Electric Vehicle Readiness Plan

Final Report | June 2026

RPC | REGION 1 PLANNING COUNCIL | R1

Electric Vehicle Readiness Plan

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This document has been prepared by Region 1 Planning Council in collaboration with its member agencies, partnership organizations, and local stakeholders.

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The contents, views, policies, and conclusions expressed in this report are not necessarily those of the above agencies.

AN ENGINE FOR COLLABORATION IN NORTHERN ILLINOIS

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Table of Contents

List of Exhibits

Figures

Table

Part 1: Introduction

Background & Purpose

Region 1 Planning Council (R1) acts as the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Planning Area (MPA), or Rockford Region, and supports local governments in their efforts to create electric vehicle–ready communities. In 2021, R1 released an Electric Vehicle Readiness Plan, a comprehensive, regionally coordinated approach to remove barriers to electric vehicle (EV) adoption and electric vehicle supply equipment (EVSE) installation. The plan identified goals and strategies and provided tools and information to assist key stakeholders in the MPO in preparing communities to be able to meet the demands of the increasing number of electric vehicles.

The number of electric vehicles on the road has continued to increase. Twenty-two percent of light-duty vehicles purchased in the United States in 2025 were battery electric, hybrid, or plug-in hybrid vehicles, up from 11 percent in 2021.[i] Furthermore, every month in 2025 saw record-breaking EV sales. Of the seven million electric vehicles that were sold in the United States over the past seven years, more than half were sold in the last three years alone. In December 2025, the State of Illinois had 162,375 registered EVs, an increase of 541 percent from the 25,319 registered in December 2020.[ii] To ensure that northern Illinois remains an EV-ready region, local jurisdictions must keep up to date with emerging technologies, current state and federal policies, and evolving industry and regional conditions.

This 2026 update to the 2021 Electric Vehicle Readiness Plan evaluates the changes in the EV landscape in the Rockford Region over the past five years to provide updated policies, projections, and recommendations to local governments and other stakeholders to help the region adequately support EVs now and in the future. This plan is split into six parts:

Part 1. Introduction: Part 1 introduces the background and purpose of this report and information about the study area. This section will also discuss current benefits and barriers to the adoption of electric vehicle and electric vehicle supply equipment, as well as how these benefits and barriers have changed in recent years.

Part 2. Policy & Planning Tools: Part 2 outlines current federal, state, and local policies and programs that affect the electric vehicle sector.

Part 3. Procurement Process: Part 3 details the factors organizations must consider when installing public EVSE. It also outlines the elements for local jurisdictions to include in a request for proposal (RFP) for EVSE equipment and installation.

Part 4. Market & Network Assessments: Part 4 assesses the current electric vehicle market and the existing conditions of the charging station network, comparing current data to the projections made in the 2021 Electric Vehicle Readiness Plan and providing updated projections through 2030. It also provides a map of areas to prioritize for public EVSE installation.

Part 5. Goals & Strategies: Part 5 provides updated goals and strategies for R1 to take to support regional EV readiness.

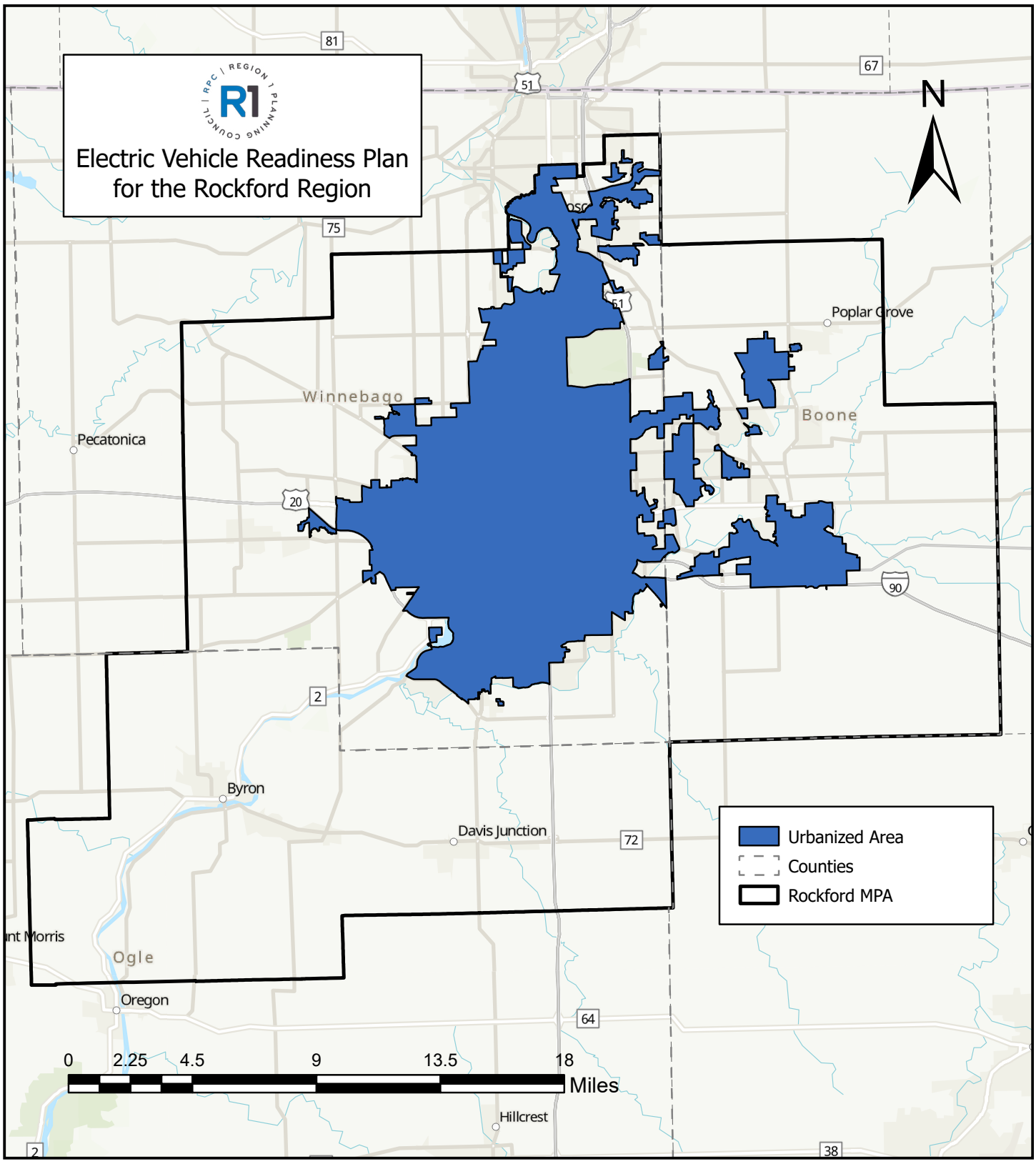
Part 6. Moving Forward: Part 6 summarizes key takeaways from the prior parts and identifies areas of greatest focus for the Rockford MPA in becoming EV ready.

Regional Context

Study Area

The study area for this plan is the Rockford Metropolitan Planning Area (MPA), as shown in Figure 1-1. The MPA includes parts of Winnebago, Boone, and Ogle counties, covers approximately 680 square miles, and includes 15 municipalities, with the City of Rockford as the hub of urban activity in the region. The population of the MPA was estimated to be 323,738 in 2023. Data in this section are taken from the U.S. Census Bureau's American Community Survey 5-Year Estimates for 2023.[iii]

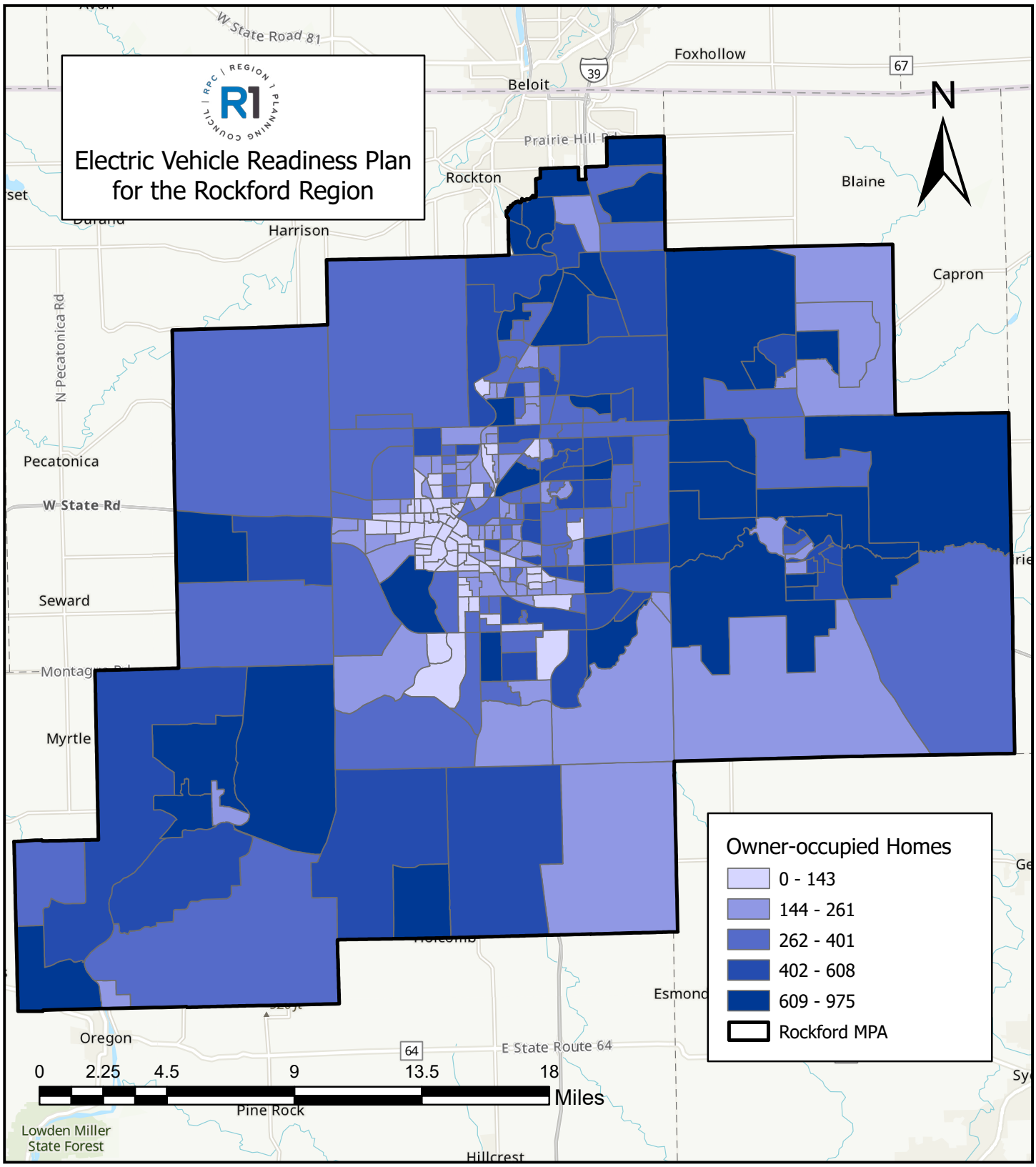
Figure 1-1: Rockford Metropolitan Planning Area (MPA)



Source: Region 1 Planning Council

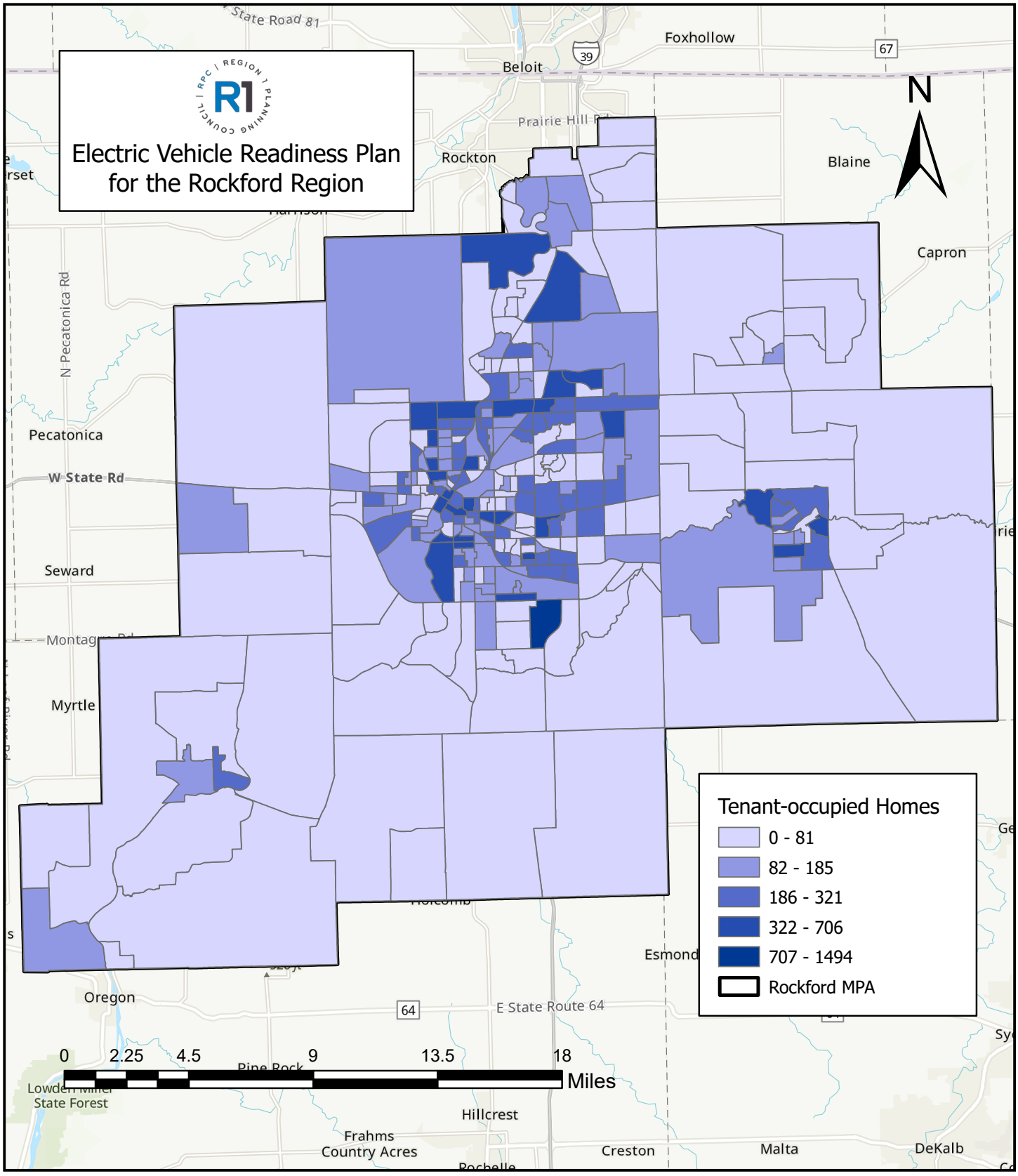
Of the 129,096 households in the MPA, 67.7 percent are owner-occupied and 32.3 percent are renter-occupied. Figures 1-2 and 1-3 show owner- and renter-occupied household distribution in the MPA. Owner-occupied, single-family households are more likely to purchase an electric vehicle due to the accessibility of installing EVSE at their residence. However, 84.7 percent of homes in the MPA were built before 2000; these homes are more likely to require electrical updates before installing EVSE.

