



Electric Vehicle Charging for Multifamily Properties

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The transition to electric vehicles (EVs) has momentum nationwide, offering Michigan an opportunity to continue leading on the next frontier of automotive innovation. The state has set an ambitious goal of deploying 100,000 EV chargers by 2030 to support growing EV adoption and create a robust charging network.

Central to this shift is the importance of at-home charging, which provides EV drivers with the cost savings and convenience of refueling their vehicles overnight. However, a significant portion of Michigan's population —**about 1 in 4 people**— live in multifamily homes. These residents often face barriers to accessing this essential infrastructure. Unlike single-family homeowners, who can more easily install chargers in private driveways or garages, multifamily residents have less control over their ability to access at-home chargers. Addressing these challenges is crucial to ensuring that all residents, regardless of housing type, can benefit from EV ownership's advantages.

Additionally, EV charging stations at multifamily housing sites provide property owners with a unique way to help attract and retain residents, foster a sustainable community, and diversify their revenue streams.

For these reasons, this guide intended to provide information specifically for property owners, managers, and related organizations like homeowners' associations interested in installing EV chargers for their residents.

The authors:



Clean Fuels Michigan is a nonprofit trade association dedicated to advancing the clean mobility industries in Michigan.

We take a cross-sector, cross-functional approach, including policy advocacy and fostering industry collaboration to move forward together.

The Michigan Clean Fuels Institute is a nonprofit organization dedicated to clean mobility research, education, and initiatives in Michigan.

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ELECTRIC VEHICLE CHARGING FOR MULTIFAMILY PROPERTIES

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WHY INVEST IN EV CHARGERS?

Resident Demand

Nationwide, about one in ten vehicles sold is an EV, and trends are toward 50% of sales being EV within the decade. EV sales growth far exceeds overall light-duty vehicle sales growth, signaling a shift in consumer preferences toward EVs, which creates a growing demand for charging infrastructure.

With EV adoption rising, more renters seek properties that accommodate their charging needs. For EV drivers, access to charging is a deciding factor when choosing where to live, positioning it as a must-have amenity for multifamily properties.

Market Differentiation

Charging at home is a significant convenience for EV owners. Properties that provide access to EV chargers gain a competitive edge by attracting EV-driving residents who prioritize residences with access to convenient charging. Charging availability plays a significant role in influencing tenant decisions, with surveys showing that 58% of renters would be willing to pay more in rent for access to charging.

Enhancing Property Value

Investing in EV chargers can enhance property value and increase rental income. For example, consider the net operating income (NOI) impact of installing 10 chargers that each generate \$50 more in monthly rent: That equates to \$600 of revenue per charger each year, **increasing NOI by \$6,000**.

Property value is determined by dividing NOI by the capitalization (Cap) rate, so this increase directly boosts property value. With a 5% Cap rate, **the property value increases by \$120,000**.

The bottom line? For most property owners, EV chargers are a smart investment, driving both higher property values and greater rental income potential.

AVAILABLE INCENTIVES

State, federal, and utility incentives are available to help offset the costs of deploying EV charging infrastructure. These programs are often stackable, meaning you can take advantage of multiple for the same project. Many incentive programs have specific eligibility requirements, funding limits, and application deadlines, so timing and planning are crucial.

Clean Fuel and Charging Infrastructure Program

The Clean Fuel and Charging Infrastructure Program aims to increase multifamily housing residents' access to EV chargers in Michigan. Grants are available to support the deployment of Level 2 charging stations at existing multifamily housing properties. This funding, with \$5 million available, also covers make-ready upgrade costs, maintenance and operations contracts, and networking or data plans to enhance charging infrastructure for residents. Individual grant awards are capped at \$300,000, and applicants must provide a minimum 30% match of the total requested funds if the project is outside an environmental justice community. Applications are accepted on a rolling basis by the Michigan Department of Environment, Great Lakes, and Energy (EGLE).

Tax Credits

Building owners or developers installing EV chargers may be eligible for an up to 30% tax credit, up to \$100,000 per charger. To qualify, projects must meet prevailing wage and apprenticeship requirements. The 30C Tax Credit Eligibility Locator Tool from Argonne National Laboratory can help you identify whether your property is in an eligible location.

