



Driving Electric

How cities are maintaining momentum for an inclusive EV transition

June 17, 2026



Agenda



Introduction



Solving for No Home Charging



Panel: Real-World Experiences



Wrap Up and Close Out

About RMI

Rocky Mountain Institute is an independent, non-partisan, nonprofit that uses market-driven solutions to accelerate a prosperous, clean energy future for all.

Founded in 1982, RMI has supported **over 200 US cities and communities**, helping public and private sector organizations advance sustainable energy systems.

To learn more, visit our websites:

www.rmi.org and www.cityrenewables.org.



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Why does this conversation matter now?



Policy headwinds

- Shifting federal funding landscape
- OEMs pulling back on EV commitments



Cities and states are driving US momentum forward

- EV incentives
- Emissions reduction goals
- Climate plans
- Charging infrastructure expansion
- EV readiness in code updates

Despite the challenges, positive market signals are taking hold.



**More
affordable
EVs entering
the market**



**Growth of the
secondhand
e-bike and EV
markets**



**E-bike boom
and
expansion of
bike-share**



**Expansion of
public
charging**



**Growing
demand to
connect with
public transit**

RMI has been working to expand accessible EV charging

Year 1

Atlanta, Phoenix + Portland

Engaging multifamily residents and building managers with city, utility, and other local partners to select and finance onsite charging schemes



Year 2

Honolulu, Missoula + Pittsburgh

E-bike rebates to lamppost charging, exploring city-level strategies to expand e-mobility

Year 3

Austin, Albuquerque, Boise, Lansing, Northfield, Olympia + more!

From deploying EV carshare at MFH to curbside charging, developing solutions that help solve for “no home charging”



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Cities often face similar barriers to providing reliable and affordable access to charging



**Infrastructure
bottlenecks**



**Policy and permitting
friction**



**Equity gaps
in access**



**Limited funding with
growing demand**

**These issues are
compounded for
residents of multifamily
housing**

Residents of multifamily housing (MFH) face unique EV charging challenges



Many multifamily housing buildings are older with limited electric capacity



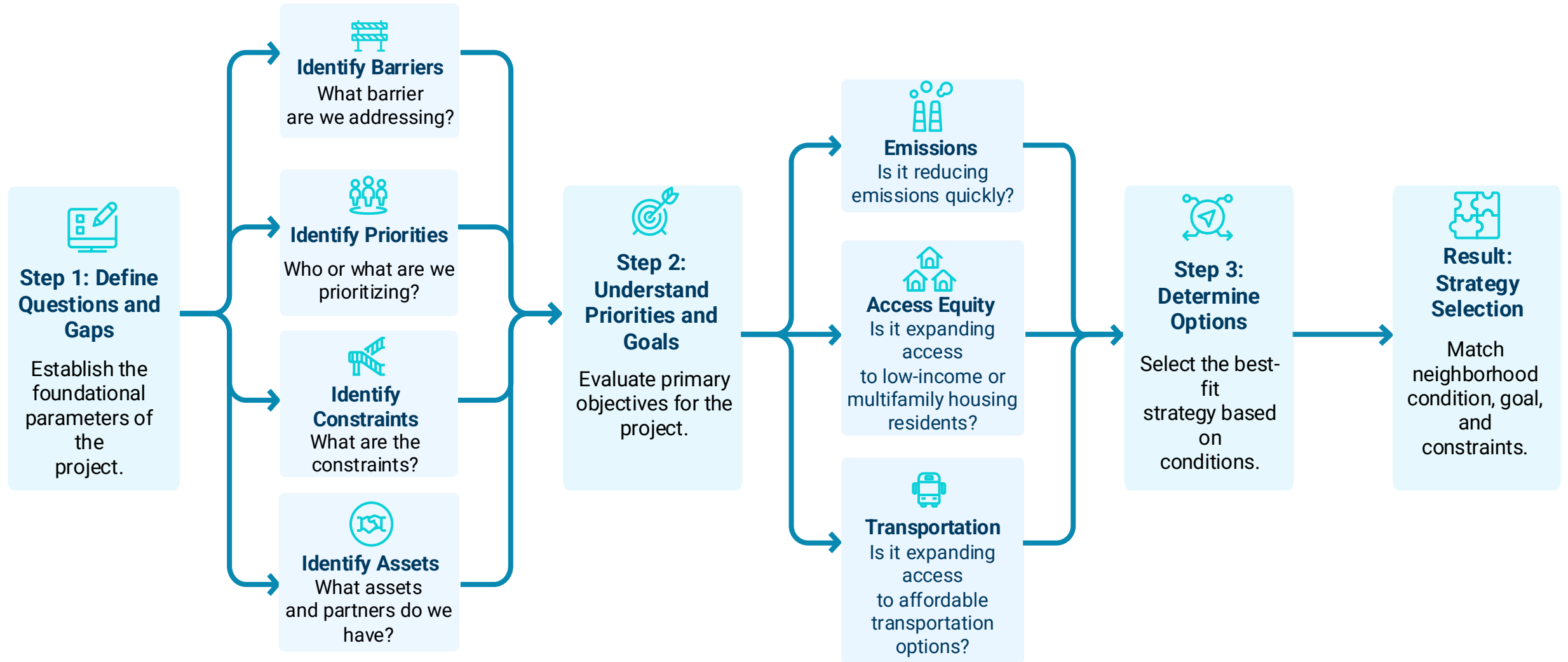
Parking constraints can make it difficult to conveniently and consistently charge an EV