Figure 1-2: Owner-Occupied Homes



Source: U.S. Census Bureau, American Community Survey (ACS)

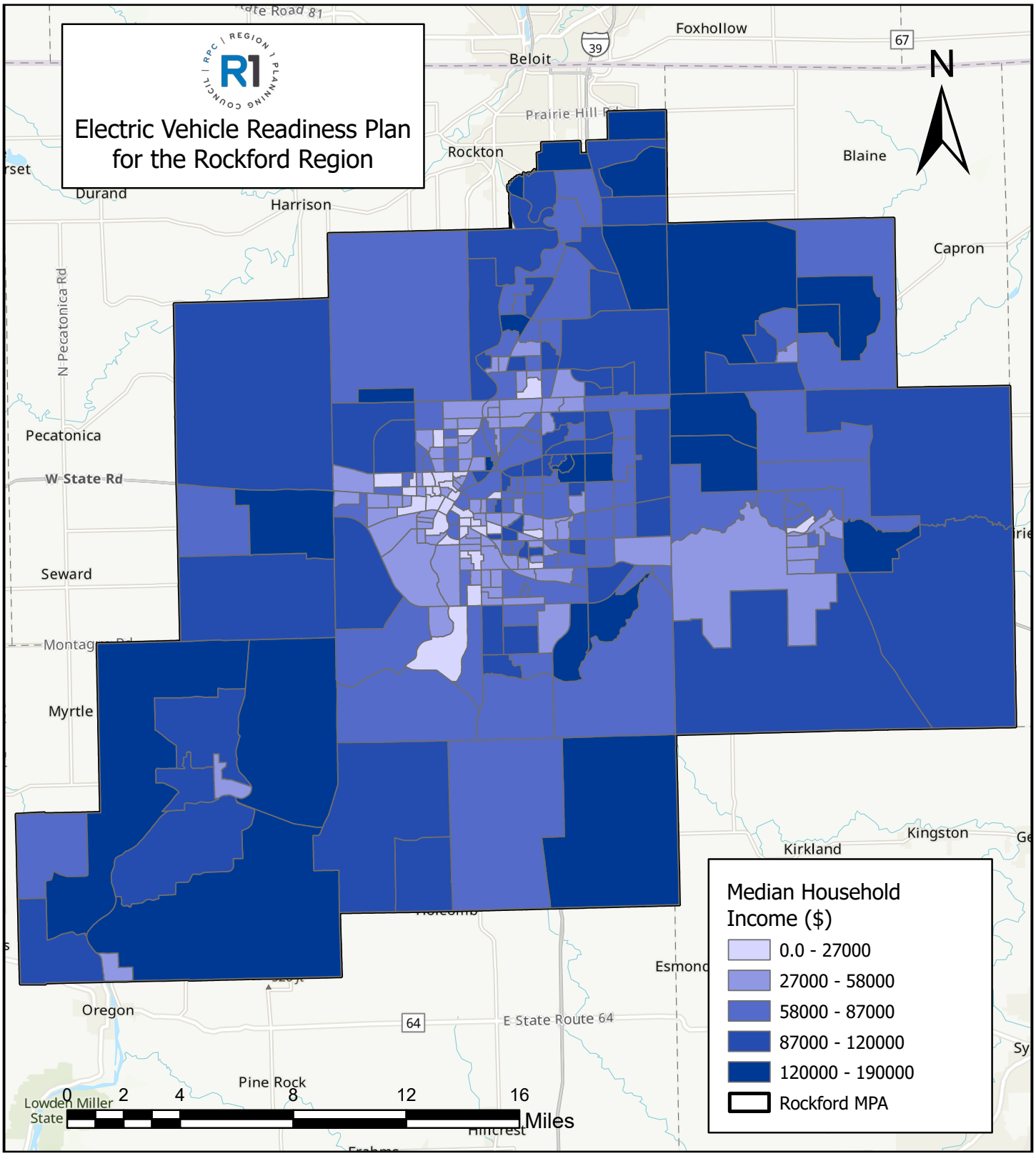
Figure 1-3: Renter-Occupied Homes



Source: U.S. Census Bureau, American Community Survey (ACS)

Median household income in the region is $81,638 for Boone County, $79,244 for Ogle County, and $64,343 for Winnebago County. Income is another factor impacting likelihood of EV adoption. Figure 1-4 shows income distribution for the MPA by block group.

Figure 1-4: Median Household Income



Source: U.S. Census Bureau, American Community Survey (ACS)

EV Totals & Charging Network

Boone, Ogle, and Winnebago counties have 2,442 registered EVs, a dramatic increase from the 291 registered EVs in 2021.[iv] The MPA has 35 public EV charging stations with a total of 124 charging ports, representing a net increase of 26 charging stations and 91 ports since 2021.[v] Part 4: Market & Network Assessments analyzes past, current, and projected EV and EVSE network development in the region.

EV Benefits & Barriers

By understanding the benefits of and barriers to EV adoption and how they have changed over time, regional stakeholders can take more effective action towards becoming EV ready. This section outlines these benefits and barriers and highlights progress taken towards addressing them on state, federal, and local levels in the past five years.

Environmental Benefits

Direct Emissions

Perhaps the most documented benefit of electric vehicles is the role they play in mitigating the effects of climate change by reducing greenhouse gas (GHG) emissions and pollution. When compared to internal combustion engine vehicle (ICEV) counterparts, EVs eliminate direct emissions, also known as tailpipe emissions. One study done over the course of four years in California found that nitrogen dioxide (NO_2) levels in the state dropped by 1.1 percent for every 200 ICE vehicles that were replaced by zero-emission vehicles (ZEVs).[vi] Eliminating tailpipe emissions brings health benefits to people by improving air quality in urban areas.[vii] The introduction of regenerative braking technology to electric vehicles increases these health benefits by removing brake dust pollution.

Battery electric vehicle (BEV): **BEVs, or all-electric vehicles, contain an electric motor powered by rechargeable batteries. The batteries are charged through plugging into an external source of electricity. BEVs do not use gasoline and produce no tailpipe emissions.[viii]**

Plug-in hybrid electric vehicle (PHEV): **PHEVs contain both an internal combustion engine and an electric motor powered by a rechargeable battery. The battery, typically smaller than those in BEVs, can be charged through plugging into an external source of electricity, through the internal combustion engine, or through regenerative braking. PHEVs produce no tailpipe emissions when running on battery power.[ix]**

Hybrid electric vehicle (HEV): **HEVs contain both an internal combustion engine and an electric motor powered by a rechargeable battery. Unlike in PHEVs, the battery cannot be plugged into an external source of electricity and is charged solely through regenerative braking or the internal combustion engine. HEVs produce fewer tailpipe emissions than vehicles that only have internal combustion engines.[x]**

Internal combustion engine vehicle (ICEV): **ICEVs use gasoline to power an internal combustion engine and produce tailpipe emissions.[xi]**

Lifecycle Emissions

Though more difficult to quantify, several recent studies present evidence that EVs also produce much lower lifecycle emissions than ICEVs. When accounting for carbon dioxide (CO_2) emitted through direct emissions and through emissions produced during vehicle manufacture, EVs have been found to produce 30 percent higher emissions than ICEVs for the first two years of their life; by year three, lifecycle emissions for an EV are typically lower than those of a comparable ICEV, and continue to grow lower every year thereafter.[xii] In total, EVs can produce four times fewer GHG emissions than ICEVs throughout their life.[xiii] The widespread adoption of clean energy, such as solar and wind, along with the deployment of sustainable lithium mining processes, could widen the gap even more.

Lifecycle emissions are a measure of the greenhouse gases produced by a vehicle throughout its entire existence and can be evaluated several ways:

- **Well-to-wheel emissions are a measure of the greenhouse gases produced by a vehicle through fuel production, processing, distribution, and use.**
- **Cradle-to-grave emissions include all emissions considered in well-to-wheel analysis as well as emissions associated with vehicle and battery manufacturing and disposal.[xiv]**

Economic Benefits

As the EV market has flourished in recent years, economic benefits have been observed across both private and public sectors. EV owners can see a reduction in cost to own and maintain their vehicle compared to an ICEV, and local communities can see bolstered job markets and small business growth.

Fuel Costs

One of the primary monetary benefits of EV ownership is the elimination of the need to pay for gasoline. While exact savings vary based on the relative prices of electricity and gasoline, in Illinois, EV owners who charge their vehicles at home spend an average of $5.59 per 100 miles traveled, whereas the average price per 100 miles for ICEVs is $13.52.[xv] Total annual fuel savings for an EV in the United States is approximately $500 to $1,000.[xvi]

Maintenance Costs

In addition to saving money on fuel, EV owners typically have far lower maintenance costs over the lifetime of their vehicle. This is because far less routine maintenance is required for electrical systems like the battery, motor, and associated electronics, and because EVs contain fewer fluids and moving parts.[xvii] EVs do not require regular services like oil changes, and regenerative braking systems, found in nearly all modern EVs, tend to last significantly longer than traditional systems. Over the course of a vehicle's life, EV owners save an average of 40 percent on maintenance costs.[xviii]

While EVs typically cost much less to maintain, it is worth noting that crash repair costs can be significantly higher due to a lower number of mechanics able to service EVs and a higher difficulty in finding replacement parts; crash-damage repairs are about 30 percent higher for EVs than ICEVs.[xix]

Community, Business, & Employment

Economic benefits can be felt by entire communities. Local businesses can benefit from an increase in visitors brought by the implementation of EV infrastructure, as EV drivers may be likely to combine refueling stops with visits to local stores and attractions. Expanding charging networks can attract businesses, support tourism, and position communities to participate in the growing clean energy economy.

Additionally, as the EV market grows, the need for manufacturing grows with it; a projected 150,000 manufacturing jobs could be created by 2030 to meet infrastructure and vehicle demands.[xx] At the federal level, legislation such as the Inflation Reduction Act provided financial incentives to support domestic clean energy manufacturing, battery production, and electric vehicle supply chains. These incentives were intended to strengthen U.S. manufacturing capacity while supporting the transition to cleaner transportation technologies.[xxi]

Demand for skilled labor is also increasing. Employment opportunities are growing in electrical contracting, construction, charger installation, permitting review, inspection services, and related clean energy sectors. Local governments may see increased planning, engineering, and regulatory work associated with permitting and infrastructure coordination.

Some of the key manufacturers in Illinois include Rivian, located in Normal; Lion Electric, located in Joliet; and EVBox, headquartered in Libertyville.[xxii] Stellantis, which will establish operations at the Belvidere Assembly Plant, is expected to open their doors in 2028. This facility is projected to bring approximately 3,000 jobs, representing a significant economic driver for the region.[xxiii]

Municipal Fleets

Local leaders can encourage electric vehicle growth in their communities is by committing to electrifying municipal fleets. For local municipalities, the primary benefit of adopting a municipal electric fleet is a reduction in expenditures through fuel and maintenance savings.[xxiv] These savings can then be reallocated to other municipal services, allowing for widespread community improvements. Reports out of Arizona and New Mexico find that state-wide conversion to an electric fleet can save both states upwards of $100 million.[xxv]

Efforts to electrify fleets started in the City of Rockford when the Rockford Mass Transit District (RMTD) was awarded almost $40 million through the Rebuild Illinois Capital Grant Program, of which $6.8 million was to be put towards new alternative fuel buses and vehicles.[xxvi] RMTD also published its own Climate Action Plan, which addressed its goal of achieving a zero-emission fleet by 2036.[xxvii] Cross-collaboration between city agencies and policymakers to ensure an all-electric fleet can be supported in Rockford is essential to support widespread EV adoption.

Barriers to EV Purchase

Policy

The EV market has grown substantially in recent years as manufacturers continue to expand their EV lineups. Much of this growth can be attributed to favorable policies and grant programs, such as federal tax incentives for individuals who purchased EVs. Federal policy is fluid, however, and many of the programs that have spurred growth in the EV market over the last few years have been cut or paused. Federal and state initiatives may also lag behind vehicle adoption, creating barriers for drivers and slowing down the transition to electric mobility.

Part 2: Policy & Planning Tools addresses current EV-relevant federal, state, and local policies.

Cost

While the range of market values for EVs remains relatively stable, with a floor of $30,000 and a ceiling of $90,000 or more, the gap between EV and ICEV prices has fluctuated. In 2021, EVs were on average $16,000 more expensive than ICEVs.[xxviii] In 2023, the average price of an EV dropped by $14,000,[xxix] bringing the difference to just $2,800, which has since risen to over $8,000 due to the release of several luxury EV models in 2025. Though federal tax credits are no longer available, the Illinois Environmental Protection Agency (IEPA) offers rebates of up to $4,000 following the purchase of an EV, meaning the cost difference may not be as significant a hurdle for buyers as it once was. The program offers higher rebates for low-income applicants.[xxx]

Public Perception

In the 2021 EV Readiness Plan, R1 identified various barriers to the purchase of EVs, as well as to the installation and utilization of EVSE, through a public survey. Cost to own and operate and charging availability were the two greatest barriers identified in this survey. Deloitte's 2026 Global Automotive Consumer Study was used to compare the general public's current perceptions of these barriers to perception in the Rockford Region in 2021.

Financial

The price of electric vehicles can be the most substantial barrier for individuals and municipalities when it comes to willingness to purchase a vehicle. Stakeholder engagement conducted for the 2021 EV Readiness Plan identified higher market prices for EVs, as compared to ICEVs, as the most common barrier for survey respondents in the Rockford Region. In 2026, the initial price was identified as the third-highest barrier in the United States.[xxxi]

Range Anxiety

Driving range is the most commonly identified barrier to EV purchase in the United States[xxxii] and was the second most commonly identified barrier in the Rockford Region in 2021. Range anxiety can stem from a variety of factors, including overestimation of daily range needs, unfamiliarity with existing public charging stations, and insufficient public charging infrastructure. As the median and maximum ranges of EVs have increased by 44 and 111 miles, respectively, since 2021,[xxxiii] concern can be attributed mainly to a lack of availability of, or information about, EVSE infrastructure.