Utility Programs

Many utilities offer programs and incentives to support EV charger installation, including rebates, grants, and reduced electricity rates for overnight EV charging. These programs vary widely by location and utility provider, so it's a good idea to contact your local utility directly to learn about the options available in your area. Your utility representative can provide detailed information about eligibility requirements, application processes, and potential cost savings.

- **Consumers Energy:** Up to **\$7,500** for Installing Overnight EV Charging for Resident Use.
- **DTE Energy:** Up to a **\$14,400** rebate per level 2 port installed at Multifamily Properties.
- **Indiana Michigan Power:** **\$2,500 for the first port and \$500 for each additional port** toward installation of PEV charging equipment.
- **Lansing Board of Water and Light:** BWL offers Multifamily property owners up to **\$13,500** in rebates for installing EV chargers for their tenants.

CHARGING OVERVIEW

Equipment

The cost of EV charging equipment varies based on factors such as application, location, charging level, and type. When choosing charging infrastructure, consider networking capabilities, theft deterrence, output power rating (measured in kilowatts), number and type of connectors, simultaneous charging capacity, and operation and maintenance needs (such as payment processing and data collection). You can select features that align with your anticipated usage and budget.

CHARGER TYPE	SPEED OF CHARGE	IDEAL USE CASE	APPROXIMATE COST	MAINTENANCE REQUIREMENTS
LEVEL 1	2–5 miles/hour	Low daily mileage drivers	Low	Minimal
LEVEL 2	10–25 miles/hour	Daily/overnight for multiple users	Moderate	Periodic servicing
DC FAST	50–350 miles/hour	High-traffic or premium options	High	Regular maintenance

Level 2 chargers are the most common choice for multifamily housing applications, offering a balance of speed and cost-efficiency.

Software

EV charging software can play a critical role in managing and optimizing the use of charging infrastructure.

Key features to consider include:

- **Energy Management:** EV charging software can help monitor and control energy usage, ensuring efficient operation by tracking real-time energy consumption, managing peak demand, and minimizing energy costs.
- **Billing Integration:** Many software solutions include built-in billing integration, allowing property owners or managers to track usage and charge tenants for their charging sessions. This feature simplifies payment processing through a pay-per-use model or a subscription-based service (more on that later) and can be configured to align with specific pricing structures.
- **Tenant Access:** Software can offer secure access for tenants, enabling them to reserve charging stations, start or stop charging sessions, and view usage history. Features may include mobile apps or web portals for real-time monitoring and management of charging activities.

By incorporating software capabilities, property owners can streamline operations, enhance tenant experience, and optimize energy usage for EV charging stations.

Connectivity

Networked charging infrastructure connects to the internet, allowing it to share data, such as usage frequency, with the charger owner. This connectivity enables the owner to accept payments, manage charger access, collect data, and implement strategies to reduce electricity costs. To install a networked station, the site must have access to either an internet connection or cellular service.

Charging hardware should be compatible with Open Charge Point Protocol (OCPP) version 1.6 or higher, which provides added flexibility for charger owners and helps to avoid stranded assets, ensuring the equipment remains functional even if the existing provider discontinues service.

In contrast, non-networked charging infrastructure does not connect to the internet and offers only basic charging capabilities, lacking advanced features like utilization monitoring or payment processing. However, they are lower cost and may improve reliability due to simplicity.

