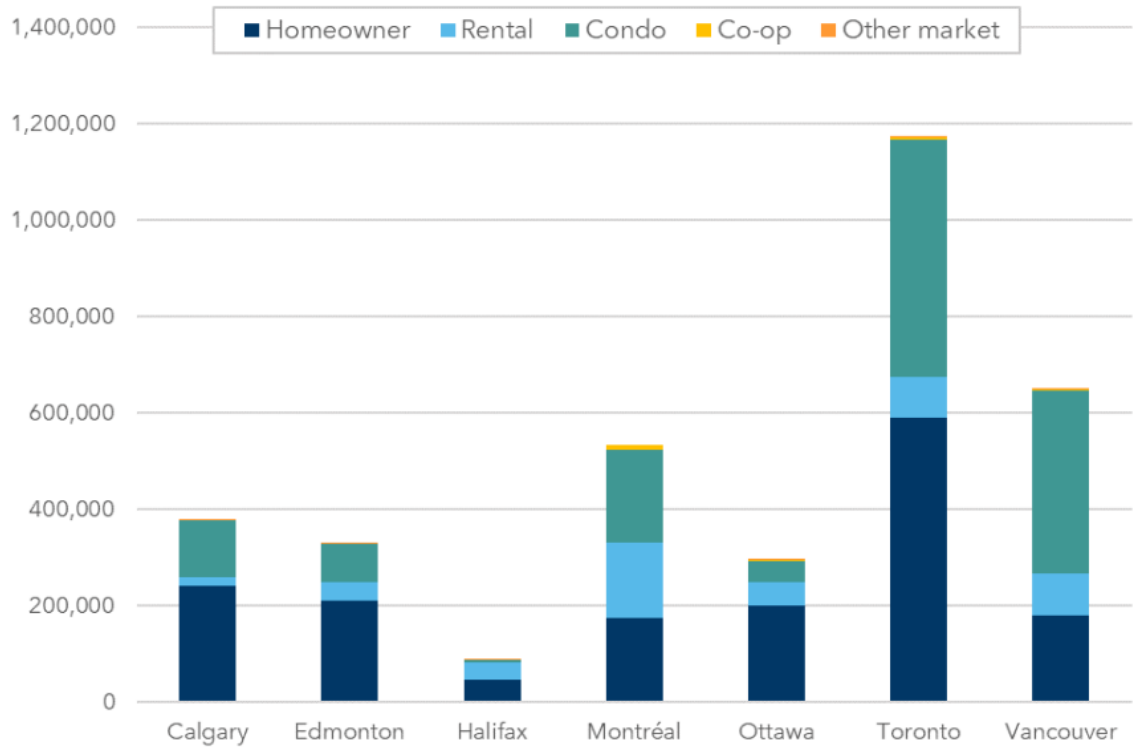

Figure 1. Total housing starts between 1988 and 2023 in Canadian metropolitan areas. *Source:* Canada Mortgage and Housing Corporation 2024.