Barriers to EVSE Installation

Capital Cost & Financial Viability

The cost of installing chargers can be a major hurdle for many EV owners. The cost of installing personal-use chargers at a residential property can be substantial through a combination of equipment purchase, labor, and permitting fees.

EVSE equipment requires high capital investment and provides uncertain returns. Direct current fast chargers (DCFC), which are preferred for public charging stations due to their charging speed, can cost anywhere from $50,000 to $100,000 per unit, including installation costs.[xxxiv] Many stations experience low utilization rates, which can slow an investor's return on their initial investment and discourage other potential developers from installing EVSE.[xxxv] This barrier has been exacerbated in recent years as private investment has become the primary source of EVSE installation with the dwindling of public subsidies that do not consider utilization.

Grid Capacity & Electrical Infrastructure Constraints

Individual EVs may not have a large impact on the electrical grid, but upgrades to current infrastructure may be needed in order to support EV implementation on a large scale. While Level 1 and 2 chargers for residential use draw relatively low amounts of power, the deployment of DCFC units can place a heavy strain on the electrical grid. One of these chargers can draw power equivalent to the electricity use of 50 households,[xxxvi] which requires grid upgrades, substations, or transformers to be installed to support the growing network of fast chargers. The installation of necessary infrastructure can be a barrier of its own, however, due to long interconnection timelines, high upgrade costs, and load management restrictions. Utilities will need to prioritize upgrades to local electric distribution systems to keep up with the demand generated by EV use.[xxxvii]

Siting & Real Estate Constraints

Traditionally, public EVSE installation is targeted for accessible, visible, high-traffic locations to increase utilization. These areas, however, may experience limited parking and competition with retail and other uses. The siting barrier can be exacerbated by zoning restrictions and the need for electrical infrastructure proximity. In recent years, planning considerations have begun to look towards multi-unit dwellings, workplace charging, and mixed-use areas. While this does overcome some accessibility barriers,

it also creates additional considerations to be taken into account for siting and real estate.

Residential charging capacity is also important as the majority of EV charging occurs at home. In 2023, the State of Illinois passed Illinois Public Act 103-0053, or the Electric Vehicle Charging Act, which mandated that newly constructed or renovated housing units must include EV-capable parking and sufficient electrical capacity starting in 2024.[xxxviii] This aims to remove structural barriers that could slow EV adoption and proactively meet anticipated growth in EV ownership.

Regulatory, Permitting, & Policy Fragmentation

EVSE development involves policies across multiple jurisdictions, like local permitting, utility approvals, building codes, accessibility compliance, and federal and state funding requirements. Adhering to the many and varying policies in place across jurisdictions can create additional logistical hurdles that need to be overcome and create uncertainty for investors.[xxxix]

The City of Rockford has streamlined its EV charger permitting process and updated zoning regulations to reduce barriers to installation and support private and public investment in charging infrastructure.[xl] These updates support increased charger deployment in anticipation of continued EV adoption and help ensure that local regulations do not unintentionally delay or restrict EV infrastructure projects. By modernizing permitting procedures and zoning regulations, Rockford is positioning itself to better accommodate emerging transportation technologies.

Interoperability & Technological Considerations

The existence of multiple charging standards and proprietary systems can make it difficult for some EV owners to charge, as their vehicle's charging connector may be incompatible with specific chargers. Network-specific payment apps can make charging even more difficult, as an EV owner may need to create and operate accounts on multiple platforms in order to charge at various stations. To address these problems, many automakers have begun adopting Tesla's North American Charging Standard (NACS), as well as plug-and-charge protocols, which allow EV drivers to charge without apps or RFID cards.[xli] [xlii] Recent federal programs have also implemented interoperability requirements.

Access Barriers

To ensure the widespread adoption of EVs, incentives must be distributed equally to address existing disparities. Most chargers are located in urban areas, leaving rural and low-income communities with fewer options for EV charging. In the United States, people living in disadvantaged communities and renters may not have the same level of access to EVs and accompanying infrastructure. With respect to EV charging stations, disadvantaged communities and multifamily housing units were found to have 63 percent and 73 percent less access, respectively, than wealthier neighborhoods.[xliii]

The Electric Vehicle Charging Act mandates that newly constructed or renovated multifamily housing must include EV-capable parking spaces, which aims to shrink the disparity in access to EV infrastructure for residents of multifamily housing.[xliv]

Automobile Market Barriers

Recently, manufacturers' focus has shifted away from the advancement of EV technology towards the development of connected and autonomous vehicle (CAV) technology. This barrier has been exacerbated by the fluidity of federal policy changes and recent federal focus shifts towards incentives and programs favoring CAV technology. Many in the automobile industry also see CAV technology as a stronger method for capturing consumer interest, especially if EV interest fails to reach projected levels.

EV Readiness Partners

Successfully preparing a region to become EV ready depends on strong partnerships among stakeholders. Each stakeholder plays a unique role; collaboration across sectors provides a broader knowledge base, a stronger implementation strategy, and a longer-term impact. Leveraging long-standing partnerships and forming new partnerships are both necessary for regional EV readiness.

Some areas of knowledge and responsibility regarding EV implementation may be:

- **Regulatory:** Responsible for developing and enforcing laws and regulations.
- **Financial:** Responsible for directly funding EV programs and incentives, EVSE or charging installation costs, or ongoing operations and maintenance costs.
- **Education:** Provide assistance with informational materials and events promoting EV adoption.
- **Coordination:** Maintain open communication among partners.
- **Implementation:** Responsible for the programming or installation of public and/or private EVSE.

Table 1-1: EV Readiness Partners and Roles

Partner	Regulatory	Financial	Education	Coordination	Implementation
State Agencies	●	●	●	●	●
Local Governments	●	●	●	●	●
Regional Planning Council			●	●	
Utility Companies		●	●	●	●
Private Business		●	●	●	●
Developers				●	●
Property Owners & Managers					●
EV Owners & Associations			●		
Clean Cities Coalitions			●	●	

Source: Region 1 Planning Council

Part 2: Policy & Planning Tools

Local governments play a critical role in the development of both public and private electric vehicle supply equipment (EVSE) implementation due to their authority over zoning, parking, signage, building codes, and permitting and inspection processes. Local ordinances and procedures can present barriers if EVSE installation is not included or is too vague. By amending local ordinances and streamlining processes, local governments can help accelerate the adoption of electric vehicles (EVs) within the region.

This part discusses these tools, as well as state and federal policy affecting EVs and funding sources available for local governments to adopt EVs or implement EVSE.

Public Policy Tools

While local governments cannot control EV costs, fuel or charging costs, or the lifespan of an EV battery, they can address the ease of EVSE installation and the prevalence of EVSE through a number of policy and planning tools.

Comprehensive Plans

A comprehensive plan, also referred to as a master plan or land use plan, serve as the policy guide for community development decisions. Identifying electric vehicles within a comprehensive plan as part of a local transportation strategy can be a foundational step towards EV readiness and provide the basis for adapting zoning, building, or other codes to foster EVSE deployment.[i]

Zoning

Zoning ordinances govern the use of land in a jurisdiction, setting standards such as primary and secondary uses, building area and height, lot coverage, street setbacks and building frontage, residential density, parking requirements, and signage. Zoning can be used to allow, incentivize, or require EVSE across a municipality's zoning districts or in a specific location.[ii]

Parking

Parking ordinances dictate the terms of use in publicly-accessible parking facilities, such as on-street parking, lots, or garages. Because EVs need to park in order to charge, using parking ordinances to address standards and regulations for public charging stations can facilitate ease of charging in the region and alleviate charging uncertainty among current and potential EV owners. Aspects for municipalities to consider include EV parking space design and location; proportion of parking spaces designated for EV charging; standardized signage; and restrictions, protections, penalties, and the enforcement thereof for EV-designated spaces.[iii]

Building & Electrical Codes

Building and electrical codes regulate the design, construction, alteration, and maintenance of structures. Most local jurisdictions adopt model building codes developed by national or international associations, such as the National Electrical Code (NEC) and the International Building Codes (IBC). However, states and local jurisdictions have flexibility to modify the model codes. Amending local codes to establish consistent design requirements and guidelines regarding charging infrastructure types, circuit specifications, and building electricity load management can ensure functional adequacy and safety of EVSE.[iv]

Permitting & Inspections

Permitting and inspection are the enforcement tools to ensure compliance with building and electrical codes. To address confusion and costs caused by EVSE permitting and inspection, some local jurisdictions have streamlined or expedited their processes. Methods to reduce barriers within permitting and inspection can include:

- Adopting clear local ordinances, permits, and procedures to enable straightforward compliance and minimize administrative burdens;
- Reducing and standardizing permitting and inspection fees;

- Minimizing processing and inspection times by eliminating unnecessary steps and/or fast-tracking charging station projects;
- Implementing online permitting processes;
- Classifying some charger installation categories as minor work which is subject to less burdensome permitting processes; and
- Funding and supporting training for electricians.[v]

Legislation & Programs

Climate and Equitable Jobs Act (CEJA)

The Climate and Equitable Jobs Act (CEJA) is one of the most ambitious clean energy policies enacted in recent years. CEJA was signed into law in 2021 in Illinois and sets out with the goal of transitioning Illinois to 100 percent clean energy and having one million electric vehicles on the roads in Illinois by 2030.

In order to promote the purchase of electric vehicles, CEJA created the Illinois Electric Vehicle Rebate Program. Rebates will be available in the state for as long as funds are available. Currently, the incentives are:

- A $4,000 rebate for an all-electric vehicle for low-income applicants.
- A $2,000 rebate for an all-electric vehicle for applicants who do not meet the low-income requirements.
- A $1,500 rebate for an all-electric motorcycle.[vi]

CEJA also provides support for clean energy manufacturing and workforce development to ensure the state has sufficient capacity to reach electrification goals.

CEJA requires that utility companies within Illinois submit Multi-Year Integrated Grid Plans to the Illinois Commerce Commission (ICC). A Multi-Year Integrated Grid Plan must include the utility's commitment and plans to update and install new clean energy infrastructure and improve grid reliability and capacity. These plans also require these companies to show that 40 percent of their planned grid modernization will support Equity Investment Eligible Communities, continuing the effort to make access to electric vehicles more equitable.[vii]

Clean and Reliable Grid Affordability Act (CRGA)

To ensure the electrical grid is prepared to sustain increasing energy demand, the Clean and Reliable Grid Affordability Act (CRGA) was signed into law in Illinois in January of 2026. This Act intends to boost clean energy deployment, add battery storage to the power grid, increase energy efficiency, empower consumers to adopt clean energy, address data centers, reduce energy costs, and improve grid reliability.[viii]

By developing programs to encourage the deployment of large-scale energy storage, CRGA works to improve the stability of the power grid. This will support both the existing and projected number of EVs in the state and alleviate reliability concerns that may prove a barrier to EV adoption. CRGA aims to procure three gigawatts of grid-scale battery storage by 2030. CRGA also implements incentives for infrastructure modernization to further support grid expansion.[ix]

CRGA works to alleviate several major concerns about electric vehicle adoption, including energy prices and charger availability.

Electric Vehicle Charging Act

The Illinois Electric Vehicle Charging Act (2023) requires that newly constructed residential buildings, both single-family and multifamily, have EV charging capabilities. In addition, it limits homeowners associations' (HOAs) ability to block residents from installing chargers on their own property. Residents in multifamily housing also have more autonomy to install EVSE if they have access to a designated parking space.[x]

This Act is important in addressing the lack of charging infrastructure at multi-family housing that creates an equity gap for residents who hesitate to switch to electric vehicles because of the lack of charging or the inability to install chargers themselves at their homes.

Metropolitan Mayors Caucus

The Metropolitan Mayors Caucus, a membership organization of northern Illinois municipalities, holds an EV Readiness Program that allows participants to obtain an EV Ready Community designation at a bronze, silver, or gold level. Participants in the program, guided by a checklist of municipal EV readiness actions and resources provided by the Caucus, develop more efficient standards and plans relating to permitting, infrastructure, zoning, and codes to address barriers to EV adoption in their municipality. Participants also submit an "EV Readiness

Letter of Commitment," demonstrating their commitment to becoming ready for a wide-scale transition to electric vehicles and electric vehicle infrastructure.[xi] The City of Rockford participated in the 2024-2025 EV Readiness Program cohort and earned a bronze designation.[xii]

Local Policy

The Electric Vehicle Charging Act establishes minimum EV-ready requirements for residential development as of January 1, 2024. The Act requires:

- Installation of EV-capable or EV-ready parking spaces in new developments
- Minimum percentages of EV-capable parking spaces based on building type and size
- Local jurisdictions to ensure zoning, parking, and building codes do not conflict with state law

The City of Rockford has updated its zoning ordinance (May 5, 2025) to reflect these requirements, adopting text amendments that establish definitions for EV charging infrastructure and clarify that EV charging spaces may count towards minimum parking requirements.[xiii] Other municipalities within Boone, Ogle, and Winnebago counties may still need to formally review and update local codes to ensure consistency with state law.

Areas within local municipal codes that may require updates include:

- Residential EV-ready parking standards
- Electrical capacity requirements
- Treatment of EV charging stations as permitted or accessory uses
- Recognition of EV spaces toward minimum parking requirements
- Multi-unit dwelling installation protections

Funding Sources & Opportunities

Costs associated with implementing EV charging infrastructure remain a major barrier to local implementation. This section identifies federal, state, and local funding sources that can support EVSE implementation and encourage EV adoption.

Federal

There are currently a limited number of federal funding opportunities that directly support those who wish to purchase EVs or install EVSE. There are, however, several related programs that may not include EV and EVSE rollout as a primary objective but provide indirect support through specific eligible activities.

Internal Revenue Service

The Internal Revenue Service (IRS) offers three separate Clean Vehicle Credit programs for the purchase of vehicles. The New Clean Vehicle Credit provides a tax credit of up to $7,500 for individuals who purchased a new plug-in EV or fuel cell EV (FCEV);[xiv] the Pre-Owned EV and FCEV Tax Credit provides a tax credit equal to 30 percent of the purchase price of the vehicle, up to $4,000;[xv] and the Commercial EV and FCEV Tax Credit provides a tax credit of up to $7,500 for vehicles weighing under 14,000 pounds and up to $40,000 for vehicles weighing 14,000 pounds or more.[xvi] Tax credits can only be claimed by individuals who purchased their vehicle before September 30, 2025. Additionally, the Alternative Fuel Vehicle Refueling Property Credit provides a 30 percent tax credit, up to $1,000, for home charging stations placed in service before June 30, 2026, in rural or low-income census tracts.[xvii]

The IRS's Advanced Energy Project Credit provides a tax credit of 30 percent for qualified projects, or 6 percent for unqualified projects, that reequip, expand, or establish certain manufacturing facilities.[xviii] Eligible projects include manufacturing or industrial facilities that produce or recycle light-, medium-, and heavy-duty EVs, as well as EV charging stations.