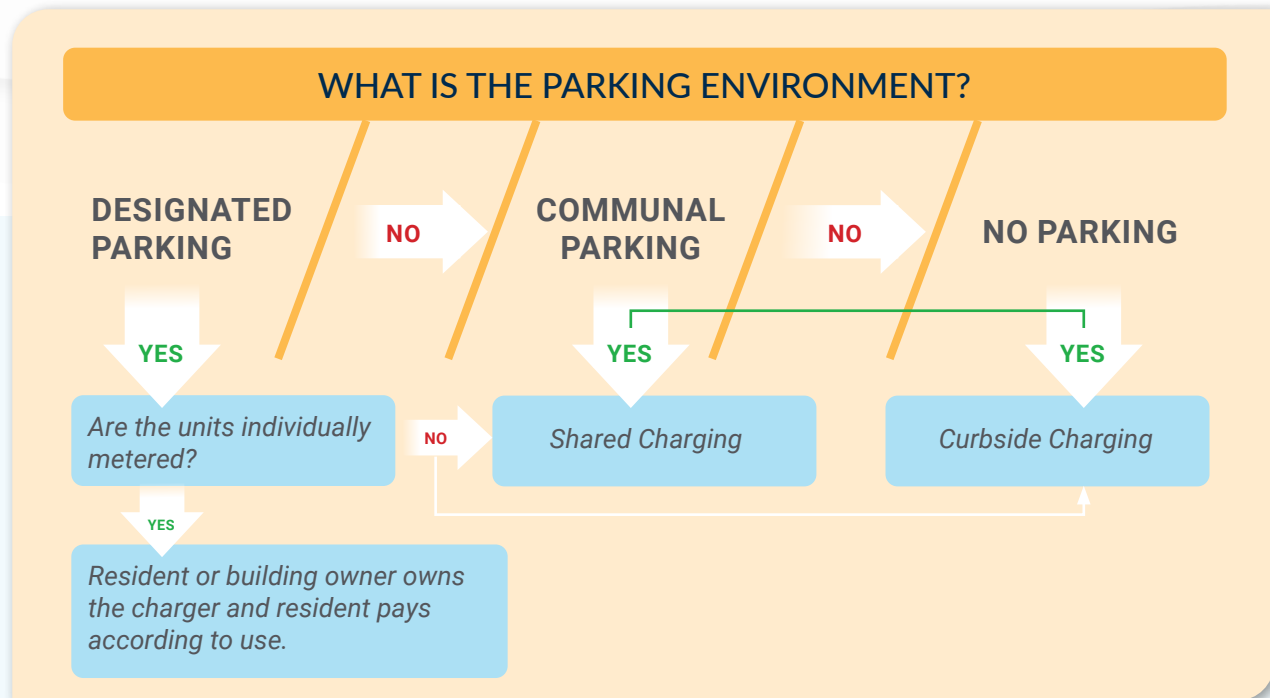
While networked chargers are generally more expensive than non-networked options and often require a subscription fee in addition to the initial purchase cost, they provide significant benefits for managing multiple chargers, optimizing electric grid usage, and supporting load management. As charging demand increases, billing EV drivers directly for their usage, rather than distributing the cost among all EV drivers, can become more important for managing electricity costs.

Future Proofing

Future-proofing your EV charging infrastructure involves proactive planning to minimize future costs as demand for charging increases. One key strategy is laying extra conduit while trenching for the initial installation, allowing for easy future expansion without needing costly and disruptive digging later on. Upgrading building systems, such as electrical panels and wiring, during the initial installation can ensure that your infrastructure can handle additional chargers as needed. Some utilities are willing to establish a new service just for your parking area as well, which can be more cost-effective for larger installations than retrofitting your building service. By anticipating future growth and making these strategic investments upfront, you can significantly reduce the costs and disruptions associated with expanding your charging capacity down the road.

Charger Placement

The layout and placement of charging stations should be carefully considered based on factors like how the building's units are metered and how parking spaces are assigned. Whether parking spots are assigned and the placement of electric meters can significantly affect where chargers should be placed. Proper planning of the physical structure and layout of the charging stations is essential to ensure efficiency, convenience, and fair access for all residents. Your utility and charger provider can help you determine the best location for your chargers.



Based on Transportation Electrification in Michigan: A Roadmap of State Policy Actions. Graphic design differs from the original.

- **Designated parking space with unit-specific metering:**

The simplest solution: electricity used for EV charging can be directly attributed to the EV-driving resident by running through their dedicated electricity meter. If connecting directly to the meter isn't possible, internally metered, software-enabled chargers allow for individual billing.

- **Communal parking with shared chargers:**

For buildings with communal parking, chargers can be placed in conveniently available spots close to the electrical supply. This setup provides shared access to charging stations, allowing multiple tenants to use the chargers as needed.