Landlords and renters face split incentives wherein the person paying for infrastructure may not see the benefits

These challenges risk leaving MFH residents out of EV transition

An If/Then decision framework can help guide understanding priorities and potential pathways



If the barrier is slow or fragmented deployment → streamline EV charging

If permitting is a bottleneck

Simplify and standardize approval processes

If adoption is uneven

Implement right-to-charge policies

If access is an issue

Curbside charging

If the focus is on access but not necessarily ownership

EV carshare and bikeshare



Engaging Multifamily Residents to Select the Right On Site Solutions – Atlanta

Issue Lower-income MFH residents face significant gaps charging and purchasing electric mobility (EVs and e-micromobility), which can perpetuate transportation inequities.

Strategy RMI worked with the City to identify MFH properties where gaps in public charging and public transit overlap, then developed a collaborative process between city agencies, Georgia Power, and community groups to engage residents and gather their feedback on what e-mobility solutions suit their needs.

Scaling RMI recommended several schemes to deploy charging at these sites for the least amount of cost to the building as well as at nearby city owned property.

Tipping Point

Atlanta's citywide EV connectivity strategy prioritizes and allocates regularly funding to deploy charging in lower-income communities.

If the goal is equitable access in dense housing areas → focus on multifamily + curbside

If most residents are renters without home charging

Prioritize multifamily solutions

If landlords are hesitant

Use incentives, requirements, or technical assistance

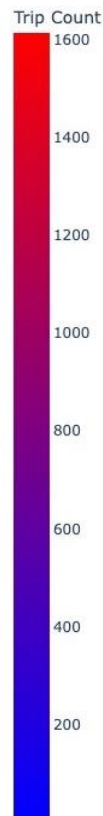
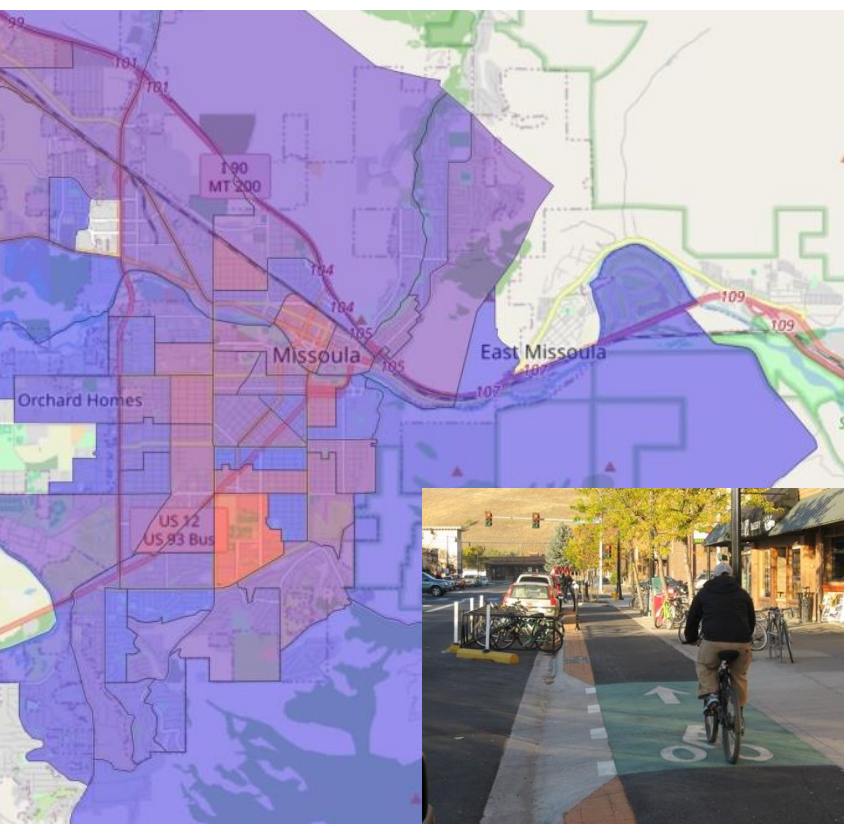
If building retrofits are too costly

Expand curbside charging in the right-of-way or neighboring properties, parks, and public lots

If curb space is limited

Pilot share-use and managed curb strategies first

Where are most MFH residents starting and ending their less than 5km trips?



Shifting Multifamily Residents' Trips to Lower Emitting Modes – Missoula

Issue Cities building more MFH but facing state-level limits on EV readiness codes need to be creative in how they promote lower-emitting modes while serving those least transportation secure.

Strategy With the City of Missoula, RMI identified where additional e-bike and EV charger access would shift the greatest number of short trips made in gas-powered, single-occupancy vehicles to EVs.

Scaling RMI produced a pitch deck the City is using to advocate for the proposed charging locations, hardware schemes, and other recommendations.

Tipping Point

Missoula is embedding insights from the proposed e-bike/EV recommendations into their comprehensive plan update.



Expanding Pole-Mounted EV Chargers at the Curb – Honolulu

Issue Allocating space to EV charging can be costlier and contentious in denser urban neighborhoods.

Strategy RMI identified areas that would be valuable to target pole-mounted charging and conducted research into business models and technical challenges to providing adequate voltage to serve Level 2 charging.