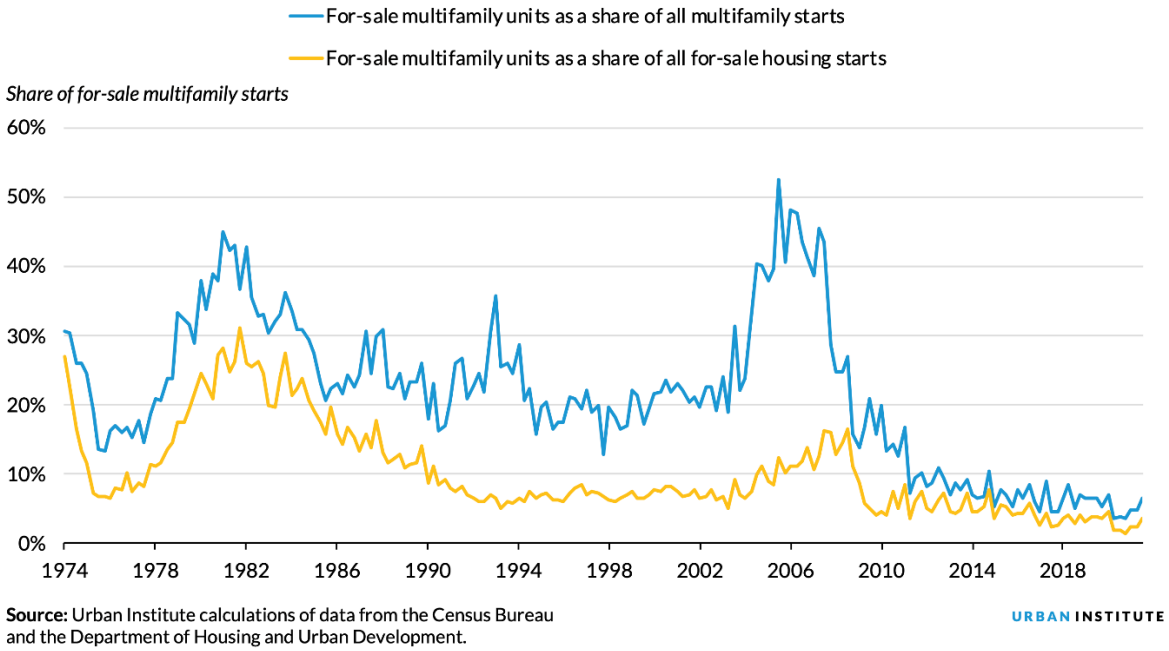

Figure 2. USA condominium starts as a share of all multifamily housing starts (blue line) and all residential starts (yellow line). *Source:* Neal & Goodman 2022.

Parking Tenure in Multifamily Buildings Influences EV Futureproofing Strategies

Condominium parking tenure can be organized in a variety of ways. For example, parking spaces in a multifamily condominium may be: "Limited common property" designated for the exclusive use of particular units; "common property" subject to long-term leases designating exclusive use for particular units; common property without any designation; fully owned as part of a condominium unit owners' property; a separate legal lot; or other variations (Condominium Home Owners Association of BC, 2018).

While there is limited data on parking designations, the parking tenure in the vast majority of condominiums makes it practically impossible to trade parking between unit owners without extraordinary steps. For example, if parking is designated "limited common property" as is often the case in condominiums, in many jurisdictions all unit owners in the building must vote to approve the exchange of parking spaces every time such an exchange is required, and the condominium must register this change at the relevant land title offices. This is impractical.

This challenge in being able to trade parking spaces means that in most condominiums it is ineffective to provide EV infrastructure futureproofing to just portions of parking spaces. EV adoption will generally occur randomly throughout a parkade, and parking cannot be readily traded between owners. As a result, futureproofing every parking space in condominium retrofits is often the most viable approach to implement EV futureproofing at scale.

Conversely, in most rental and non-residential parking tenure, parking is controlled by building owners or long-term commercial lease holders. In this case, during retrofits, it can be more practical to share parking spaces (e.g. multiple EV drivers share the same parking space and its EV charging), and/or futureproof parking in tranches with the expectation that parking will be reassigned between residents or building occupants as they adopt EVs over time. Building owners can plan at the outset for the eventual full adoption of EVs, but implement appropriate EV charging infrastructure in phases.

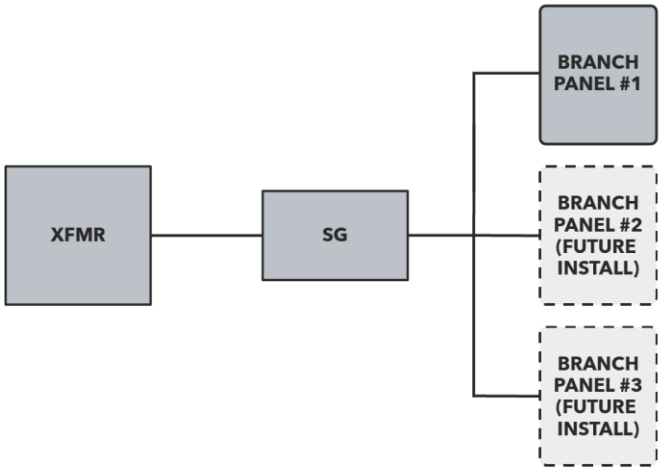

Figure 3. An electrical schematic diagram, illustrating a phased approach to comprehensively planned EV charging infrastructure. It depicts fully installed upstream electrical infrastructure – including a transformer (XFMR), switchgear (SG), and feeders (black lines) – all sized appropriately for the full eventual EV loads. Branch panels serving EV charging are installed over time as EVs are adopted.