Federal Aviation Administration

The Federal Aviation Administration (FAA) has an Airport Zero Emissions Vehicle and Infrastructure Pilot Program that allows airport sponsors to use Airport Improvement Program funds to purchase zero-emission vehicles (ZEVs) and their supporting infrastructure.[xix] The airport must be dedicated to public use to be eligible, with priority given to EPA-designated nonattainment areas.

The FAA also has a Voluntary Airport Low Emissions Program dedicated to aiding airport sponsors in meeting state air quality standards.[xx] Some of the activities eligible for funding include the purchase of low-emission vehicles and charging stations, as well as other equipment.

Federal Transit Administration

The Federal Highway Administration (FHWA) administers the National Electric Vehicle Infrastructure (NEVI) program, which awards grants to states to strategically deploy EV charging infrastructure along Alternative Fuel Corridors on the nation's interstate highway network.[xxi]

Federal Transit Administration

The Federal Transit Administration's (FTA) Low or Now Emission Grant Program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, as well as acquisition, construction, and leasing of required supporting facilities.[xxii]

The Grants for Buses and Bus Facilities Discretionary Program, run by the FTA, supports projects to rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low- or no-emission vehicles or facilities.[xxiii]

U.S. Department of Agriculture

The United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Environmental Quality Incentives Program (EQIP) provides grant opportunities through Conservation Innovation Grants, which award competitive grants that stimulate the development and adoption of innovative approaches and technologies for conservation on agricultural lands.[xxiv] Among the eligible uses of this grant program's funding is the purchase of electric agricultural equipment.

U.S. Department of Transportation

The United States Department of Transportation (USDOT) oversees the Nationally Significant Multimodal Freight & Highway Projects (INFRA) program, which awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.[xxv] Past projects funded by this program include pedestrian safety improvements, multimodal trials, charging stations (if included in a larger project), commercial vehicles, and commercial vehicle charging.

State

Several electric vehicle funding sources and incentives are available through various departments within the State of Illinois.

Illinois Environmental Protection Agency

All EVs are exempt from state motor vehicle emissions inspections by the Illinois Environmental Protection Agency (IEPA).[xxvi] The IEPA offers rebates to Illinois residents following the purchase of a new or used EV; residents can be awarded up to $4,000 until June 30, 2028, when the maximum rebate drops to $3,000.[xxvii]

The IEPA is currently drafting a Comprehensive Climate Action Plan (CCAP) for the state, which is due June 1, 2026. The CCAP will include a Zero Emissions Vehicle Initiative and a Heavy-Duty Charger Infrastructure Program, both funded through Climate Pollution Reduction Grants.[xxviii] Through CEJA, the IEPA has also implemented the Driving a Cleaner Illinois EV charger grant program aimed at installing charging stations across the state.[xxix]

Illinois Secretary of State

The Illinois Secretary of State manages vehicle registrations for the State of Illinois. Fleet operators with 10 or more vehicles operating in defined areas of the state must pay a $20 fee per vehicle annually, in addition to registration fees. EV owners are exempt from these fees, and collected fees are deposited into the Electric Vehicle Rebate Fund administered by the IEPA.[xxx]

Illinois Department of Education

Through the Illinois Department of Education, qualifying school districts will be reimbursed for the cost of converting gasoline buses to more fuel-efficient engines or to engines using alternative fuels.[xxxi]

Local

Local funding sources for electric vehicle charging infrastructure remain relatively unexplored. However, a few existing sources are outlined below, as well as strategies that local municipalities outside of the region have implemented.

Private Sector

The ComEd Business & Public Sector EV Make-Ready Rebate Program helps business and public sector customers gain access to EV charging equipment for their employees and their communities by providing base rebates up to $5,000 per charging port for Level 2 chargers and up to $450 per kilowatt-hour for DCFC chargers, with higher rebates available for low income or equity investment eligible communities.[xxxii] Business and public sector customers

are also eligible for rebates for EVs purchased for fleet electrification, including school bus fleets.[xxxiii]

The ComEd Electric Vehicle Charger and Installation Rebate Program provides rebates for residential Level 2 charger installation of up to $1,000, or up to $2,500 for customers who are low income or live in low-income or equity investment eligible communities.[xxxiv]

Nonprofit Support

Coordination with nonprofits can open up funding streams that might not be directly available to local governments. Several nonprofit programs and foundations support environmental and community health initiatives, both of which align with increased EV adoption.

Local Government

Rebates

Rebates for the installation of charging stations can be a useful tactic for both state and local governments to incentivize businesses and residents to install EV charging infrastructure. An example of this in Illinois is the City of Naperville's Electric Vehicle Charging Station Rebate, which offers up to $500 for the installation of Level 2 charging stations intended for residential use.[xxxv]

Taxes

A local government can choose to set aside portions of their taxes collected to fund EV implementation. It can also add additional taxes on the more polluting internal combustion engine vehicles (ICEVs) to discourage their continued purchase and put that revenue towards EV implementation.

Part 3: Procurement Process

While approximately 80 percent of electric vehicle (EV) owners charge at home, a key component in a robust EV charging network is publicly-accessible charging infrastructure.[i] Public charging stations can increase the daily useful range of EVs and ease range anxiety, which can be a significant barrier for widespread EV adoption. The electric vehicle supply equipment (EVSE) procurement process seeks to strategically acquire, install, and maintain EV infrastructure while accounting for a number of considerations. Most considerations are directly related to the costs associated with charging needs, such as equipment, installation, and maintenance; other considerations include networking, ownership models, and signage.[ii]

The EVSE procurement process allows local governments to efficiently deploy charging stations by creating a request for proposal (RFP). To assist partner agencies in navigating the procurement process, this part includes an outline of key elements to include in an RFP for sourcing public EVSE.

Key Considerations

Equipment

Equipment choice is largely dependent on location, charging level, and available features. Public charging usually uses alternating current (AC) Level 2 or direct current (DC) fast charging units. AC Level 1 units are primarily found in residential areas. Level 1 units take 40 to 50 hours to charge a battery electric vehicle (BEV) from empty to about 80 percent.[iii] Level 2 chargers offer a higher AC rate at 240 volts in residential locations and 208 volts in commercial locations and take four to 10 hours to charge a BEV from empty to 80 percent.[iv] The cost of Level 1 chargers ranges from $200 to $1,000 as of 2025.[v] Level 2 chargers, common for home, workplace, and public charging, cost between $1,500 and $5,000. Direct current fast charging (DCFC) units can charge EVs from empty to 80 percent in 20 minutes to one hour and use between 400 volts and 10,000 volts DC.[vi] Costs start at $20,000 and can reach upwards of $100,000 just for the equipment. EVSE with multiple ports may have higher prices.

Agencies should keep in mind the amount of time a vehicle will stay parked in the location and the amount of energy needed to replenish the battery when choosing the charging level of equipment. For example, a DCFC unit is the best choice for an interstate highway to allow for quick charging before getting back on the highway. A Level 2 unit may be an appropriate choice for restaurants and shopping malls, where drivers are likely to spend more time. Level 1 units are best used in homes due to the slow charging rate. Additional features that may be considered when choosing the most appropriate EVSE include networking capabilities, theft deterrence, output power rating, number of ports/connectors, and operation and maintenance considerations (e.g., payment and data collection capabilities).

Table 3-1: Charging Equipment Characteristics

Type	Electric Current	Charging Rate	Connector	Primary Use
Level 1	120 volt AC	2-5 miles of range per 1 hour of charging	J1772	Residential
Level 2	208-240 volt AC	10-20 miles of range per 1 hour of charging	J1772 J3400 (NACS)	Residential Workplace Public
DCFC	400-1000 volt DC	180-240 miles of range per 1 hour of charging	CCS CHAdeMO J3400 (NACS)	Public

Source: U.S. Department of Energy, Alternative Fuels Data Center

Network

EVSE can be networked or non-networked. Networked units are connected to the internet and have the ability to send real-time usage data to the site host. Non-networked units provide basic charging functionality without advanced communications or monitoring capabilities. Non-networked EV charging stations are standalone entities that cannot be administered or managed remotely.[vii]

Networked EVSE is typically a part of a charging network, such as EVgo, ChargePoint, or Tesla. Each charging network has its own payment model and, depending on the network, may allow the site host to set station visibility and availability, energy monitoring, usage analysis, automated payments, access control, and customer support. Network fees can vary between $100 and $900 annually, depending upon the EVSE and its features. Networked charging stations allow site hosts to set pricing policies. Other benefits include energy monitoring, usage analysis, automated payments, access control, and customer support.

Installation

Installation costs vary on a number of factors, including the number and type of EVSE, geographic location, site location, labor costs, and electrical service and/or upgrades. Generally, public EVSE installation is more expensive than workplace sites and fleet facilities, largely due to higher permitting costs and necessary electrical service upgrades. In 2025, a Level 1 unit ranged from $0 to $600 for a home installation. Level 2 installation costs are dependent on whether the charger is installed at a residential location versus a commercial location. Level 2 units typically cost between $900 and $2,500 to install at a residential location and between $3,000 and $12,000 to install at a commercial location. The cost to install DCFC units ranges from $80,000 to over $250,000.[viii]

Utilities

Utilities should be among the first partners to be considered for EVSE installations due to the important role they play in sustaining the projected future growth of EVSE. Utilities manage the strain that charging stations may have on the electrical grid. The strain on the grid can be mitigated through utility companies being able to remotely control EV charging to meet the demand on the grid, known as smart charging. During the procurement process, agencies should work closely with utilities to determine their role in the operation of the equipment.

Ownership Model

With the increase in EV ownership, the amount of EVSE is also increasing. EVSE ownership models for public EVSE are site-host-owned, utility-owned, or third-party-owned. EVSE owned by the site host is purchased, installed, and maintained by the site host. This allows the site host to have complete control over the charging station and, if applicable, receive all revenue generated by it. Third-party-owned EVSE is installed and maintained by the third party, typically a charging network, which minimizes the responsibility of the host site. For utility-owned EVSE, utilities operate their own equipment while utilizing make-ready programs. Make-ready programs offer complete financial coverage for the electrical infrastructure necessary to install EVSE.

Visibility & Signage

Signage and visibility are important in public charging station utilization. When choosing a public site, high visibility and convenience ensure that the station will be well utilized. A highly visible and convenient location might mean an increased cost of installation due to additional trenching, boring, and electrical upgrades required. Due to this, it can be beneficial for site hosts to place charging stations closer to existing electrical service and use clear signage to help drivers locate EVSE. The Federal Highway Administration (FHWA) defines the minimum standard for signage every five years. In addition to wayfinding signs, on-site signs could include regulatory signage regarding parking restrictions and time limits. Local jurisdictions coordinating with site hosts, the Illinois Department of Transportation (IDOT), and the Illinois State Toll Highway Authority (Illinois Tollway) should provide adequate and consistent wayfinding signage along highways and in close proximity to charging stations.[ix]

Future-Proofing

While the EV market is rapidly expanding and changing as new technology evolves, technological advancements have created a myriad of paths to build out EVSE infrastructure. It is important to build flexibility for future changes into the procurement process and the charging stations themselves. Some jurisdictions have required applicants in their RFPs to account for future changes in the market, such as new payment methods, upgrades to charging power, the number of stations installed, and installation of new utility equipment. EVSE infrastructure also needs the necessary software to manage and protect charging stations. Installing larger transformers to hold a higher electrical capacity in charging stations is a common future-proofing practice. Another common tactic is to utilize intelligent load management systems. This allows EVSE at a site location to

distribute power to prevent potential grid overloads and to mitigate expensive electrical upgrades.[x]

Procurement Checklist

The U.S. Department of Energy's Alternative Fuel Data Center has developed an infrastructure development checklist to highlight the important factors organizations need to consider when selecting and procuring charging infrastructure.[xi] The checklist is provided below.

Planning

- Determine project scope, budget, funding mechanism, and timeline by considering:
  - Ideal project site, based on existing infrastructure and infrastructure needs.
  - The number, type(s), and costs of charging equipment needed.
- Identify project partners, including local electrical utilities, a certified electrical contractor, and Clean Cities and Communities coalitions.
- Decide whether the stations will need to be networked, including if utilization data will be collected and if payment capabilities are necessary, and evaluate equipment ownership options.
- Engage with charging infrastructure providers so they can provide input on the plan and timeline.
- Engage with the utility to identify installation needs and costs, including upgrades to electrical. service and equipment, and identify a certified electrical contractor.
- Explore federal, state, and local incentives and determine budget.
- Assess applicable codes and regulations and permitting requirements.
- Determine if a formal solicitation is needed.

Installation

- Select a charging site location, considering:
  - Number and type of charging units required both near and long term.
  - Proximity to incoming electricity and potential metering enhancements.
  - Proximity to a wireless internet connection, if needed.
  - Weather impacts.
  - Future expansion.
- Select charging infrastructure manufacturer(s) and vendor(s) and network provider; confirm project logistics and equipment delivery.
- Coordinate with the utility to confirm charging requirements (both near and long term) and pricing (including impacts on utility rates and any electrical upgrades needed at the charging site).
- Establish a charging plan, including networking requirements, electricity rate implications, and charging equipment ownership responsibilities.
- Obtain required permits.
- Determine inspection requirements and impacts on the project timeline.
- Determine additional site needs, including signage and security.
- Assess charging infrastructure maintenance and operation needs and costs.
- Select construction and electrical contractors.
- Establish a final site budget, including available incentives, project costs, and ongoing expenses/fees.

Changes in the Procurement Process

Changes in the procurement process in Illinois for EVSE in 2026 consist of legislative proposals aimed to cut transportation emissions and accelerate an equitable zero-emission transition. This will assist EVSE procurement by promoting EV fleets and utilizing better data to direct infrastructure and electrification investments. This will also include EV incentives and an expansion of charging infrastructure to position Illinois to lead clean transportation policy regardless of federal policy.

The Diesel Emissions Accountability and Fleet Data Act will invest:[xii]

- $58 million in EV rebates
- $70 million in EV charging infrastructure funding
- $430 million in Climate Pollution Reduction Grant funding ($115 million of which is dedicated to freight electrification and charging)
- $108 million in Volkswagen Mitigation funding

- >$140 million in National Electric Vehicle Infrastructure program funding
- $95 million in Clean Ports electrification funding
- $15 million in Charging and Fueling Infrastructure

On the federal level, the FHWA is proposing to modify the final waiver to require that EV chargers be manufactured in the United States. Additionally, 100 percent of the cost of all components of an EV charger purchased or installed with FHWA-administered funds must be sourced domestically, up from 55 percent previously. Expanding the Buy America requirement will potentially strengthen domestic manufacturing, generate new American jobs, make U.S. businesses more competitive, and address potential national security concerns. The EVSE procurement process has shifted from widespread incentivization to strict enforcement of domestic EVSE manufacturing requirements at a national level.[xiii]

Elements of a Procurement Request for Proposals

The following elements are typically contained in a Request for Proposal for Electric Vehicle Surface Equipment and Installation. These elements should serve as guide when filling in the unique circumstances of each jurisdiction's solicitation and should be customized for each Request for Proposal (RFP).