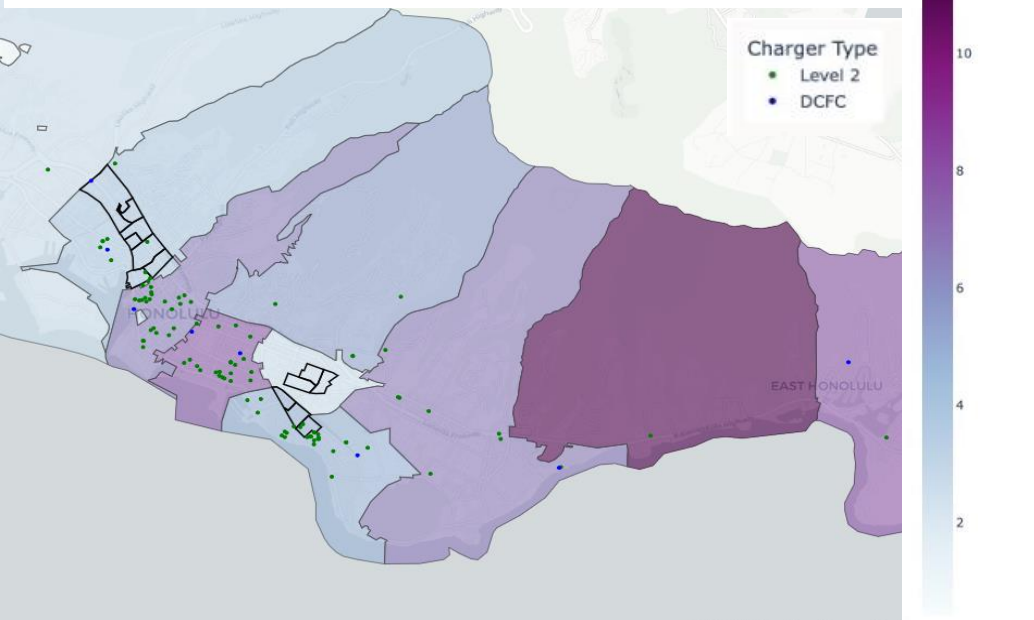
Scaling This work understanding barriers and modelling strategic sites informed a 10 city cohort to design and pilot curbside charging schemes.

Tipping Point

Four cities in RMI's cohort have secured support to deploy and/or expand a curbside charging pilot.



How do passenger EV registrations overlap with existing public EV charging and prioritized neighborhoods?



If the goal is reduced transportation cost and car dependency → prioritize e-bikes or bikeshares

If most local trips are short and car-dependent

Promote e-bike adoption programs

If affordability is a key barrier

Deploy rebates, bike libraries, or shared micromobility

If infrastructure is limited