Futureproofing Parking for EV Charging is an Opportunity to Improve Equity

LMI households and marginalized and racialized communities are more likely to live in multifamily buildings, and are more likely to rent. Accordingly, futureproofing of multifamily buildings with EV charging infrastructure is important to ensure equitable access to home charging, and its lower costs and greater convenience.

Unfortunately, without careful planning and futureproofing investments, it can be relatively costly and complicated to implement EV charging in multifamily buildings. Unplanned piecemeal retrofits can easily use up the limited electrical capacity in existing buildings. In this case, if a building were to implement a next tranche of EV charging, it would need a new utility connection, and/or to abandon the initial EV charging infrastructure as a stranded asset. Both these outcomes present financial and condominium decision-making process barriers to subsequent works to provide additional home EV charging for later EV adopters. Later EV adopters will disproportionately be lower income, as lower income people are less likely to purchase new vehicles (US Bureau of Labor Statistics, 2003).

Without access to home charging, drivers must rely on public charging stations, which is typically more costly and less convenient than home charging. Lack of access to cost-effective and convenient charging can reduce the economic benefits of the transition to EVs for LMI households. Furthermore, delays in EV adoption could also result in worse local air quality for these communities, relative to a scenario with a faster transition to EVs.

Thus, increasing access to EV charging in multifamily buildings, and ensuring that all residents that will drive can ultimately access EV charging in their building, are a part of the broader effort to rectify inequalities during the energy transition. Indeed, it is vital to ensure that programs and policies supporting deployment of EV charging do not inadvertently exacerbate socio-economic inequalities by making it harder to scale EV charging in the future.

How to Futureproof Parking for EV Charging

Broadly, there are two ways to implement EV charging infrastructure in multifamily and non-residential buildings:

1. **Unplanned piecemeal additions of a few EVSE at a time**, with little or no consideration of futureproofing for subsequent expansion. This represents the most common approach in most charging deployments to date. However, it can (and does) lead to implementations that are not compatible with subsequent expansion (as noted above).
2. **Comprehensive futureproofing,** where electrical systems are planned from the outset to accommodate the near-universal adoption of EVs. Comprehensive futureproofing involves a detailed feasibility assessment to determine the available electrical capacity for EV charging and other loads. It then involves design and electrical works to accommodate the transition to widespread EV charging. In multifamily buildings, all parking may be futureproofed; however, in some circumstances where residents can exchange parking spaces such as purpose-built rental buildings, there may be opportunities to plan phased retrofits.

Two futureproofing configurations are appropriate to reference in policies and programs to futureproof parking in new construction and existing buildings (see Figure 4):[1]

1. **EV Ready.** A parking space with an adjacent wired electrical outlet. An "outlet" may be a junction box at which an EVSE can be hardwired in the future. Alternately, it can be an electrical receptacle on a dedicated branch circuit, at which a Level 1 (120V) or Level 2 (208V/240V) EVSE with a plug may be plugged in.
2. **EV Capable.** A parking space served by a proximate branch panel that has spare electrical capacity and space for an overcurrent protection device (e.g., a circuit breaker). Often, electrical conduit will be laid between the panel and the parking space, at least in hard to retrofit locations such as where coring through concrete or trenching underground would be required. The branch circuit wiring is installed at the same time as the EVSE is installed, deferring the cost of the branch circuit wiring from the initial works.

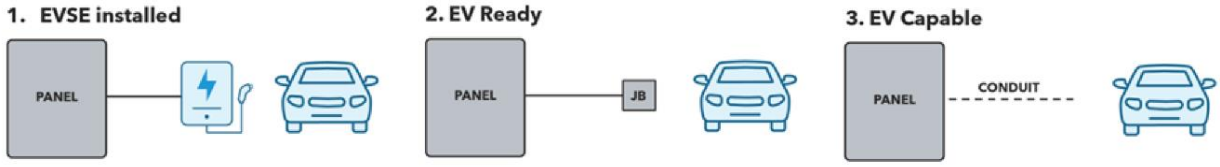

Figure 4. EV charging infrastructure futureproofing configurations.