- **No parking available, tenants rely on street parking:**

In buildings where no parking is provided, tenants may depend on public garages or street parking for charging. Curbside charging is a potential solution, which can be installed on utility poles, street lamps, or ballasts, providing access to EV charging for vehicles parked by the curb.

Careful consideration of charger placement is essential to ensure accessibility, fairness, and efficiency, allowing building owners and tenants to maximize the benefits of EV charging infrastructure.

BUSINESS MODELS

A range of business models are available when implementing EV charging infrastructure. The right model depends on factors like the building's ownership structure, parking arrangements, and the level of investment the property owner is willing to make. Property owners can create a profitable EV charging solution by choosing a business model that aligns with resident needs and the property owner's financial goals.

Ownership

Charging station ownership typically falls into two categories: site-host-owned or third-party-owned, though other arrangements are also possible, such as subscription-based options.

- **Site-host-owned:** In this model, you, as the building owner (the site host), purchase, install, and maintain the charging infrastructure. This gives you full control over the stations and any potential revenue generated.
- **Third-party-owned:** Here, the charging infrastructure is owned, installed, and maintained by a third party, minimizing the property owner's responsibilities. In some cases, the site host may earn revenue by leasing the space occupied by the charging infrastructure to the third party.

For more information on these business models, see [Atlas Policy's Public EV Charging Business Models for Retail Site Hosts](#).

Revenue Sources

Property owners have several options to recoup their investment in EV chargers, each with varying levels of involvement and revenue potential. It's important to note that the anticipated electricity costs will likely not exceed \$50 per month per charger, which is enough to cover all the miles for the average EV driver. While ongoing costs remain low, properties may want to implement a pricing strategy to recoup the investment. A few of the most common options include:

Pay-Per-Use: Users pay a fee based on energy consumed, time spent charging, or a flat session fee.	<i>ex: Tenants are charged \$0.20 per kWh to use the charger. Some sites will offer lower costs on nights and weekends if utilizing a time of use rate.</i>
Membership Model: Tenants pay a recurring monthly or annual fee for access to chargers for unlimited use.	<i>ex: Tenants are charged \$25/month on top of rent for unlimited access to on-site chargers.</i>
Integrate with Parking Rent: EV charging costs are bundled into the tenant's parking rent.	<i>ex: Tenants pay an additional \$50/month for a parking space with a dedicated EV charger.</i>
Leasing Revenue: The property leases parking spaces or charging equipment to a third-party operator, who installs and manages the chargers.	<i>ex: A charging company pays the property \$100/month per charger to operate on-site equipment.</i>
Retail Sales Revenue Sharing Agreements: The property partners with a charging network provider to share revenue from public charger use.	<i>ex: The property owner receives 20% of all charger usage fees.</i>

Of course, charging residents for access to the EV chargers is not required; EV chargers can be provided as a free amenity if preferred.

Carefully selecting a revenue model and pricing structure that aligns with tenant needs and property goals will enable property owners to create a sustainable income stream. EV charging pricing varies based on the speed of the charger and location, and it's essential to select prices that feel fair to potential EV-driving customers. The examples above are good starting points for the Michigan residential EV charging market.

CHARGER INSTALLATION CHECKLIST

The following is a list of “to dos” to bring your charging stations to life. Many of the tasks below can be supported by your project team – local utility representative, selected charging vendor, and/or electrical contractor.

PLANNING

- ☐ **Identify Project Partners:**
 - **Local Electric Utility:** Assess installation needs, electrical upgrades, and associated costs as well as rebate programs.
 - **Certified Electrical Contractor:** May also be a charger vendor; provide input on installation and charger selection.
 - **Charging Infrastructure Provider:** Assist with equipment selection, planning, and timeline development.
- ☐ **Assess Resident Demand:** Electric vehicles make up *almost 10%* of new car sales and are expected to continue rising in popularity. A survey can be used to assess current tenant demand for EV charging and inform you about tenant preferences.
- ☐ **Determine Network Requirements:** Decide if chargers need to be networked for utilization data collection and payment processing.
- ☐ **Evaluate Ownership Models:** Compare options for owning, leasing, or partnering on charger infrastructure.
- ☐ **Review Codes and Permits:** Work with your contractors to review applicable building codes, regulations, and permitting requirements before construction begins.
- ☐ **Apply for Incentives:** Submit applications for relevant grants, tax credits, and utility programs.