Pair e-bike programs with safe storage and charging access

If the business community is in support

Sponsorship of bikeshare or bike libraries



Scaling E-Micromobility Access and Infrastructure – Pittsburgh

Issue E-bikes often have high upfront costs, and residents of multifamily buildings may be restricted from charging and storing an e-bike indoors.

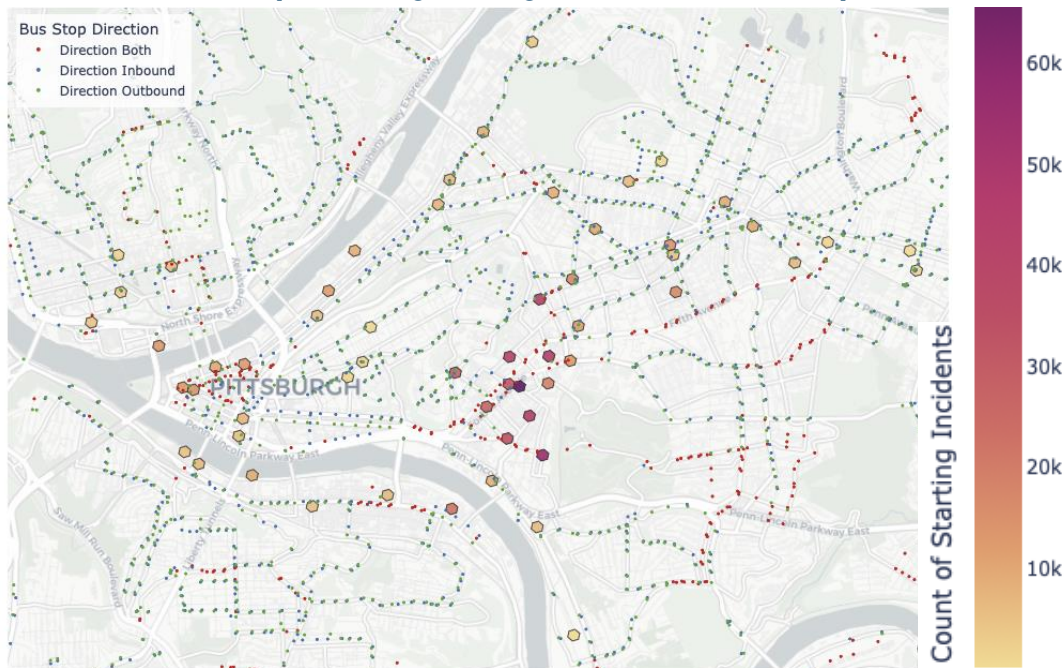
Strategy In collaboration with the City of Pittsburgh and POGO, RMI modelled multifamily residents' travel patterns to inform where expansion of its e-bikeshare program and how best to deploy an e-bike rebate program to support residents less served by public transit and able to own personal cars.