EV Energy Management Systems Enable Comprehensive EV Futureproofing

EV charging is a flexible load. Charging can be controlled to avoid exceeding the capacity of a circuit, optimize buildings' power usage (e.g. avoid demand charges), and/or respond to signals from gid operators.

EV Energy Management Systems (EMS) are a category of technologies that monitor and control EV loads so as not to exceed the capacity of an electrical circuit. EMS are enabled in the 2023 National Electrical Code and the Canadian Electrical Code upon which state, provincial and local electrical codes are based. There are two broad categories of control strategies for EMS: EMS may be predicated on networked (i.e. "smart") EV chargers that can receive signals via a communications network (e.g. cellular; wireless internet; etc.). Alternately, the EMS may provide on/off control of the circuit breaker for an EV chargers' dedicated branch circuit.

Several different comprehensive futureproofing configurations are enabled by these two EVEMS control strategies:

1. **100% EV Ready / EV Capable with dedicated circuits**. In this configuration, every parking space is either EV Ready or EV Capable for either Level 1 or Level 2 charging. If networked EVSE are used, upstream monitoring of real time power demand of a buildings' service or feeder can be used, with associated control of the charging. This can

[1] The naming conventions we have chosen to use for these futureproofing options is largely consistent with various building codes and EV charging infrastructure requirements in North America, notably those used in the 2024 *International Energy Conservation Code*. However, different jurisdictions define EV charging infrastructure requirements in different ways and use different naming conventions – The terms "EV Ready" or "EV Capable" do not necessarily mean the same thing from one jurisdiction to the next.

limit the necessary service and electrical equipment sizing for the building, reducing costs.

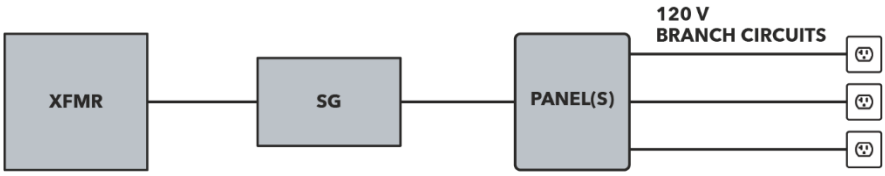

Figure 5. 100% EV Ready on dedicated branch circuits.

2. **100% EV Ready with Level 2 outlets designed for load-sharing on branch circuits.** In this configuration, multiple chargers will share a single branch circuit. Networked chargers must be used. Designs can further load-manage at the service or feeder level. This design is predicated on use of networked (i.e. "smart") Level 2 EVSE that monitor the electrical power being used and ensure it does not exceed the capacity of the branch circuit nor other limits (e.g. pre-programmed limits for the upstream use). This results in lower cost electrical infrastructure; however, networked EVSE may entail greater costs. Additionally, managed charging services can entail ongoing fees; however, business models not predicated on networking fees are possible.

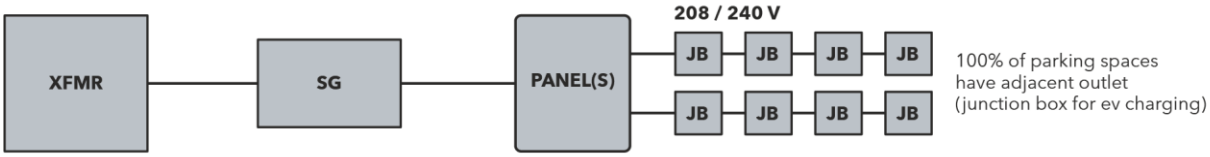

Figure 6. 100% EV Ready with load-sharing across branch circuits.

3. **100% EV Capable with incremental upgrades of branch circuits.** EV chargers may be on dedicated circuits. In this circumstance, some panels include EMS to switch circuits on/off to stay within prescribed limits, avoiding the need for networked EVSE and thereby reducing costs. Control can also occur using networked EVSE, which is required if load-sharing across branch circuits is also implemented.