Contents

1. Background

Entity Background

The entity background provides a brief background of the organization and explains the reasoning for installing charging stations. Agencies should consider including details about whether the installation is for workplace use, public use, or both.

Brief Description of Proposal Requested

This section includes a summary of the following, if known: the quantity, locations, and types of electric vehicle supply equipment desired, and other general equipment requirements. Agencies should also consider including a site map, construction drawings, photos, and an electrical diagram for the site. This section should also include any agency-specific requirements for the RFP process.

2. Acronyms & Definitions

This section includes a glossary of the necessary acronyms and definitions used throughout the RFP.

3. Instructions for Submitting Proposals

A. **Submission Method:** Provides the means by which proposals shall be submitted.

B. **Published Procurement & Award Information:** Provides information regarding where the award will be announced.

C. **Designated Contact, Pre-Submission Questions & Agency Response:** Details agency specific information regarding communication during the submission and selection process, parameters for asking questions.

D. **Pre-Submission [Conference / Teleconference]:** Provides pre- submission conference information and whether attendance is required. If relevant, provide access information. May be adjusted to reflect agency-specific procurement process requirements.

E. **Solicitation Process:** Provides a basic timeline for the process, being as specific as possible with dates and times. It should break down each step or phase for the solicitation and award process and list the proposal due date, time, and exact address for submission.

F. **Organization Required:** Specifies the way in which proposals should be organized when they are submitted. Consider using a chart to add further clarity.

G. **Federal Funds:** Provides information on whether federal funding may be used to fund the project.

H. **Award:** Provides information on how an award will be determined and where the information will be published.

I. **References:** Explains whether the organization requires references for experience as part of the RFP Response

J. **Invoicing Address:** Provides an address for proper invoicing, and the conditions expected for invoicing.

4. Specifications, Qualifications, or Statement of Work Form

Organizations should consider providing a structure for the potential bidder to provide their statement of work, specifications, and qualifications, and other details.

5. Selection of Vendor, Proposal Evaluation & Award Process

A. **Evaluation Process:** Explains how proposals will be evaluated.

B. **Negotiation:** Identifies whether negotiation will be an option.

C. **Selection of Preferred Respondent:** Details how the selection of the awardee will be made.

D. **Site Visits:** Describes if the organization will conduct site visits as a condition of award, and what that entails.

E. **Personnel:** Explains to potential bidders how personnel will be evaluated.

F. **Notice of Award:** Provides details about hoe the award will be published.

G. **Requests for Preference Form:** The Illinois Procurement Code provides various preferences to promote business opportunities in Illinois. The section should include information about any claims the organization has for preferences, such as veteran or minority-owned businesses.

6. Subcontracting

This portion of the RFP provides parameters for potential bidders to consider regarding sub-contracting.

7. Acknowledgment of Terms

The following terms can be included and adjusted as needed:

A. **Terms of This Contract:** Clarification of the start and end dates of the proposed contract.

B. **Termination for Cause:** Possible causes to terminate the contract before the contract expires.

C. **Late Payment:** Clarification that all late payments will be paid in accordance with the State of Illinois Prompt Payment Act.

D. **Expenses:** Clarification of when the jurisdiction will be responsible for expenses incurred.

E. **Federal Funding:** If federal funding is expected to be used then this section will communicate the percentage of funds expected to be provided in the notice of intent to award.

F. **Invoicing:** Explains how the vendor should submit invoices and what documentation/information is needed.

G. **Assignment:** Clarification that the contract may not be assigned or transferred in whole or part by the vendor without the consent of the jurisdiction.

H. **Audit/Retention of Records:** Explains the books and records that must be kept relating to the contract and any possible subcontract necessary to support the contract.

I. **No Waiver of Rights:** Explains that except as specifically waived in writing, failure by a Party to exercise a right doesn't waive that Party's right to exercise or enforce that or other rights.

J. I**ndemnification and Liability:** Explains the vendor shall indemnify and hold harmless the jurisdiction and all costs, demands, expenses, losses, etc. if there is a breach of contract or if the vendor is liable for any damages.

K. **Insurance:** Explains that the Vendor shall maintain insurance naming the Entity as an additional insured for all required bonds and insurance. Also clarifies that the Vendor shall provide the Entity with 30 days' notice of modification or cancellation.

L. **Independent Contractor:** Clarification that the Vendor shall act as an independent contractor or joint venturer with the Entity.

M. **Solicitation and Employment:** Explains that the Vendor shall not employ anyone employed by the Entity during the contract term and shall give immediate notice to the Entity's director if the Vendor solicits or intends to solicit an employee of the Entity for this contract.

N. **Compliance with The Law:** All Vendor employees and subcontractors must comply with all State, Federal, and local laws, rules, ordinances, regulations, orders, licenses and permit requirements in the performance of this contract. Vendors shall also follow applicable tax requirements.

O. **Background Check:** Explains the Entity may conduct criminal and driver history background checks of Vendors' and subcontractors' employees. Vendor subcontractors shall immediately reassign any individual that does not pass the background check.

P. **Applicable Law:** Explains the contract shall be construed in accordance with and subject to the laws and rules of the Entity and in accordance with Equal Opportunity.

Q. **Schedule of Work:** Explains that all work performed on State premises shall be performed during the hours designated by the Entity.

R. **Warranties for Supplies and Services:** Clarifies that the Vendor warrants that all supplies furnished under this contract will be in accordance with all rules and policies mentioned.

S. **Reporting, Status and Monitoring Specifications:** Clarifies that the Vendor shall immediately notify the Entity of any event that may have a material impact on Vendor's ability to complete the contract.

T. **Exceptions and Provisions:** Informs the Vendor must agree to terms and conditions that the Entity sets forth in the RFP, including the standard terms and conditions, and etc.

U. **Public Body & Governing Law:** Provides basic details to bidders about the entity's organizational structure or status. It provides context about the treatment of bids as a result of laws governing public bodies and instructions on how to request confidential treatment in accordance with governing law for public bodies.

V. **Public Records and Requests for Confidential Treatment:** Provides potential bidders the parameters for invoking confidential treatment.

W. **Reservations:** Informs potential bidders about the rights that the requesting organization intends to retain as a potential buyer.

8. Required Documents Checklist

This portion of the RFP requires bidders to confirm they have completed all necessary steps.

Part 4: Market & Network Assessments

Widespread electric vehicle (EV) adoption in the Rockford Region will require a significant increase in the amount of electric vehicle supply equipment (EVSE) available. While EV owners primarily charge their vehicles at home, there may be instances where charging is needed or more convenient away from home (e.g., at work, while running errands, or while traveling). Understanding patterns of activity across the region can provide insight into where public charging stations could be offered or should be prioritized.

The EV landscape in the Rockford Region has changed significantly between 2020 and 2025, warranting a reassessment of the charging network. The amount of EVs in the region has grown rapidly and exceeds the amount projected for 2025, requiring more EVSE to support charging needs.

The 2021 EV Readiness Plan identified areas in the Rockford Metropolitan Planning Area (MPA) best suited for public charging infrastructure and estimates of future demand for EVs and public EVSE. This part assesses current conditions and presents updated projections and suggestions based on the most recently available data on EV adoption and EVSE installation.

In addition to these analyses, this part discusses regional interest in EVSE installation, the process and cost of installing chargers in single- and multifamily residences, and labor and workforce development in the electricity sector.

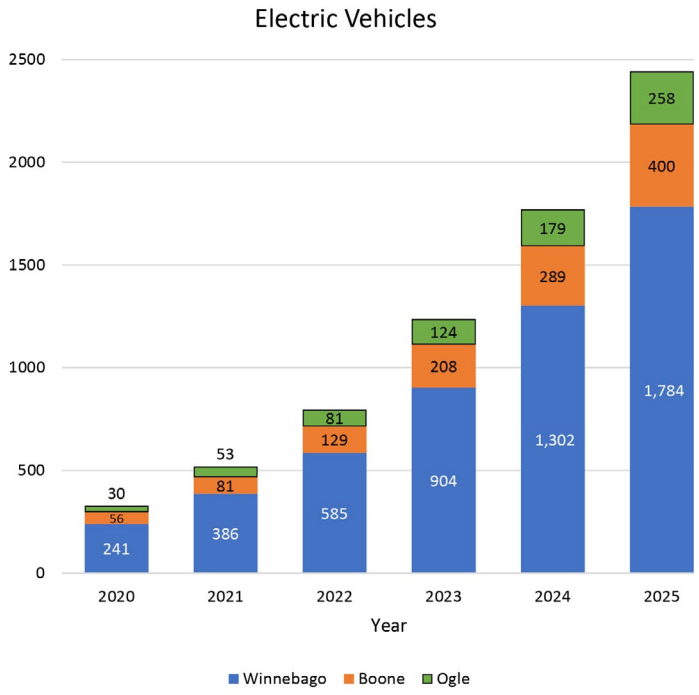
Existing Conditions

Electric Vehicles

As of December 2025, the total EV count for Boone, Ogle, and Winnebago counties is 2,442. This represents a 739 percent growth from the 2020 total (291 EVs) and is 89 percent higher than the projection for 2025 made in the 2021 EV Readiness Plan (1,290 EVs).[i]

This increase can likely be attributed in part to state and federal incentives. In 2022, the State of Illinois began issuing rebates for EV purchases through the Climate and Equitable Jobs Act (CEJA).[ii] The federal Inflation Reduction Act (2022) extended and broadened federal tax credits for purchase of new and used EVs.[iii]

Figure 4-1: Electric Vehicle Registration 2020-2025



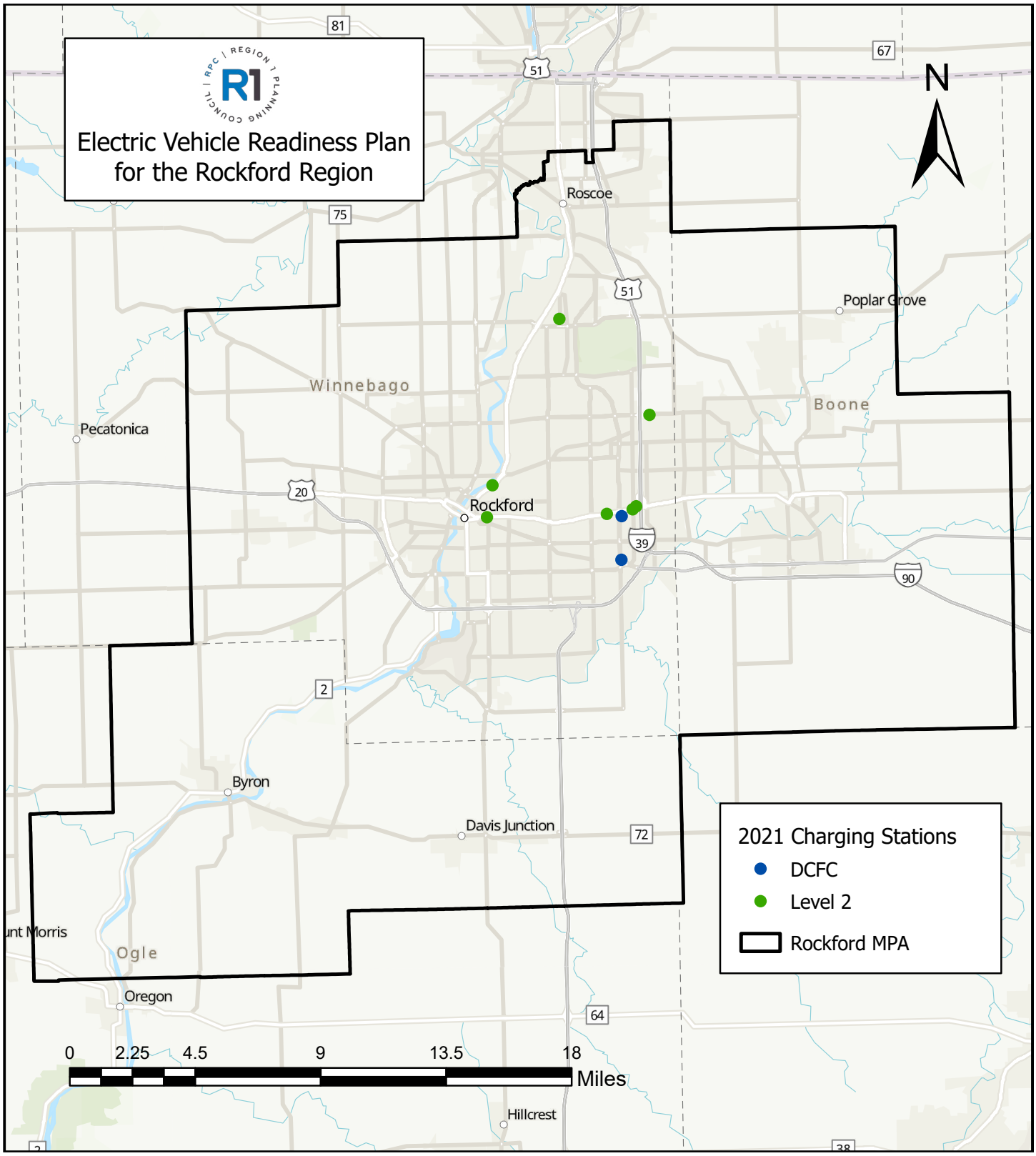
Source: Illinois Secretary of State

Electric Vehicle Charging Stations

As of February 2026, there are 1,714 public EV charging stations in the state of Illinois, up from 658 in 2020. The majority of these are clustered in the Chicago area.

