



Eastern Iowa Electric Vehicle Readiness Plan

JUNE 2021

ACTION UPDATES THROUGH
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Acknowledgements

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The EV Readiness Plan is focused on the region of eastern Iowa bounded by the participating communities of Cedar Falls/Waterloo, Cedar Rapids, Davenport, Dubuque, and Iowa City





Baseline & Goals 2020

Vision and goals for the EV Readiness Plan

REGIONAL GOALS:

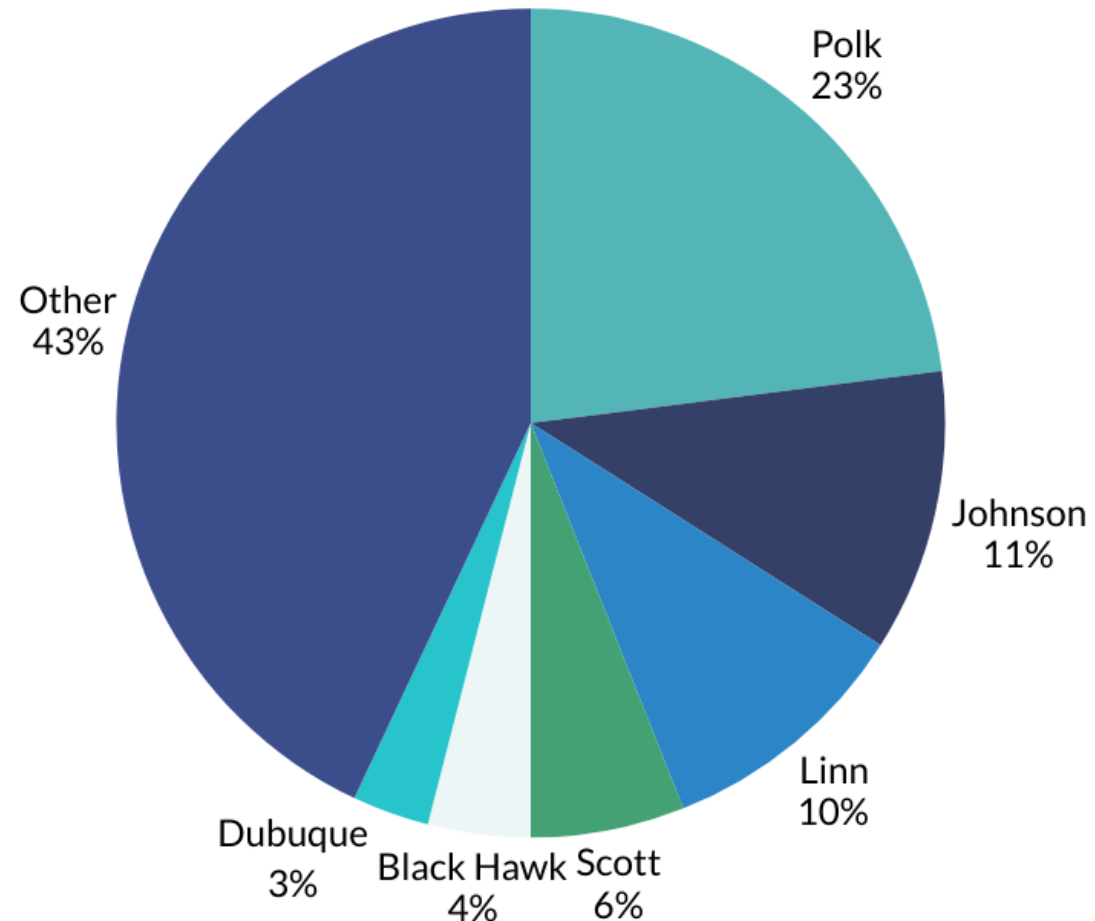
- Increase EV use
- Increase EV charger availability
- Increase equitable access to EVs and charging
- Reduce emissions
- Improve air quality
- Generate economic benefits
- Establish regional collaboration to leverage resources and share learnings

REGIONAL VISION STATEMENT:

- "The communities of Eastern Iowa will be leaders in supporting the increased use of electric vehicles (EVs) and improving access to charging infrastructure. We will empower our residents, businesses, and visitors through policies, partnerships, and initiatives that encourage adoption of EVs."