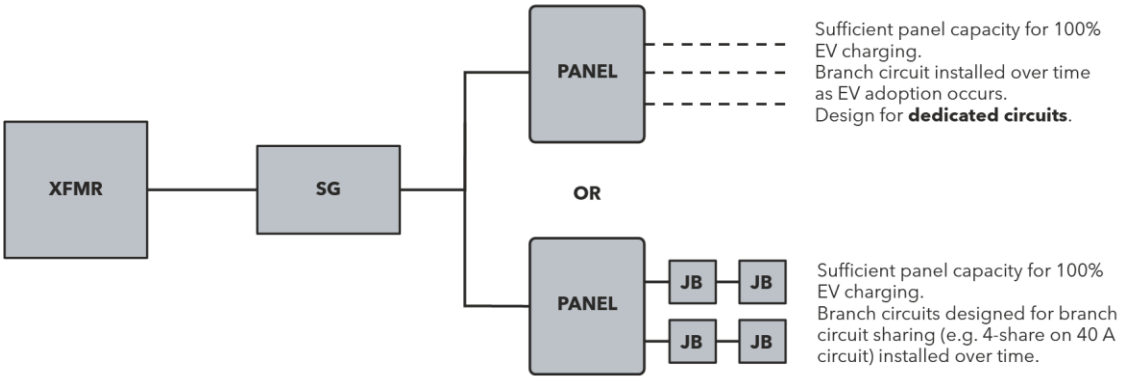

Figure 7. 100% EV Capable parking.

4. **100% EV Ready or EV Capable with Level 2 outlets designed for feeder monitoring of residential unit's electrical panels.** This design allows billing to be associated with each individual household's electrical meter and can be implemented when meter stacks are proximate to the parking areas. Designs can further monitor capacity at the service entrance, and control EV loads to not exceed the capacity of the service. Unnetworked EVSE may be used.