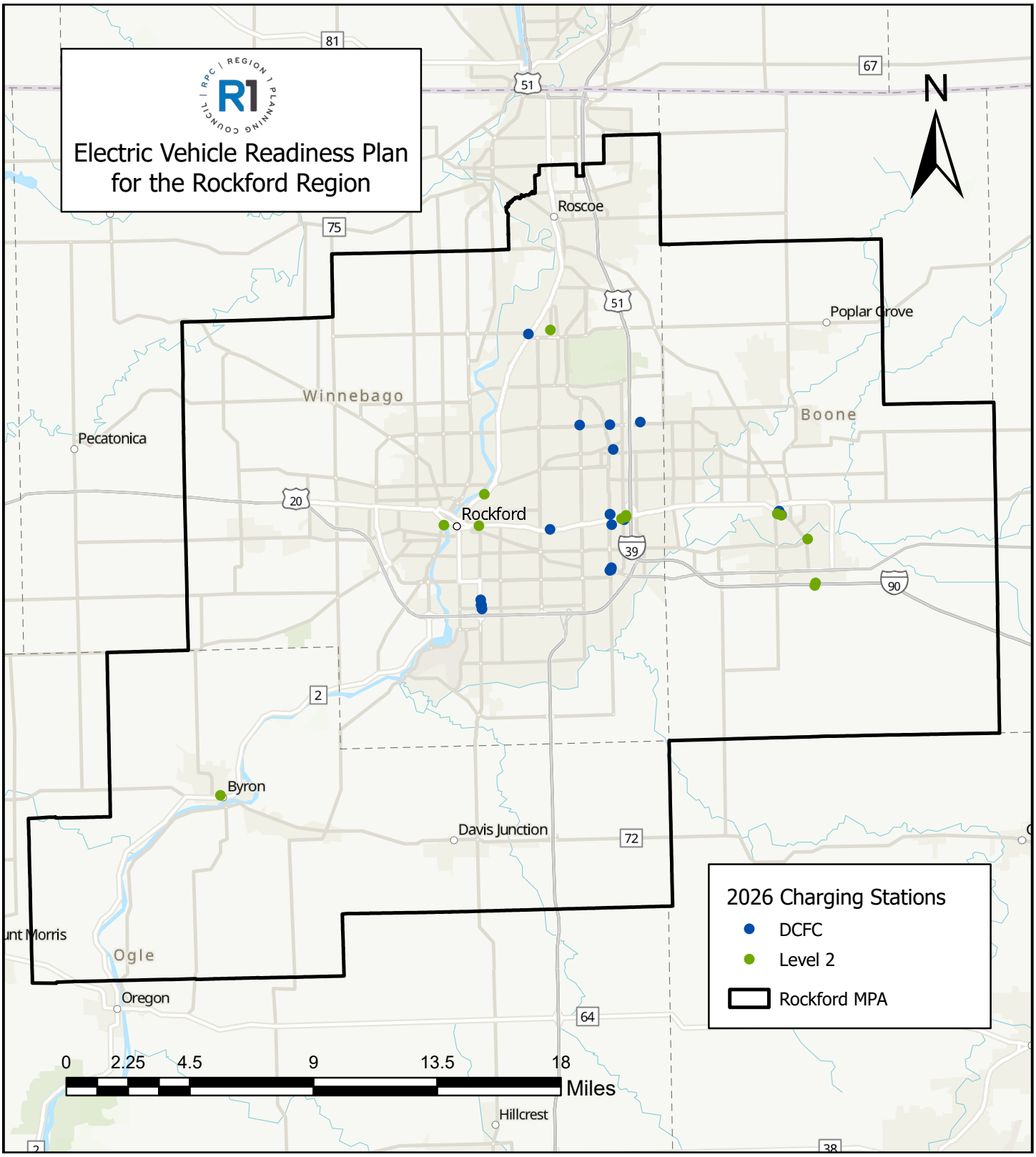
In the Rockford MPA, there are 35 public EV charging stations with a total of 124 charging ports, up from nine public EV charging stations with a total of 33 charging ports in 2020. Of these stations, 13 are Level 2 and 22 are direct current fast charging (DCFC). Nineteen chargers are located in Rockford, eight in Belvidere, two in Cherry Valley, two in Loves Park, two in Machesney Park, and one in Byron.[iv]

Figure 4-2: Public EV Chargers in the Rockford MPA, December 2020



Source: U.S. Department of Energy, Alternative Fuels Data Center

Figure 4-3: Public EV Chargers in the Rockford MPA, February 2026



Source: U.S. Department of Energy, Alternative Fuels Data Center

While the amount of public DCFC ports installed in the MPA exceeds the demand for 2025 projected in 2021 by 92 percent, the amount of public Level 2 ports installed undershoots the projected demand by 421 percent. While nationwide, Level 2 chargers are still more prevalent overall, the faster rate of DCFC charger installation in the Rockford Region is consistent with nationwide trends.[v]

In addition to installation of more chargers, EVs are now able to utilize a wider range of previously-installed charging stations through expanded charger compatibility. In 2022, Tesla released the specifications for its proprietary North American Charging Standard (NACS) chargers for use by other manufacturers. NACS was standardized as J3400 by SAE International, and most vehicle manufacturers have committed to adopting this connector in their new vehicles starting in 2025.[vi] Because Tesla has one of the biggest public charger networks in the United States, allowing non-Tesla vehicles to charge at these stations facilitates a broader, more flexible EV network overall.

EVs produced before 2025 and public charging infrastructure outside of the Tesla network most commonly use J1772 Combined Charging System (CCS) connectors; a smaller subset uses CHAdeMO connectors.[vii] EVs can use chargers with connectors that do not match their own by using adapters, which may be provided by the manufacturer with purchase of an EV or can be purchased independently.

EV & EVSE Adoption Forecasts

The EV adoption forecast provides an estimate of how many electric vehicles will be present in the region over future years, and the amount and type of EVSE needed to support that number. EV projections were calculated using the compound annual growth rate (CAGR) of EVs in the region over the past five years using EV registration data reported by the Illinois Secretary of State.[viii] To estimate the number of charging ports needed to support the number of vehicles within the region, Region 1 Planning Council (R1) used the U.S. Department of Energy's EVI-Pro Lite tool.[ix] The calculation assumed 100 percent of vehicles have access to home charging. If estimates are accurate, the region will need 198 public Level 2 charging ports, 28 public DCFC charging ports, and 45 private workplace charging ports by 2030.

Table 4-1: EV Charging Stations in the Rockford MPA, 2020 and 2026

Type	Stations (2020)	Ports (2020)	Stations (2026)	Ports (2026)
Level 2	7	21	13	39
DCFC	2	12	22	85
Total	**9**	**33**	**35**	**124**

Source: U.S. Department of Energy, Alternative Fuels Data Center

Table 4-2: EV and EVSE Projections for the Rockford Region

Year	EV Forecast	Public Charging Ports Needed (Level 2)	Public Charging Ports Needed (DCFC)	Workplace Charging Ports Needed
2026	3278	88	9	19
2027	4286	114	16	25
2028	5481	149	21	32
2029	6853	185	28	40
2030	8400	198	28	45

Source: Region 1 Planning Council; Illinois Secretary of State; U.S. Department of Energy, Alternative Fuels Data Center

Photo Source: Region 1 Planning Council

Public Charging

Opportunity charging covers a wide range of situations where EV owners could potentially charge away from home or work. Publicly-accessible stations for opportunity charging are an important component of EV readiness because they can extend the range of EVs, increase public awareness of EVs, decrease range anxiety, and provide charging access to individuals who do not have access to home charging. Best practices from around the country have identified venues best suited for opportunity charging, including retail centers, leisure destinations, medical campuses, higher education campuses, public parking areas, airports, and along major transportation corridors.[x] A mix of public and private sector investment into public charging stations will be needed to meet the projected number of electric vehicles in the region.

Priority Areas

R1 has developed priority target areas for the deployment of public EV charging stations by identifying tracts with the highest potential utilization of public charging. These maps can serve as a guide for local jurisdictions looking to encourage or install EVSE. R1 has classified priority areas into three zones: fast charging zones, convenience charging zones, and leisure charging zones. Zones were determined using both quantitative and qualitative analysis of data such as travel patterns, road classification, employment statistics, and the presence of different types of venue or destination.

Since 2021, public chargers have been installed in several of the priority zones identified in the 2021 EV Readiness Plan, including along Riverside Boulevard, 11th Street, and East State Street in Winnebago County and in the City of Belvidere in Boone County. The new priority zones developed for the 2026 EV Readiness Plan reflect a reassessment of the relevant data and broaden the recommended areas to underscore the increased EVSE needed to support the growing number of EVs in the Rockford Region.

Fast Charging Zones

Priority areas classified as fast charging zones are areas adjacent to heavily trafficked corridors. DCFC equipment is ideal for these locations as it can provide 60 to 80 miles of range per 20 minutes of charging.[xi] DCFC equipment is also ideal for short-term parking areas, such as the Chicago Rockford International Airport. The U.S. Department of Energy's Alternative Fuel Data Center recommends prioritizing the installation of fast charging within a region.[xii] Identification of fast charging zones took into account proximity to major roadways and high-traffic corridors, including Interstate 90, US Route 20, and Illinois Route 2, and locations along those routes able to host chargers (e.g., gas stations, major centers, airport).

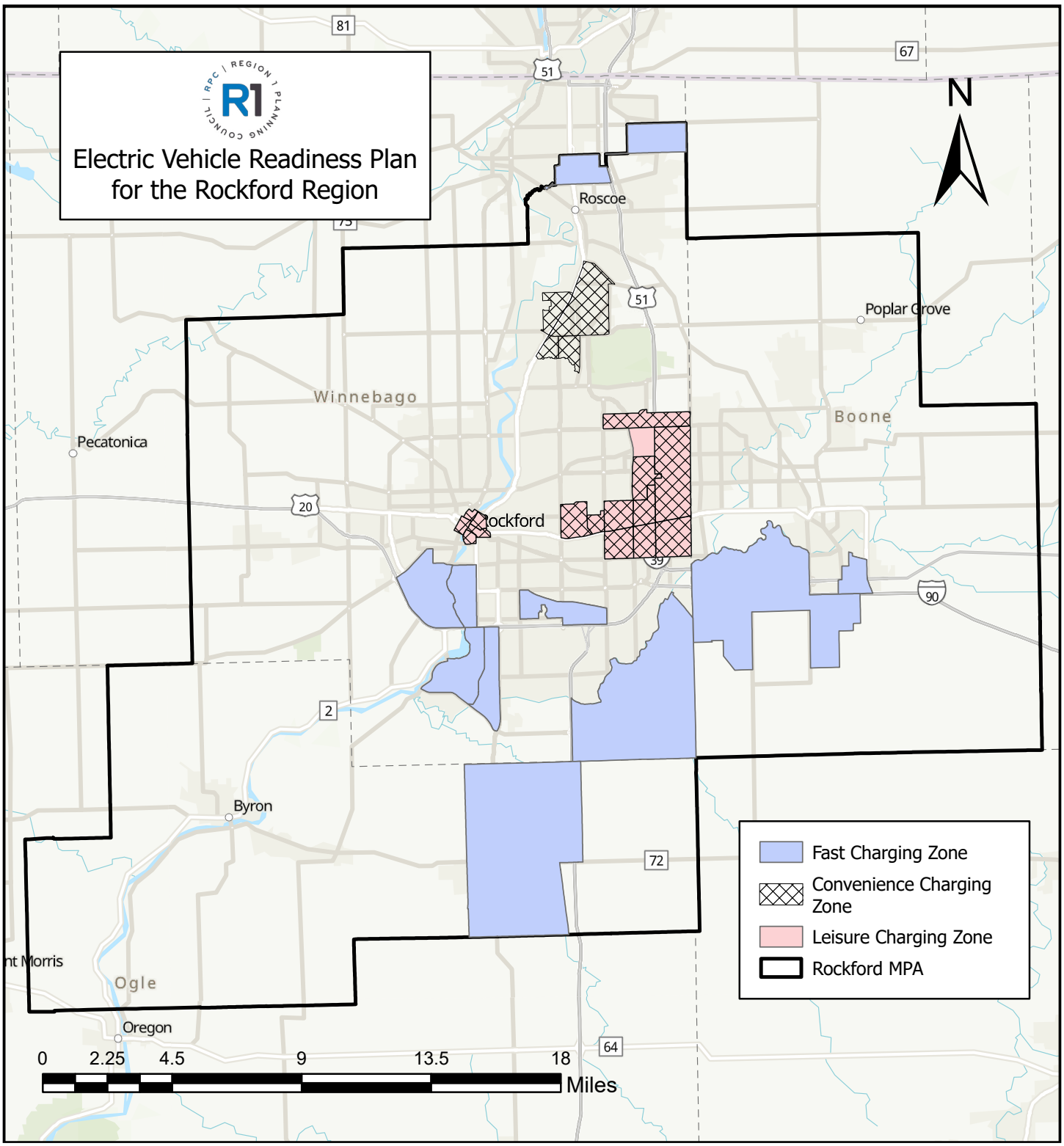
Convenience Charging Zones

Priority areas classified as convenience charging zones contain retail and certain leisure destinations, such as grocery stores, restaurants, cultural institutions, and sporting venues. These areas would be best served by a mix of both DCFC and Level 2 EVSE, as the dwell time at these locations can range from half an hour to four hours. Since Level 2 EVSE can typically deliver 10 to 20 miles of range per hour of charging,[xiii] this type of equipment would be largely used by EV owners traveling within the region or EV owners who will be spending a longer amount of time at a particular location, such as a museum or sporting event. The U.S. Census Bureau's origin-destination employment statistics (LODES) data was used to identify where in the region residents frequently travel for employment and essential services.[xiv]

Leisure Charging Zones

Priority target areas classified as leisure charging zones are best suited for Level 1 or Level 2 EVSE, as they serve venues which have longer dwell time for potential users. Venues which fall into this zone include medical centers, municipal parking lots, and higher education institutions. With a charging rate of two to five miles of range per one hour of charging, Level 1 EVSE can replenish about 40 miles of electric range for a mid-size EV in eight hours.[xv] Leisure zones were identified by proximity to shopping centers and essential services, as well as by walkability. Shopping centers and essential services are primarily concentrated along State Street and Riverside Boulevard. Tracts with high walkability, determined by proximity to areas with a National Walkability Index above 10, are primarily concentrated in downtown areas. Leisure zones significantly overlap with convenience zones.

Figure 4-4: Public EV Charger Priority Areas in the Rockford MPA



Source: Region 1 Planning Council

Regional Interest

R1's application for the U.S. Department of Transportation (USDOT) Charging and Fueling Infrastructure (CFI) Grant included various potential charging locations across northern Illinois. This project aimed to expand EV charging infrastructure at sites in Winnebago, Boone, and McHenry counties. These site locations have already gained approval from the municipalities they are located in and have cost estimates completed. These potential charging stations would accommodate travelers utilizing the Interstate 90 Alternative Fuel Corridor along with the municipalities of Rockford, Loves Park, Machesney Park, Harvard, Roscoe, Rockton, South Beloit, Winnebago, and Belvidere. Over half of these sites were submitted to USDOT as part of R1's Round 1 CFI grant application, which was "highly recommended." The additional sites strengthened the proposal and identify more than a dozen additional partnerships with host sites for a more connected regional EV charging infrastructure.