Baseline conditions in 2020

EV registrations in the five-county area covered by the Eastern Iowa EV Readiness Plan accounted for nearly one third of total EV registrations in Iowa, a higher percentage combined than Polk County alone.





Strategies identified to promote EV readiness in eastern Iowa

1. Invest in EV Charging Infrastructure
2. Expand Access to EV Charging Infrastructure
3. Promote Adoption of and Access to EVs
4. Increase Education and Awareness of EVs and EV Charging
5. Coordinate Regionally to Implement Actions and Strategies
6. Lead by Example

Priority action for each strategy

- **For investing in EV charging infrastructure:**
 - Quantify the need for new publicly available charging equipment to fill gaps at both local and regional level, including direct current (DC) fast chargers to enable long-distance travel along corridors.
- **For expanding access to EV charging infrastructure:**
 - Amend local zoning/land use codes to require EV charging as a permitted accessory use, and to include requirements or incentives (e.g., density bonuses) for the installation of charging infrastructure in new construction and major renovations.
- **For adoption of and access to EVs:**
 - Coordinate with dealers to facilitate point-of-sale rebates for EVs.
- **For increasing education and awareness of EVs and EV charging:**
 - Develop and maintain a comprehensive EV resources website to educate all Eastern Iowa consumers on the environmental, financial, and other benefits of EVs. The website should include information on logistics of buying EVs (including available incentives), installing charging (including the local permitting process), finding charging, etc. Link to other reputable and well-maintained resources as appropriate.

Priority action for each strategy, continued

- **For coordinating regionally:**
 - Integrate EV readiness into regional planning efforts, including regional transportation plans and sustainable communities' strategies.
- **For leading by example:**
 - Educate municipal/county employees about EVs and EV charging and encourage EV adoption through the development of workplace charging programs.



Public EV charging plugs

- In an analysis of electric vehicle market development and underlying factors, the International Council on Clean Transportation found that thirteen of the fifteen U.S. markets (cities) with more than 5% EV uptake had at least **450 total public chargers per million population**. This number represents a tipping point for accelerating EV adoption.
- Based on this analysis, project partners set a **baseline goal for the number public charging plugs in each community** adjusted for population size as follows:

Cedar Falls = 18 public chargers

Cedar Rapids = 60 public chargers

Davenport = 46 public chargers

Dubuque = 26 public chargers

Iowa City = 34 public chargers

Waterloo = 30 public chargers

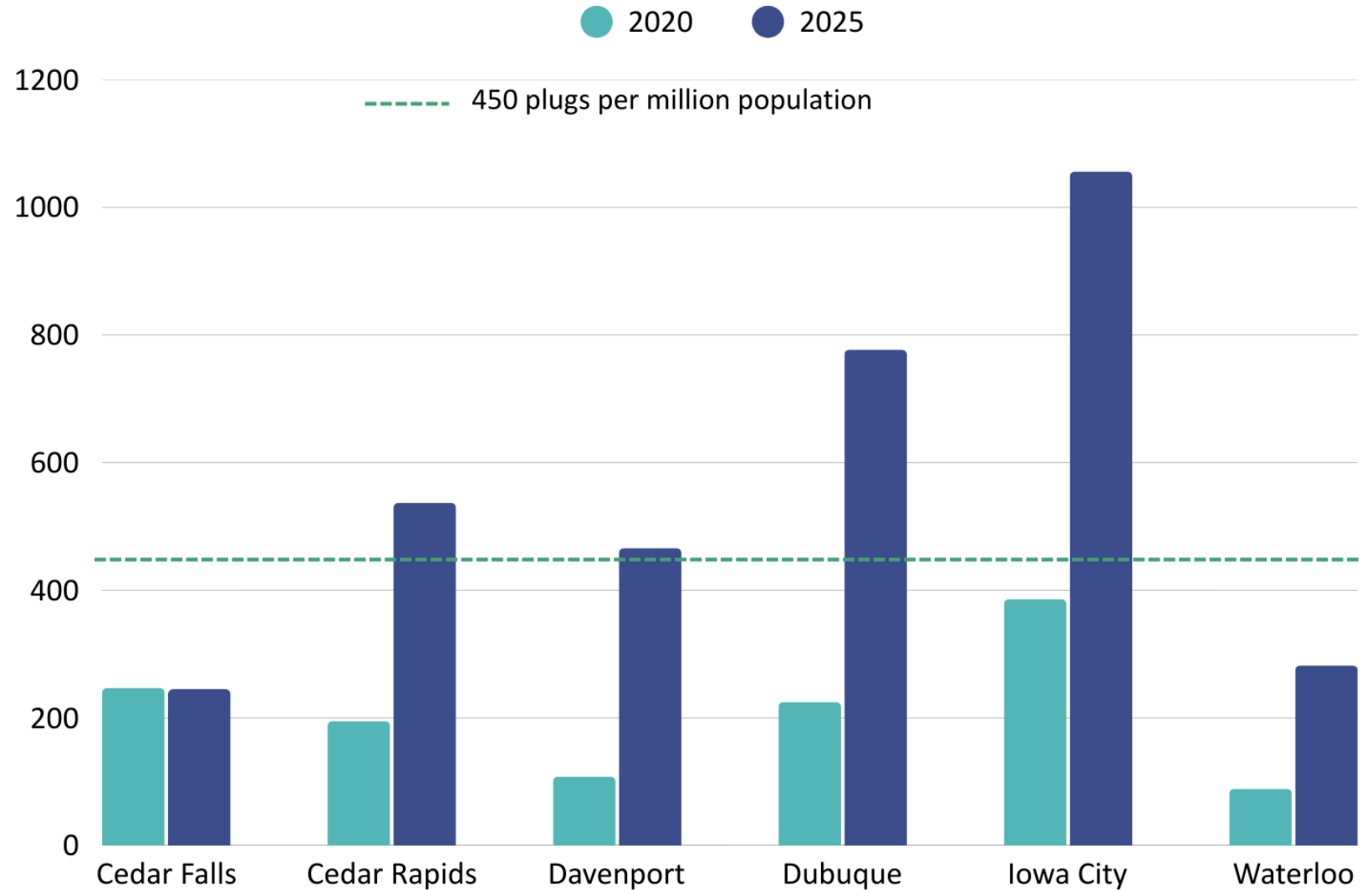




Progress Updates 2025

Public EV charging plugs: 2020-2025

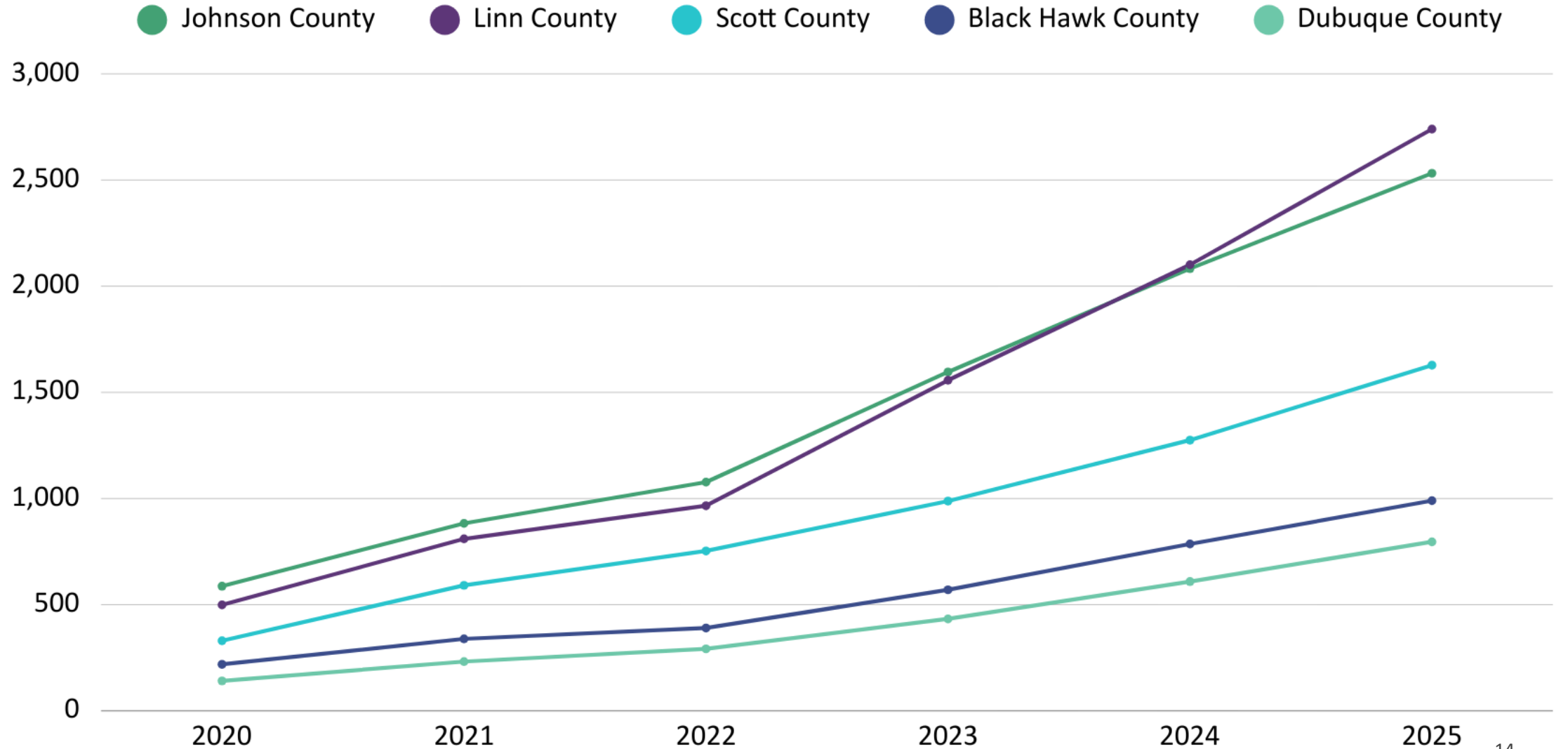
Availability of public charging has increased in nearly all the communities participating in the EV Readiness Plan, and four communities have exceeded the goal for the total number of public charging ports.



Public charging plugs calculations 2020-2025

City	Public EV charging plugs (2020)	City population (2019)	Target public EV charging plugs adjusted for population	Public EV charging plugs (2025)	City population (2024)	Charging plugs per million population (2025)
Cedar Falls	10	40,536	18	10	40,888	245
Cedar Rapids	26	133,562	60	74	137,917	537
Davenport	11	101,590	46	47	100,948	466
Dubuque	13	57,882	26	46	59,174	777
Iowa City	29	75,130	34	81	76,711	1,056
Waterloo	6	67,328	30	19	67,471	282