INSTALLATION

- ☐ **Coordinate with the Utility:** Confirm power requirements, pricing impacts, and any necessary electrical upgrades. If using a utility incentive program, the utility can likely provide a high level of support for many installation tasks.
- ☐ **Select Charging Site Location :**
 - Consider current and future demand for chargers to select the appropriate number of charging spots.
 - With your utility, assess proximity to electrical infrastructure and metering requirements.
 - Ensure access to wireless internet for networked chargers (if applicable).
- ☐ **Select Vendors:** It's recommended to obtain at least three quotes from vendors.
 - **Charging Infrastructure Manufacturer:** Provide chargers and related hardware.
 - **Network Provider (if applicable):** Manage software and payment systems.
- ☐ **Obtain Permits:** Electrical contractors should secure required building and zoning permits.
- ☐ **Plan for Inspections:** Electrical contractors should understand inspection requirements and timelines.
- ☐ **Address Site Needs:** Procure signage, lighting, and security measures for the charging site.

OPERATION

- ☐ **Complete Installation:** Oversee engineering, construction, and permitting processes.
- ☐ **Add to Station Locator:** If the station is open to the public, ensure it is listed in the [Alternative Fueling Station Locator](#).
- ☐ **Plan for Maintenance:** Assess ongoing maintenance needs and keep chargers operational.
- ☐ **Communicate with Tenants:** Provide information to tenants about how to use the equipment properly and EV charging etiquette (for example, if the charger is shared, drivers should move their vehicle once charging is complete).
- ☐ **Train Staff:** Provide training on charger operation as needed.



CASE STUDIES

Owl Creek Apartments, Ann Arbor

This case study was first published in the *City of Ann Arbor's Advancing Sustainability with your HOA or MUD*.

Owl Creek Apartments has designated parking spots for residents and shared parking at the Clubhouse for visitors and residents. When the complex was built, they included two Level 2 EV chargers as an amenity for residents. As more people started using the chargers, Owl Creek decided to look into adding another Level 2 charger and a DC Fast Charger.

However, the existing electrical capacity was insufficient to support more chargers. To overcome this, installed a new transformer connected to a separate electrical service, which involved meeting a lot of safety and reliability requirements. Owl Creek was awarded a \$25,000 rebate for their EV chargers through DTE Energy's **Charging Forward** program. DTE Energy's rebate funding provided crucial support for this project, helping offset the costs associated with the infrastructure upgrades.

The upgraded EV charging stations were completed in 2022 and are now operational. The DC fast charger is open to the public, while the three Level 2 chargers are reserved exclusively for residents. Usage fees for the chargers are helping recover installation, operations, and maintenance expenses.

The Current Apartments, Grand Rapids

The Current Apartments applied for a Consumers Energy **PowerMIDrive** rebate in November of 2024. The project was still in the construction phase when they considered installing EV chargers for residents. Through further conversation with the applicant, it became clear The Current desired 6 charge ports at the apartment complex. The PowerMIDrive program offers up to \$7,500 per every two charge ports, with no rebate cap, meaning they were eligible for a rebate of **\$22,500** for the installation of **6** ports.

After ten months of the complex construction and EV charger installation, the full project was complete by mid-December 2024, with total EV charger project costs coming in at \$22,850. The Current was awarded a rebate of \$22,500, leaving The Current with only **\$350 out-of-pocket** costs!



Hillside Village Townhomes, Kalamazoo

Hillside Village Townhomes applied for a Consumers Energy **PowerMIDrive** rebate in July of 2023. The townhomes had been in business already at the time of the application, and they were looking to retrofit some parking spaces with EV chargers. Given there was no ongoing construction, this installation happened at a faster pace; it took only four months from the initial application to chargers in the ground.