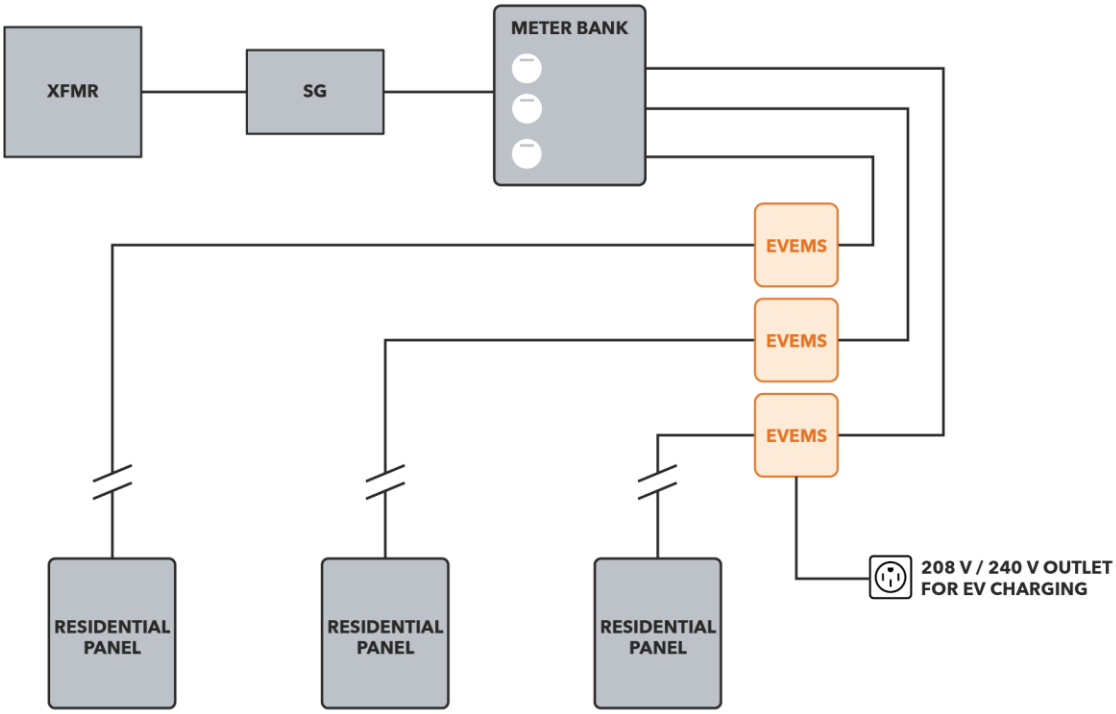

Figure 8. 100% EV Ready or EV Capable with Level 2 outlets designed for feeder monitoring of residential unit's electrical panels.

The four configurations noted above, and others, have all been deployed in multiple new construction and retrofit projects across Canada and the USA. They can all significantly reduce the costs per parking space of implementing EV charging relative to other approaches that do not anticipate use of EMS (as noted below). Ensuring new construction standards and retrofit programs for existing buildings facilitate and promote the use of EMS is crucial to support comprehensive futureproofing.

Comprehensive Futureproofing is Often the Most Cost-Effective and Convenient Option

While it entails upfront investment, comprehensive futureproofing using EMS has been shown to achieve relatively low life-cycle costs on a per parking space basis in both new construction and existing buildings. One study estimated it would cost approximately $1100 (2021 USD) per parking space to make all parking EV Ready using load-sharing on branch circuits in new apartments in the Greater Toronto Area (AES Engineering, 2021). As drivers subsequently adopted EVs, they will need to pay approximately $1000-$2000 USD to have networked EVSE hardwired into their parking spaces.

Likewise, reasonably low-cost comprehensive futureproofing is achievable in retrofit contexts. In its first 18 months of British Columbia's EV Ready Rebate program (profiled below), the 80 buildings participating in the program averaged $950 (2023 USD) per parking space to make all parking EV Ready (R. Arkinstall, Program Manager, Transportation Electrification Programs, BC Hydro, pers. comm. August, 2023). Similarly, a life cycle cost analysis prepared for the Federation of Canadian Municipalities and the Low Carbon Cities of Canada Network found that the discounted net present cost of providing all residents of existing multifamily buildings with EV charging are approximately two times lower when delivered via comprehensive 100% EV Ready or EV Capable futureproofing retrofits, compared to incremental piecemeal additions of EV chargers as resident adopt EVs (Dunsksy Energy + Climate Advisors, 2024).

Table 1 provides a qualitative comparison of the implications of comprehensive EV futureproofing with piecemeal additions of EV charging in multifamily buildings.

Table 1. Implications of comprehensive futureproofing versus piecemeal additions of EV charging in multifamily buildings.

Implications		Comprehensive EV futureproofing	Piecemeal additions of EV chargers
For building owners / condo	Upfront cost	Higher one-time cost	Lower upfront cost
	Life cycle cost	Lower total cost	Higher total cost
	Project management	One project	Many smaller projects
	Future proofing	Avoids stranded assets	May strand assets
For resident / driver	Charging access certainty	All drivers can access charging	May exhaust limited electrical capacity
	Charger installation	Simple	Often lengthy and complex
	User experience	More convenient	Less convenient

Despite the benefits of comprehensive futureproofing, this approach is uncommon outside of jurisdictions with supportive policy and programs. There are several market barriers that impede adoption of this approach including:

- **Capital costs.** Most condominiums and rental buildings have high hurdle rates for their limited cash. They will often only invest in essential capital works.
- **Information barriers.** Most condominium associations and property managers know little about EVs, and are not anticipating the likely speed of the EV transition. Likewise, they have little knowledge of the EV charging design strategies appropriate for their buildings. Because of lack of demand, few electrical engineers or contractors understand the full range of futureproofing design strategies appropriate for different building types.
- **Transaction costs.** Condominiums especially have complicated decision-making processes and are usually subject to requirements that a supermajority of unit owners (e.g. 75%) vote for capital projects. Because of these transaction costs, consultants are often hesitant to propose complicated comprehensive futureproofing, opting instead for piecemeal approaches that are easier to communicate and entail less process risk.