EV registrations grew in all five counties between 2020-2025





Key milestones for Iowa City

- In 2021, Iowa City **met the goal of 46 publicly available charging plugs** throughout the City. This was the result of efforts in both the public and private sectors.
- Iowa City also launched an [EV charging grant for apartments and condos](#) in 2021 that has since grown to offer up to \$10,000 as a 50/50 cost share in support of level 1 and 2 charging (more details on page 21).
- The City now hosts an informational webpage on the municipal website, [IC EVs Everywhere](#).
- Iowa City continues to host annual EV car shows each September as part of [National Drive Electric Month](#).
- The City has continued to **add to the number and types of EVs in the municipal fleet**, including six light duty passenger EVs, two pickup trucks, four electric buses, the first EV police cruiser in the state, two e-bikes, and an e-cargo “Book Bike” for the public library.
- In 2023, Iowa City completed an **EV Fleet Study** to identify the future charging infrastructure needs at city facilities and priority actions needed to envision a fully electric fleet.
- Iowa City along with Cedar Falls, Cedar Rapids, Davenport, Dubuque and Waterloo **continues to participate in regional coordination of EV activities** through twice-yearly meetings among the partner communities.



Special Focus: Increasing Access to EV Charging at Multifamily Housing

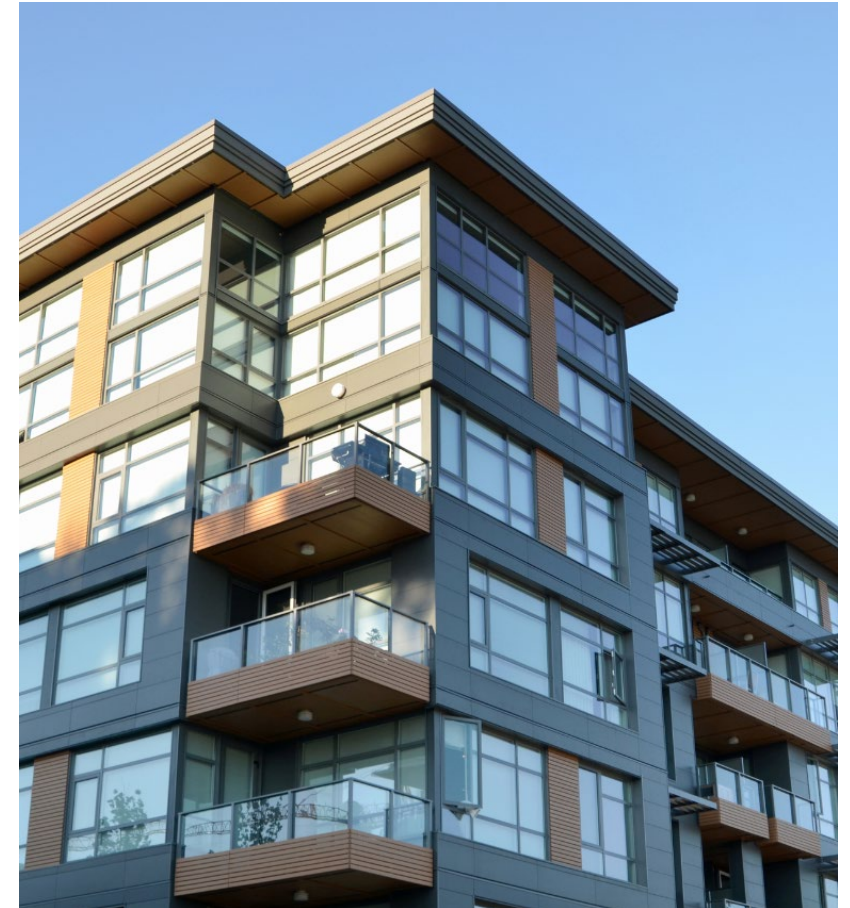
EV charging at apartments and condos: needs and considerations



- According to the U.S. Department of Energy, **80% of EV charging happens at home**. While charging at home is relatively easy for homeowners with access to a private garage or driveway, **large apartment buildings and condominiums do not usually have this option**.
- There are several barriers property managers cite for installing EV charging at multifamily units. **Upfront costs, especially if significant retrofitting is required, are usually the main barrier**.
- In other cases, parking logistics can make a project difficult. **Additional overarching barriers are often educational** and include lack of guidance for property owners, managers or homeowner associations on EV charging options and lack of information on equipment, installations, payment schemes and maintenance.