Hillside Village also took advantage of the economies of scale approach by installing four charge ports. Again, because Consumers Energy's commercial L2 programs offer no rebate cap, the Townhomes were eligible to receive two rebates totaling **\$15,000** (\$7,500 for every two charge ports). Hillside Village's total project costs were \$16,447, meaning the PowerMIDrive rebate **covered approximately 91% of the total costs!**



Brush and Watson, City of Detroit

The Brush and Watson development brings nearly 100 new affordable housing units to Brush Park in Detroit, offering a mix of low- to moderate-income housing while providing residents with a luxurious and sustainable living environment. Its prime location provides easy access to walkable spaces in the heart of the city.

The development features an underground parking garage with 80 spaces for residents and their guests, equipped with DTE Energy's largest Level 2 EV charger installation in Michigan. In May 2023, the project received a **\$200,000 grant through DTE Energy's *Charging Forward* program**, marking the program's largest Level 2 charger installation to date.

FAQS

How do I get started with my EV charging project?

As a first step, contact an EV charging specialist, your utility's EV program department, or your trusted electrical contractor. Clean Fuels Michigan members are experts in supporting customers through their EV charging projects, from inception to completion:

- **NXTGEN Clean Energy Solutions**: Provides end-to-end consulting, development, financing, grant writing, and project management for EV charging projects, helping clients nationwide deploy customized, cost-effective, and resilient charging infrastructure. NXTGEN also integrates clean energy solutions such as solar and battery storage to power EV charging systems, further reducing costs and increasing sustainability.
- **Hi-Tech Electric**: Provides expert installation, maintenance, and repair services for EV charging projects, backed by decades of experience serving residential, commercial, and industrial customers throughout Michigan and Indiana.
- **State Electric Company**: Provides expert design, installation, and maintenance for EV charging projects, backed by over 30 years of experience serving residential and commercial customers across Michigan. Contact the State Electric team at (866) 976-8890 or via their website.

Are there liability concerns, and how can I mitigate them?

While there are some liability considerations when offering EV charging, these concerns can be managed effectively with the proper precautions. EV chargers are safe and meet stringent safety standards. **The United States Fire Administration** states that EV charging-related fires are rare compared to gasoline-fueled vehicles and typically result from extreme misuse or improperly installed equipment.

To mitigate liability risks:

1. Ensure your property insurance covers EV charging equipment, including any potential damage or accidents related to charging stations.
2. Include guidelines in tenant leases or agreements that outline proper usage, maintenance, and responsibilities for the charging stations.
3. Conduct periodic inspections and maintenance to keep the chargers in good working condition and ensure they meet safety standards.
4. Install clear signage on how to use the chargers safely and consider including safety features such as emergency shut-off options.
5. If leasing charging infrastructure, work with trusted third-party providers who are responsible for installation, maintenance, and ensuring compliance with safety regulations.

By following these best practices, property owners can minimize risks and provide a safe, reliable charging experience for residents.

How much does equipment, installation, and maintenance cost?

The cost of EV charging equipment, installation, and maintenance can vary widely depending on factors such as the building's age, the type of chargers selected, and the complexity of the installation.

For Level 2 chargers, the equipment typically costs \$500–\$4,000 per plug, with installation adding another \$1,000–\$3,000. However, these costs can increase if the project requires significant electrical upgrades, trenching, or additional infrastructure. Please note that these are general estimates and can vary based on specific project requirements and conditions.

Ongoing maintenance costs depend on the type of equipment, usage levels, and service agreements. Basic maintenance for Level 2 chargers is typically minimal, with the majority of costs being attributed to the electric bill. You can estimate less than \$50 in electrical costs per month per charger, as that's the amount of electricity the average driver needs to cover all their driving.

How do I apply for state grants, federal tax credits, or utility rebates?

To apply for grants for EV chargers, begin by researching available programs and determining what you are eligible for. Review the eligibility requirements for each program, which may include project scope, funding limits, and specific documentation. Once you've identified a suitable program, complete the application by providing the required details, such as property information, project plans, and budget estimates. Your project partners, like the utility, charging hardware provider, or electrical contractor, may be able to help, too.

What's the ROI?

The return on investment (ROI) for installing EV chargers can be significant, depending on the business model you choose. By charging users, you can offset installation, maintenance, and energy costs.

The ROI largely depends on the number of chargers, usage rates, and the pricing model. For example, charging tenants a monthly fee to access the chargers can generate steady revenue. Over time, this income can help recoup the upfront costs.