Best Practice Policy and Programs

New Construction

Requiring new construction to be futureproofed as either EV Ready or EV Capable for Level 2 charging will reduce the challenge of retrofits as part of the EV transition. New construction requirements should meet the following criteria.

- **Futureproof new construction for a complete EV transition**. Ensure 100% of residential parking, and a significant proportion of non-residential parking (e.g. 20-50% depending on the building occupancy parking serves) is required to be EV Ready or EV Capable.
- **Ensure a good EV charging experience**. Apply performance requirements that ensure sufficient charge is delivered to an EV for during the typical duration that a vehicle is parked in that space (e.g. overnight for residential charging). These performance requirements allow for load-sharing using EMS, but limit the extent of load sharing to ensure a good quality experience that provides adequate power for subsequent driving the vast majority of the time.
- **Provide design flexibility.** Give developers and engineers flexibility to implement cost-effective, value-maximizing EV charging solutions, allowing for load sharing and considering unique development needs. Avoid prescriptive requirements.

Several jurisdictions have adopted EV charging infrastructure requirements for new construction that meet these best practices. These include the City of Vancouver and over a dozen municipalities in British Columbia (B.C.); the City of Toronto; American cities such as Brookline MA and San Jose CA (Electric Autonomy Canada, 2024). Likewise, these best practices are reflected in the new EV charging infrastructure requirements proposed for the 2024 *International Energy Conservation Code* that are currently in the final stages of approvals. See Table 2 for non-exhaustive summary of requirements from leading jurisdictions.

Table 2. EV Ready requirements in select jurisdictions

Code / Proposal / Jurisdiction	Multifamily Residential Parking	Non-Residential Parking	Performance Requirement[2]
2024 IECC	25% EVSE Installed 75% EV Capable, OR 100% EV Ready	10-20% EVSE Installed 10-30% EV Capable	1.8kVA per EV Ready space
City of Toronto, Ontario	100% EV Ready	25% EV Ready	Roughly equivalent to 1.8kVA per EV Ready space
City of Vancouver, B.C.	100% EV Ready	45% EV Ready	Equivalent to 1.8kVA per EV Ready space
Brookline, Massachusetts	100% EV Ready	15% EV Ready	Equivalent to 1.8kVA per EV Ready space

[2] A variety of different ways of structuring performance requirements have been established. All allow e.g. 4-share on 208V 40A Level 2 circuits. The 2024 IECC proposal specifies a kVA per parking space allocation.

City of San Jose, California	10% EVSE Installed 20% EV Ready 70% EV Capable	10% EVSE Installed 40% EV Capable	Equivalent to 1.8kVA per EV Ready space

Source: New Buildings Institute 2021; Electric Autonomy Canada, 2024; City of Toronto 2022; City of Vancouver 2018; Town of Brookline; City of San Jose 2019.

Existing Buildings

In existing buildings, the best approach is to provide incentives, financing options, and other supports to enable comprehensive futureproofing retrofits.

Several Canadian jurisdictions have introduced funding programs to incentivize comprehensive EV Ready retrofits of multifamily buildings for EV parking (Table 3). B.C. has established the EV Ready Rebate Program for apartment and condo buildings, administered by BC Hydro and FortisBC. This program is designed to enable 100% EV ready approaches. Several municipalities in B.C. including the District of Saanich and the City of Vancouver offer top-up programs to further incentivize condo associations and rental building owners to pursue retrofits. In Quebec, the provincial government also offers rebates for charging installation in multifamily buildings. Quebec's program allows multiple applications, with an annual limit. This has enabled initial 100% EV Capable futureproofing, and subsequent incentives each year to support branch circuit wiring and EVSE deployment. As a result of these programs, markets for comprehensive EV futureproofing retrofits have emerged in B.C. and Quebec in the last three years, with hundreds of multifamily buildings either in the process or having completed such works (R. Arkinstall, Program Manager, Transportation Electrification Programs, BC Hydro, pers. comm. August, 2023).