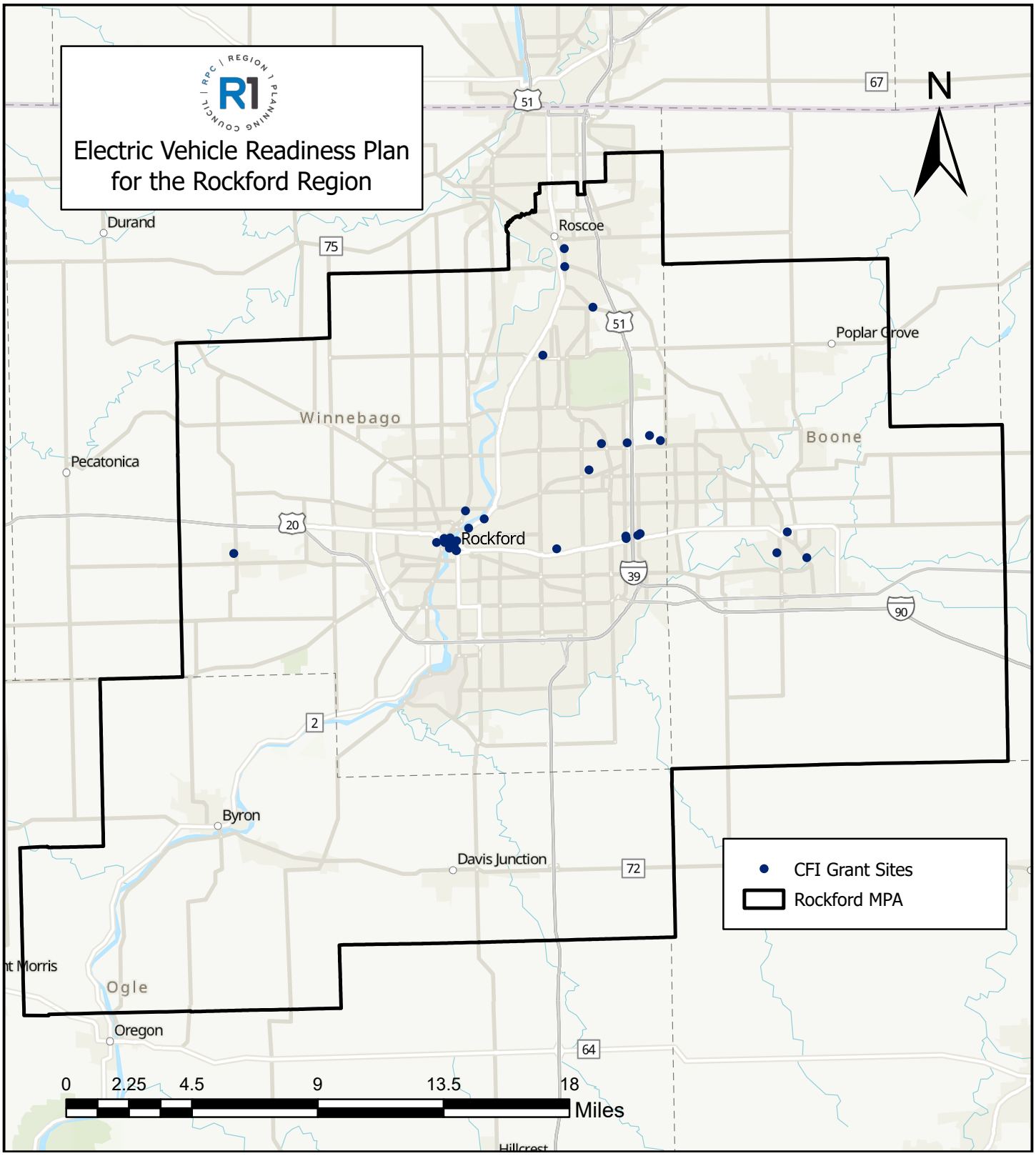
Table 4-3: CFI Grant Potential EVSE Sites

Site	Site Owner	City	Charger Type	Charging Ports
City of Belvidere	Belvidere Community Development	Belvidere	DCFC	2
Boone County Conservation District	Boone County	Belvidere	Level 2	2
Harvard Municipal Parking Lot	City of Harvard	Harvard	DCFC	2
Municipal Parking Deck- Pioneer (Upper)	City of Rockford	Rockford	Level 2	2
Municipal Parking Lot #5	City of Rockford	Rockford	Level 2	2
Municipal Parking Lot #3	City of Rockford	Rockford	Level 2	2
City of Rockford Municipal Lot #1	City of Rockford Public Works	Rockford	DCFC	2
City of Rockford Municipal Lot #4	City of Rockford Public Works	Rockford	DCFC	2
City of Rockford Municipal Lot #16	City of Rockford Public Works	Rockford	DCFC	2
City of Rockford Municipal Lot #31	City of Rockford Public Works	Rockford	DCFC	2
Gateway District Shopping Center	Machesney Park Legacy LLC	Machesney Park	DCFC	4
Baymont Inn & Suites	Rock Hospitality	Rockford	Level 2	4
Holiday Inn Rockford	Rock Hospitality	Rockford	Level 2	4
Holiday Inn Express	Rock Hospitality	Loves Park	Level 2	4
Staybridge Suites	Rock Hospitality	Rockford	Level 2	4

Site	Site Owner	City	Charger Type	Charging Ports
Rock Valley College	Rock Valley College	Rockford	DCFC	4
Rock Valley College Advanced Technology Center	Rock Valley College	Belvidere	DCFC	2
Rock Valley College (future downtown campus)	Rock Valley College	Rockford	DCFC	4
RMTD Eastside Transfer Center	Rockford Mass Transit District	Rockford	DCFC	4
RMTD Downtown Transfer Center	Rockford Mass Transit District	Rockford	Level 2	6
Rockford Park District Parking Lot	Rockford Park District	Rockford	Level 2	2
Mercyhealth Sportscore Two	Rockford Park District	Loves Park	DCFC	2
Carlson Ice Arena	Rockford Park District	Loves Park	Level 2	4
UW Health Sports Factory	Rockford Park District	Rockford	Level 2	4
Riverview Ice House	Rockford Park District	Rockford	Level 2	4
Rockford University Parking Lot A	Rockford University	Rockford	Level 2	2
South Beloit School District	South Beloit School District	South Beloit	Level 2	2
Village of Rockton Municipal Parking Lot	Village of Rockton	Rockton	Level 2	2
Municipal Park Lot	Village of Roscoe	Roscoe	Level 2	2
Municipal Parking Lot	Village of Roscoe	Roscoe	DCFC	2
Porter Park	Village of Roscoe	Roscoe	Level 2	2
Village of Winnebago Downtown Parking Lot	Village of Winnebago	Winnebago	Level 2	2
YMCA-Swedish American Riverfront	YMCA of Rock River Valley	Rockford	Level 2	2
YMCA-NE Branch	YMCA of Rock River Valley	Loves Park	Level 2	2

Source: Region 1 Planning Council

Figure 4-5: CFI Grant Potential EVSE Sites



Source: Region 1 Planning Council

Residential Charging

Approximately 80 percent of EV owners charge at home. However, home charging ability depends on several factors, such as type of charging equipment, permitting requirements, installation costs, and type of residence (single-family or multifamily).

Single-Family Residence

A Level 1 charger comes with the purchase of an EV and can be plugged into a regular 120-volt outlet. These chargers generally do not require home upgrades. However, due to the slow charging speed of Level 1 chargers, many EV owners may wish to upgrade to a Level 2 charger, which requires installation.

The installation options for a Level 2 charger in a single-family home are either a hardwired charging station or an outlet with enough power to plug in a Level 2 charger. A hardwired charging station charges faster, but its location is fixed, while a plug-in charger charges more slowly, but its location can be flexible. The cost of a hardwired charging station is generally within $200 of the cost of an outlet for a plug-in installation.[xvi]

Costs to install an EV charger come from four sources: equipment, installation, permitting, and any home electrical upgrades that may be required. Home EV charging station equipment generally costs between $300 and $600. Installation costs make up the bulk of overall costs; this could cost from $800 to $3,000, depending on the distance between the home's electrical panel and the charger. Permitting costs depend on the jurisdiction but could reach several hundred dollars.[xvii]

Electrical panel upgrades may be required if the current system cannot handle the additional load. Adding a new circuit or sub-panel can run from $60 to $1,500, and a full panel upgrade could reach $4,000. Homes built before 2000 are more likely to require one of these upgrades. Newer constructions are often built with 200-amp service, which is sufficient to manage a Level 2 EV charger on top of existing home electrical load.[xviii]

The average home EV charger installation cost in Illinois, excluding equipment, is $2,882 as of 2025.[xix]

Figure 4-6 shows single-family residences in the Rockford MPA.

Multifamily Residence

Residents of multifamily properties face additional challenges with regard to EVSE installation, including higher costs, increased coordination, longer timelines, and additional logistics that are not relevant for single-family residences. Even plugging a Level 1 charger into a standard 120-volt outlet at a multifamily residence could come with difficulties: for example, an EV owner must consider if there is a plug available near the resident's parking spot, or whether the electricity from that plug comes from the resident's unit or the building as a whole.

The process of EVSE installation is longer for a multifamily residence. It requires coordination between residents, property management, and building owners, even before involving electricians, utilities, and local permitting authorities, and may also involve third-party charging companies. Residents of multifamily buildings who wish to charge at home must often educate landlords of the benefits of EVSE before landlords are convinced to install it.[xx]

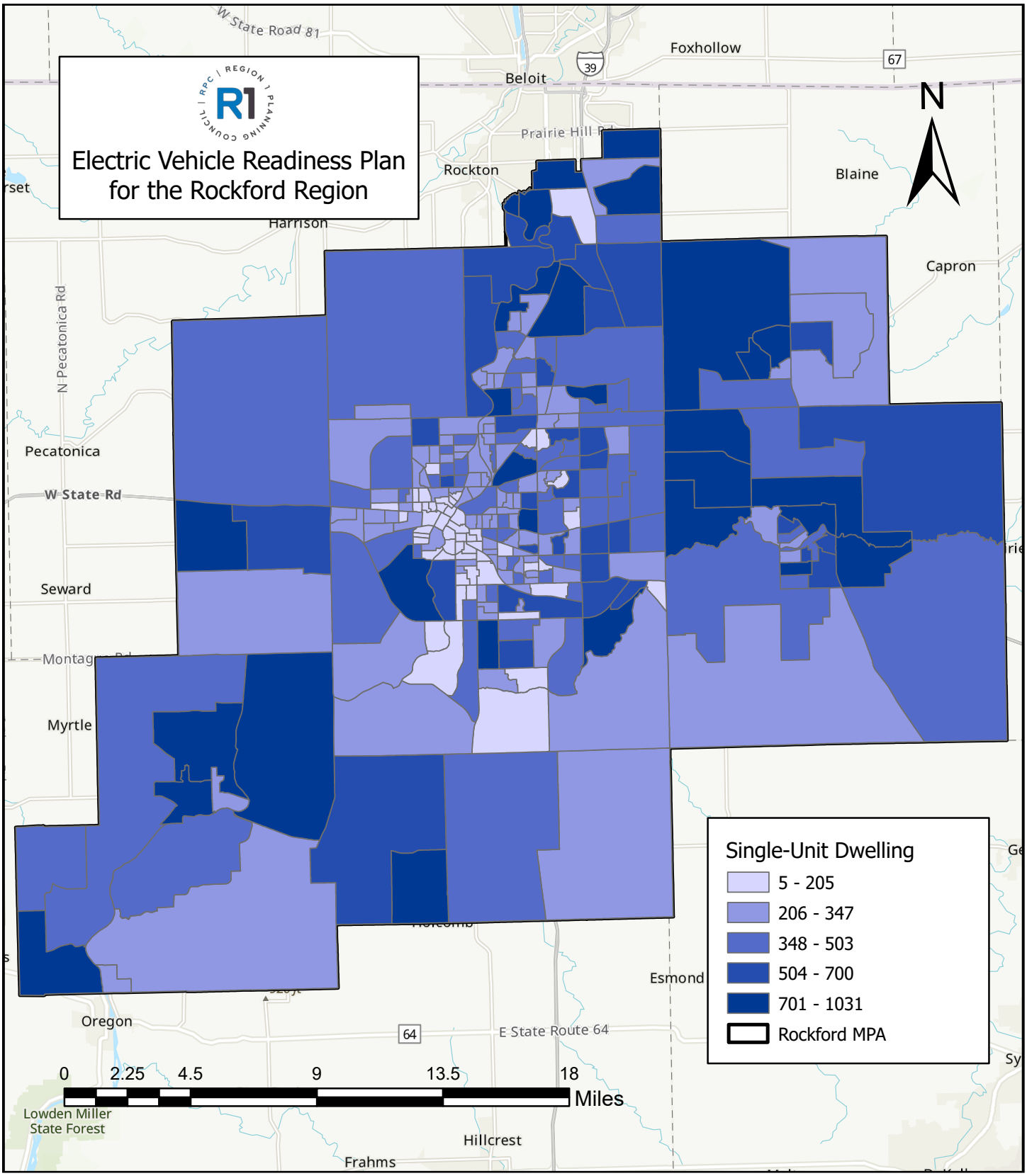
The cost of installing a Level 2 charger at a multifamily building can reach up to $10,000, a much higher cost than for a single-family residence.[xxi] The same installation considerations as in single-family residences are relevant (e.g., the distance from the electric panel to the charger increases the cost), but are often magnified at multifamily residences due to variables such as a larger building size and further distance from the electric panel to parking areas. Multifamily buildings may also have more complicated electric load concerns. While smart or networked chargers can help to assign charging costs to individual users and to monitor the electricity load of the building, they also have a higher upfront equipment price and a networking fee paid monthly, increasing costs.[xxii]

Additional logistical considerations at multifamily residences include how the cost of electricity will be managed. With a smart or networked charger, a building could easily bill individual residents for their own charging use. However, property owners could consider other structures, such as charging a monthly flat fee for access to the chargers to cover the electricity costs, or providing the chargers as an amenity to draw new residents and spreading the costs among all residents.[xxiii]

With the passage of the Electric Vehicle Charging Act in Illinois, all new multifamily construction as of January 1, 2024, must provide "EV-capable" parking spaces. The Act also gives residents of multifamily properties the "right to charge," which means they have a right to install an EV charger for personal use on premises of a rented property at their own expense.[xxiv] However, this still requires coordination with property management before any installation can occur.