Scaling RMI produced the E-Bike Rebate Program Guidebook to walk cities through the process of creating an e-bike rebate program.

Tipping Point

Dozens of cities and states have applied the Guidebook to plan their own e-bike rebate program implementation.

Where are bike trips starting/ending in relation to bus stops?



Investing in Mobility Hubs at and around MFH Communities – Austin

Issue

Providing charging at multifamily housing complexes faces additional and unique parking, electricity pricing, liability, and owner/renter challenges that make MFH struggle to reliable fuel at or near home.

Strategy

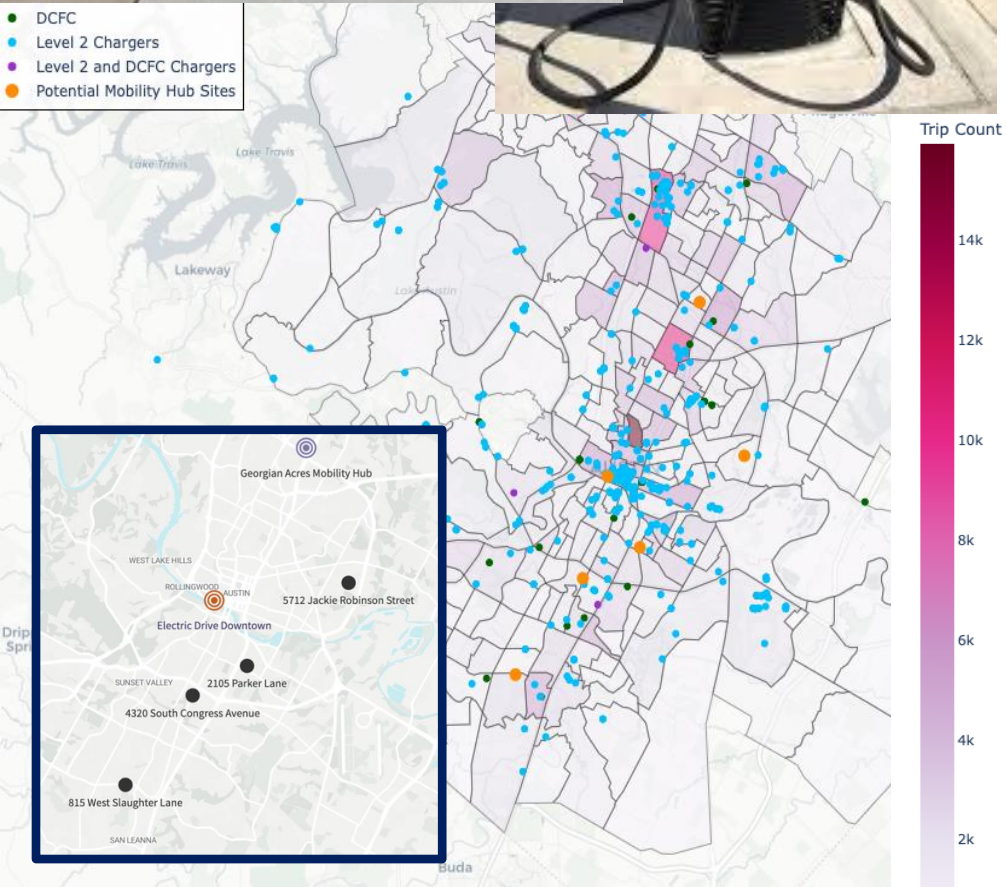
RMI and Austin Energy identified neighborhoods and schemes to cultivate mobility hubs, integrating EV charging with other mobility options like transit, bikeshare, e-bikes, EV carshare to serve MFH.