Table 3. Best-in-class funding programs for EV ready retrofits in multifamily buildings that support comprehensive futureproofing

Program	Administrator	Funding Streams	Offer
EV Ready Rebate Program	BC Hydro	EV Ready plan rebate	$3,000
		EV Ready infrastructure rebate	$600 per parking space, maximum $120,000
		EV charger rebate	$1,400 per charger, maximum $14,000
Roulez Vert Program	Gouvernement du Québec	Multiple dwelling building charging station	$5,000 per charger, maximum $20,000 to $49,000 per year based on building size

Sources: Government of British Columbia 2024; Gouvernement du Quebec 2023.

In addition to incentives, project financing mechanisms, including loans and "charging-as-a-service", can be provided to existing rental building owners or condominiums to support comprehensive EV charging infrastructure futureproofing. Governments, utilities, regional "Green Banks", and other non-profit financial organizations, can improve access to capital for desirable energy retrofit projects, including EV charging futureproofing in multifamily buildings,

by providing loans with preferential financing terms and/or through credit enhancements to improve the credit risk profile of the transaction (Dunsksy Energy + Climate Advisors, 2024)..

"Right to Charge 2.0"

"Right to Charge" laws have been adopted in several states and provinces, such as California and Ontario. These laws grant multifamily building residents the right to install and use EV charging infrastructure. The law allows for building owners or homeowner associations to establish reasonable requirements for installations, but limit their ability to deny residents' applications (NESCAUM, 2019).

Such Right to Charge legislation can allow early EV adopters to pay for and install EV charging in their multifamily buildings. However, this legislation itself is not a comprehensive solution. Notably, without careful planning, implementing EV charging in the piecemeal fashion anticipated by these laws can result in electrical capacity constraints, making future installation of additional EV charging or other electrification projects much more difficult and expensive.

Dunsky therefore recommends jurisdictions adopt what we term "Right to Charge 2.0". British Columbia's Bill 22-2023 "Strata Property Act Amendment Act" represents a best practice Right to Charge 2.0 policy (Province of B.C., 2023). It:

- **Requires condominiums to plan for electrification.** It requires all buildings to receive Electrical Planning Reports by 2026. These Reports determine how much spare electrical capacity is available in the buildings, and how potential future demands for this capacity from EV charging and building electrification (e.g. heat pump retrofits).
- **Reduces voting thresholds for electrification projects and simplifying approvals processes for electrification feasibility studies.** The Act previously required a 75% approval for changes to common property. This is reduced to 50% for EV charging infrastructure and building electrification.
- **Creates a process for owners to request installation of EV charging,** similar to other Right to Charge Laws.

Conclusion

Making parking spaces EV Ready at scale is critically important to facilitate an equitable, swift, and cost-effective clean mobility transition. However, scaling EV ready parking requires deliberate and strategic action, including targeted programs and policies, that bring down costs, mitigate risks of stranded assets, make efficient use of buildings' limited electrical capacity, and promote equitable access to EV charging.

For new construction, EV Ready requirements, as reflected in the 2024 International Energy Conservation Code and similar initiatives in Vancouver, Toronto, Quebec, and other jurisdictions, are the best strategy to ensure that new residential and non-residential buildings are equipped with the necessary infrastructure to support future EV charging needs.

In existing buildings, the best strategy is to enable comprehensive EV ready retrofits through incentives, financing options, and policies. Despite their high upfront cost, comprehensive retrofits, as opposed to incremental or piecemeal upgrades, are not only more

cost-effective on a life-cycle basis but also can be designed to ensure the intelligent use of buildings' limited electrical capacity anticipating other electrification. This prevents the unnecessary strain on electrical systems and maximizes the efficiency of installations, while reducing the risk of stranded assets. In addition to incentives, regulatory approaches such as British Columbia’s Right to Charge 2.0 legislation can play an important role in reducing barriers to EV Ready retrofits in multifamily buildings, particularly for condominiums.

In both new and existing buildings, load management and EV energy management systems are essential tools for utilizing electrical capacity efficiently and facilitating high levels of EV charging access.

As the need for swift, effective strategies to deliver equitable access to EV charging becomes increasingly pressing, the experiences and policies developed in select jurisdictions across North America offer valuable insights and lessons for other regions. Together, these jurisdictions provide a blueprint for scalable implementation of EV Ready infrastructure across new and existing building stock globally.

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