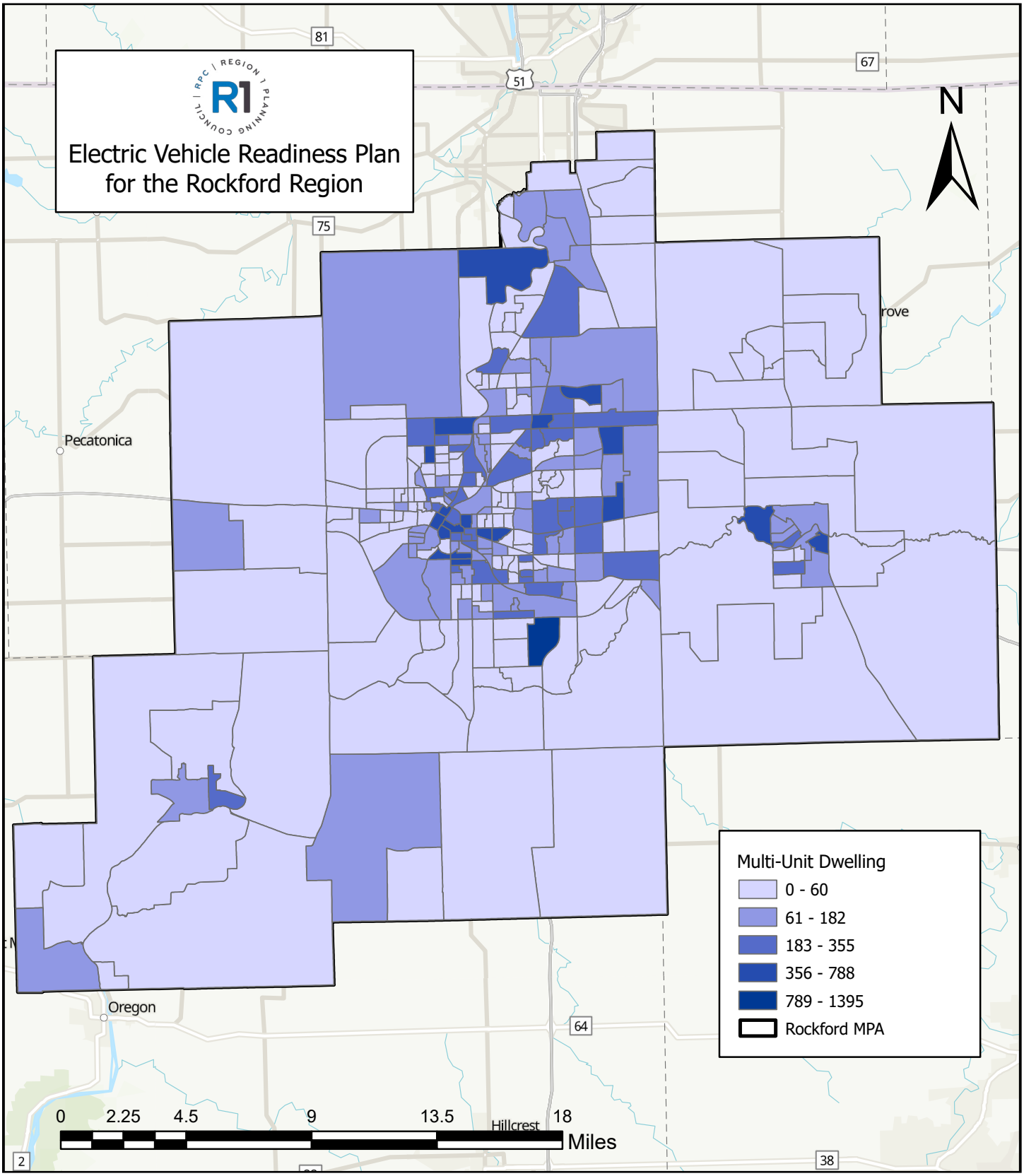
Figure 4-7 shows multifamily residences in the Rockford MPA.

Figure 4-6: Single-Family Residences



Source: U.S. Census Bureau, American Community Survey (ACS)

Figure 4-7: Multifamily Residences



Source: U.S. Census Bureau, American Community Survey (ACS)

Labor & Workforce Development

Renewable energy such as solar, wind, and EV charging infrastructure relies on electricians. The expansion of renewable energy systems and the growth of smart technology play a major role in the rise in demand for electricians in the job market. The need for electricians is projected to increase by 9 percent from 2024 to 2034 with the development of grid and EVSE infrastructure.

Industries such as residential and commercial construction, manufacturing, and automation sectors also drive demand for electricians. About 81,000 openings for electricians are projected each year over the next decade. The demand for electricians for a specific location is dependent on regional and economic factors.[xxv]

Training Programs

Training programs offered by the State of Illinois in the clean energy sector include the Energy Transition Community Grant Program, the Future Energy Job Act Multi-Cultural Grant Program, the Community Solar Energy Grant Program, the Clean Energy Contractor Incubator Program, and the Equitable Energy Future Grant Program.

These programs offer free, specialized training for community-based clean energy jobs in fields such as solar; heating, ventilation, and air conditioning (HVAC); EV maintenance; and more. Other than the technical skills, these programs also offer safety training, digital literacy, and professional development.

EVSE training programs provide specialized instruction on how to install, maintain, and repair charging stations. Key programs include the Electric Vehicle Infrastructure Training Program (EVITP), which comprehensively trains electricians in residential, commercial, and public infrastructure. Other programs such as ChargePoint Training and Certification provide product-specific training to technicians on how to install and repair ChargePoint stations.

The Interstate Renewable Energy Council (IREC), as one of the leading accrediting bodies in clean energy, has accredited over 200 clean energy programs. The IREC also provides online learning opportunities for a wide range of audiences such as local code officials, firefighters, weatherization professionals, and students.

There are thirteen Workforce Hubs across Illinois that offer training, certification preparation, and skill development for entry-level jobs in the clean energy sector. This includes solar, wind, energy efficiency, and EV maintenance. The Energy Transition Navigator Program provides outreach, education, and recruitment to participate in clean energy.

The Workforce Connection's CEJA Program includes no-cost clean energy training and job opportunities. These trainings range from EVs to manufacturing, CNC machining, weatherization and construction, and solar panel installation. These opportunities offer workers hands-on training, stipends for attending class, employment readiness skills, and job placement assistance funded by the Department of Commerce and Economic Opportunity (DCEO). These opportunities additionally support Illinois's goal of phasing out carbon emissions from the energy and transportation sectors.

Local educational institutions in the region such as Rock Valley College (RVC) and Rockford Career College (RCC) offer various pathways to becoming an electrician. RVC offers an apprenticeship program that combines paid, on-the-job experience with classroom instruction as well as an online residential electrician training program.[xxvi] RCC's electrician program consists of 64 credit hours over ten months. This program covers new construction wiring, wiring and outlet installation, repair and system upgrades, blueprint reading and safety, and teamwork and supervision.[xxvii]

Part 5: Goals & Strategies

Region 1 Planning Council (R1) has developed three goals to guide the region's EV readiness planning efforts. Each goal is accompanied by strategies that further define the desired outcomes for the Rockford Metropolitan Planning Area (MPA). These goals remain consistent with those of the 2021 EV Readiness Plan, though strategies have been modified to reflect evolving priorities.

Key stakeholders in the region will need to work individually and collectively to implement the policy, infrastructure, and other elements necessary to support increasing vehicle electrification in the Rockford MPA. R1 aims to coordinate, support, and promote these efforts at a regional level; working regionally will allow a cohesive and efficient approach to vehicle electrification and provide all stakeholders with the resources necessary to successfully become EV ready.

Goal 1:

Establish a robust network of public charging station infrastructure within the region.

Goal	Strategy	Metrics
1.1	Identify and prioritize key locations for electric vehicle supply equipment (EVSE) installation.	Number of stations installed in and out of priority zones.
1.2	Promote incentives for the installation of EVSE by businesses and in commercial developments.	Number of chargers installed by businesses and commercial development. Creation of a catalog of available incentives.
1.3	Identify potential construction projects that could pair with installation of new or upgraded conduit to accommodate EV charging infrastructure.	Number of projects identified.

Goal 2:

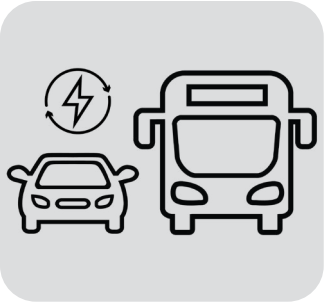
Integrate electric vehicle supply equipment (EVSE) into public policies and planning efforts.

Goal	Strategy	Metrics
2.1	Develop and maintain templates for standards (e.g., parking ordinances, building codes, zoning ordinances) that support EVSE adoption and installation.	Number of templates developed.
2.2	Assist municipalities to update codes and standards to support EVSE adoption and installation.	Number of municipalities assisted.
2.3	Incorporate EV readiness in local and regional planning documents, including, but not limited to, comprehensive plans and corridor studies.	Number of planning documents that incorporate EV readiness.

Goal 3:

Act as a leader in coordinating efforts to make Northern Illinois EV ready.

Goal	Strategy	Metrics
3.1	Coordinate with regional partners to leverage procurement and funding opportunities.	Number of funding opportunities applied for. Amount of funding received.
3.2	Partner with utility providers and companies to leverage public-private partnerships for the installation of EV charging infrastructure.	Number of partnerships formed.
3.3	Encourage the use of battery electric vehicles or hybrid electric vehicles in government-owned fleets.	Number of government-owned battery or hybrid electric vehicles.



Part 6: Moving Forward

The Rockford Region has experienced rapid growth in electric vehicle (EV) adoption, far exceeding projections made in the 2021 EV Readiness Plan. As of 2026, EV registrations in Boone, Ogle, and Winnebago counties have increased significantly, signaling strong market demand and the effectiveness of state and federal incentives. This accelerated growth highlights the need to reassess infrastructure goals and expand charging capacity to keep pace with EV adoption trends.

While the number of public charging stations in the region has increased, the region must still address imbalances within the network to meet regional needs. Direct current fast chargers (DCFC) are more prevalent than originally anticipated, but Level 2 chargers, which are essential for everyday use and longer dwell times, remain underdeveloped. Additionally, charging infrastructure is unevenly distributed across the region, indicating the need for more strategic placement aligned with travel patterns, employment centers, and key destinations.

The goals established in the 2021 EV Readiness Plan remain relevant, and refining strategies to reflect current priorities helps guide the region towards actions that will best support EV readiness. Future efforts should prioritize expanding Level 2 and workplace charging, improving charging access in multifamily housing, and strengthening coordination between public and private partners. There is also an opportunity to align EV infrastructure with economic development by investing in destination charging at commercial and recreational sites.

Overall, the region is well positioned to build on its progress. Continued investment, updated planning strategies, and a long-term regional approach will be necessary to support sustained EV adoption and ensure equitable access to charging infrastructure.

Key Emphasis Areas

Charging Priority Areas

Electric vehicle supply equipment (EVSE) deployment should continue to focus on priority areas to maximize economic benefits and consumer convenience. This means deploying the type of charger best suited to a location to yield the highest potential utilization of public charging.

Priority areas classified as fast charging zones should be located adjacent to heavily trafficked corridors such as Interstate 90 and Interstate 39. DCFC equipment is ideal for these areas due to the quick charging time.

Priority areas classified as convenience charging zones are best utilized at destinations such as retail, grocery stores, restaurants, and cultural institutions. Either DCFC or Level 2 charging stations are best suited for convenience charging zones.

Lastly, priority areas that are designated leisure charging zones are best suited for Level 1 and Level 2 chargers. Leisure charging zones include medical centers, municipal parking lots, and higher education institutions due to the slow charging rate.

Part 4. Market & Network Assessments provides a map of EVSE priority areas in the Rockford Metropolitan Planning Area (MPA).

Funding

Moving forward, the continual monitoring and pursuit of relevant grants, partnerships, and financial opportunities will be integral to supporting the installation and upgrading of EVSE infrastructure. This includes staying up to date on evolving eligibility requirements and timelines for both state and federal programs to ensure funding applications remain competitive. Because the futures of many programs previously supported by the Infrastructure Investment and Jobs Act (IIJA) remain unknown, it will be key to keep an eye on potential changes in the upcoming surface transportation reauthorization bill and its supplementary programs.

Establishing consistent processes for identifying and applying to various grant, assistance, and incentive programs can allow the region to remain competitive in securing public assistance dollars. Additionally, the formation of partnerships between various agencies and stakeholders can significantly strengthen grant applications. Through coordinated planning and collaboration efforts, the region can secure the necessary resources to continue implementing viable and impactful EVSE infrastructure investments.

Part 2. Policy & Planning Tools provides information about potential funding opportunities for EVs and EVSE.

Long-Term Collaboration

A coordinated, long-term approach to EV infrastructure will require strong collaboration across multiple levels of government and industry. Over the next ten years, Region 1 Planning Council (R1) can play a central role in bringing together municipal and county public works departments, planning departments, and other agencies within the Rockford Metropolitan Planning Area (MPA) to ensure that EV-related goals are aligned with local comprehensive plans, transportation investments, and capital improvement programs. Establishing this alignment will help create a more cohesive regional strategy, reduce redundancy, and ensure that infrastructure is deployed in areas of highest need and impact.

In addition to local coordination, partnerships with state agencies, utilities, and private sector stakeholders are critical to implementation. Agencies such as the Illinois Department of Transportation and the Illinois Secretary of State can support funding, data sharing, and policy consistency, while electric utilities play a key role in ensuring grid capacity and system reliability as demand increases, Engagement with EV manufacturers, charging network providers, and private developers can further support innovation investment and long-term market readiness. By structuring collaboration across these groups, the region can develop a unified, adaptable strategy that supports sustained EV adoption, economic development, and equitable access to charging infrastructure.

Appendix A: Public Comment

The 2026 Electric Vehicle Readiness Plan was made available for public comment from June 8, 2026 to June 15, 2026 on Region 1 Planning Council's Engage R1 website. Comments received are included in Table A-1.

Table A-1: Public Comments Received

Date	Comment
June 9, 2026	On page 17, under the section regarding CEJA and the Illinois EV rebate act, a line should be added that "A $1,500 rebate to an eligible applicant for the purchase of an all-electric motorcycle." On page 19, the section regarding the same rebate is wrong, it states "The IEPA offers rebates to Illinois residents following the purchase of a new or used EV; residents can be awarded up to $4,000 until June 30, 2026, when the maximum rebate drops to $2,000." The correct rebate time frame would be July 1, 2025 – June 30, 2028 $2000 rebate and $4000 for low income, $1500 for motorcycle, then Beginning July 1, 2028 $1500 rebate and $3000 for low income, $750 for motorcycle. 415 ILCS 120/27(a)(1) and (3).
June 9, 2026	I see that Route 20 is identified as a high traffic zone in the report. Winnebago Road and Hwy 20 intersection is within the MPA. That intersection could be an area for fast chargers due to two gas stations, fast food, and Hwy traffic heading East and West on Hwy 20.

Endnotes

Part 1:

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