EV charging at apartments and condos, continued

- The last few years have seen an increasing growth of initiatives aimed at **providing more equitable access to EV charging** infrastructure at apartments and condos. Many charging companies offer turnkey solutions that provide integrated services and often act as third party lessors by retaining equipment ownership and covering maintenance and repair costs.
- **Some utilities are also becoming more involved in multifamily charging projects by providing specific incentives**, infrastructure programs for apartment and condo properties, and advisory services.
- Finally, **municipalities and local governments can also play a role by streamlining permitting and inspection processes** and making sure that information is clear and readily available to potential EV owners or property managers.



Key findings from case study interviews with multifamily property managers in eastern Iowa in the EV Readiness Plan

Motivations

Existing parking space rental agreements with the city: offsite parking spaces are rented from city-owned lots, including a 3-level garage that has some public EV charging stations installed.

Support for corporate environmental and sustainability goals

Motivations

Cities are well positioned to educate people and establish policies and guidelines when it comes to using EV charging and respecting designated spaces

Alignment with market trends and with future city policies that could mandate EV infrastructure in new buildings

Concerns

Need for power upgrades and installation costs

Ownership and maintenance of EV infrastructure

Finding the right business model to avoid passing infrastructure costs to tenants

Enforcement of parking rules in EV dedicated spaces

Concerns

Finding the right business model to avoid creating stranded assets due to renters' turnover

Parking etiquette, and enforcement of parking rules in EV dedicated spaces

Understanding tenants' appetite for EVs without raising expectations

Best practice resources for EV charging at apartments and condos

Multifamily Case Studies

- [Multi-Unit Dwelling Electric Vehicle Charging Case Study San Diego](#)
- [Smart Columbus: Increasing EV Charging Access at Multi-Unit Dwellings](#)
- [Muir Commons: A case study in MUD EV infrastructure](#)
- [Overcoming Barriers to Electric Vehicle Charging in Multi-unit Dwellings: A Westside Cities Case Study](#)
- [Brannan Condominiums Case Study](#)

Best Practices and Policies for Multifamily Charging

- [Alternative Fuels Data Center: Electric Vehicle Charging for Multi-Unit Dwellings \(energy.gov\)](#)
- [Atlas Public Policy's guide for EV charging at multifamily units highlighting the drivers, barriers and recommendations \(atlaspolicy.com\)](#)
- [A guide to the selection, installation and maintenance of electric vehicle chargers in Multi-Unit Residential Buildings](#)
- [Clean Cities Coalitions: EV charging for multi-unit dwellings](#)

Iowa City EV charging grants for apartments and condos

- Following the completion of the EVRP, Iowa City began offering a 50/50 match of the cost of installation to support level 2 charging at multifamily residential properties, originally designed to pair with a utility rebate for equipment costs.
- Following the end of the utility incentives, the City program increased funding to **cover both equipment and installation**. In 2025, rebates were again increased to **\$10,000 as a 50/50 cost match**.
- Applicants must be a landlord, property manager, or authorized HOA representative. Eligible properties must be at least a fourplex apartment building or condominium. **EV charging must be shared infrastructure for all tenants**.
- Feedback from Condo associations revealed many did not have outlets in shared garage spaces to support basic level 1 charging devices that come with the cars. **Iowa City's grant now supports material and labor costs for both level 1 and level 2 charging, based on the property's needs**. Support for level 1 charging has proven to be cost effective and can make charging more widely available by placing an outlet in every parking stall, **avoiding tenant conflicts** over shared resources.



For more information on EV charging in Iowa, see [Charging Forward: Iowa's Opportunities for Electric Vehicle Infrastructure Support.](#)



Iowa City Climate Action and Outreach Division | Feb. 2026