Overall, the ROI is specific to your chosen solution.

How long does the installation process take?

While the planning and procurement process can take months, the actual installation can be fairly quick. The length of time depends on many factors, such as where your chargers are placed, the number of chargers to be installed, and whether time-consuming construction, such as trenching through concrete, is required.

The parking spots where chargers are placed will need to be car-free during installation to give the electrical team ample space to perform their work.

How many chargers do I need to meet tenant demand?

There's no one formula to determine the correct number of chargers, as it depends on the makeup of the tenants in the building, the electrical infrastructure available, and the project budget. EVs are nearing 10% market share and adoption is expected to continue increasing, so expect tenant demand to increase over time. You can survey your tenants to get a sense of the current demand and then future-proof your upgrades so that additional chargers can be added at the lowest cost. You should install more chargers than the current **10% market share** demands to ensure access if a charger is not working properly and when new tenants are EV drivers.

How do I manage charger access?

Access can be restricted and/or prioritized for tenants through networking capabilities on the charger itself or by using physical barriers (such as a gate). Dedicated parking spots can also be used if you prefer that only one tenant use each charger.

What is the lifespan of EV chargers?

Your charging provider should be able to give you specific information on warranties and expected lifespan.

What happens if a charger breaks or malfunctions?

Modern chargers are designed for durability, and many come with built-in monitoring systems to quickly identify and address minor issues before they escalate. Regular inspections and software updates help ensure chargers remain in good working condition, minimizing the risk of unexpected breaks.

If an EV charger breaks or malfunctions, the response depends on the type of charger, the warranty or service agreement, and the owner's maintenance plan. Minor issues, such as connector wear or software glitches, are typically straightforward and inexpensive to fix. Repair costs can vary for chargers out of warranty, but proactive maintenance can prevent costly problems. By selecting reliable equipment and keeping up with a maintenance plan, owners can maximize the lifespan of their chargers and maintain consistent service for users.

APPENDIX

Additional Resources

- [Alternative Fuels Data Center's Electric Vehicle Charging for Multifamily Housing](#)
- [Charge at Home Initiative](#)
- [Clean Fuels Michigan's Funding Hub](#)
- Clean Fuels Michigan and Michigan Energy Innovation Business Council's [*Transportation Electrification in Michigan: A Policy Roadmap*](#)
- [VCI MUD](#) (Vehicle Charging Innovations for Multi-Unit Dwellings Project)

ADDITIONAL FUNDING OPPORTUNITIES

Your project team (utility representative, electrician, and hardware provider) can help you determine if your project qualifies for any of these incentives:

- **ChargeUp Michigan:**

Focused on developing a statewide network of DC fast charging stations, this program ensures EV users can complete long-distance trips across Michigan and to neighboring states or Canada. Funding is available for qualified DCFC equipment, site preparation, installation, networking fees, and signage.

- **Lake Michigan Circuit:**

A multi-state initiative involving Michigan, Wisconsin, Illinois, and Indiana, this program seeks to build EV charging infrastructure along Lake Michigan's 1,100-mile drivable coastline. Designed to support coastal tourism, chargers will be installed at recreational areas, hospitality businesses, and entertainment venues, offering EV drivers reliable charging and range confidence on scenic vacations.

- **Michigan National Electric Vehicle Infrastructure (NEVI) Program:**

This program funds the deployment of NEVI-compliant charging infrastructure along Michigan's Alternative Fuel Corridors (AFC). Typical NEVI sites include a minimum of four public DC fast charging ports (150 kW) located within one mile of an AFC. These chargers are network-connected and capable of simultaneously charging four EVs.

- **Charging and Fueling Infrastructure Discretionary Grant Program:**

Administered by the U.S. Department of Transportation's Federal Highway Administration, this competitive grant program funds community-based charging projects. Cities like Lansing, Ann Arbor, and Detroit have already received grants under this program. Multifamily housing is one of the eligible use cases for funding.



For more information visit:
www.cleanfuelsmi.org

 [clean-fuels-michigan](https://www.linkedin.com/company/clean-fuels-michigan)

 [@cleanfuelsmichigan](https://www.youtube.com/channel/UC...)