Scaling

Austin's financing and innovative solutions for mobility hubs provide insight on what other cities could do.

Tipping Point

Whether deploying shared transit, e-bikes, or EVs or charging, cities are embedding solving for no home charging into their comprehensive mobility strategy.



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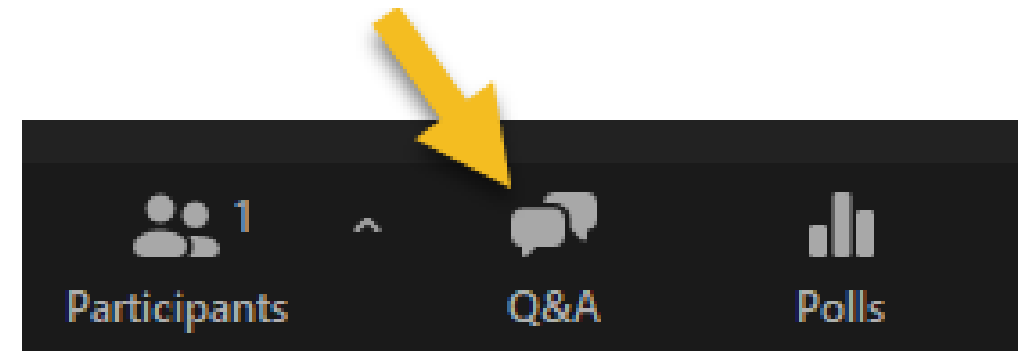


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What questions remain unanswered?

**Please use the Q&A
function to share your
questions**



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Related Resources

RMI has published many reports, articles, and tools related to these topics:

ARTICLE June 9, 2026

Driving Electric — 10 Ways Cities Can Move on Electric Mobility in a Changing Landscape

Through permitting, codes, e-bike programs, electric carshare, and more, cities across the United States are striving to make electric mobility accessible to all.

By Anna Zetkulić

ARTICLE June 9, 2026

Driving Electric – Making EV Charging More Accessible Through Curbside Charging

How stakeholder engagement and partnerships drive successful curbside charging rollout

By Gabriella Broga, Hannah Lindsell, and Anna Zetkulić

REPORT May 20, 2026

Driving Electric: Designing EV Carshare to Expand Access to Affordable, Reliable, Clean Transportation

A guide to help cities and other local partners learn best practices and develop successful business models for EV carshare programs

By Bryn Grunwald, Nocona Sanders, Rollins Baird, Ellen Kennedy, and Anna Zetkulić

REPORT 2024

Plugging into Mobility Needs at Lower-Income Multifamily Housing

How to develop electric vehicle charging solutions that reflect community priorities

By Marie McNamara, Kriti Singh, Anna Zetkulić, Aradhana Gahlaut, Hannah Lindsell, and Ellen Kennedy

Download ↴

ARTICLE October 12, 2023

This E-Bike Impact Calculator Can Help Cities Accelerate E-Bike Adoption

RMI's new e-bike calculator helps city policymakers and advocates quantify the environmental and economic benefits of replacing short-distance vehicle trips with e-bike trips.

By Bryn Grunwald, Heather House, Jacob Korn, and Ellen Kennedy

REPORT June 26, 2025

The E-Bike Rebate Program Guidebook

A five-step guide

By Bryn Grunwald, Gerard Westhoff, Gabriella Broga, and Anna Zetkulić



Thank You!



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