



Electric Vehicle Readiness

Discussion & Possible Action
City Council | August 2025

Electric Vehicle Readiness Timeline

March 2024

- Moab began work with Utah Clean Energy

August 2024

- Planning Commission Discussion 1

March 2025

- Planning Commission Discussion 2

May 2025

- Planning Commission Workshop 1

July 2025

- Review from city attorney
- Planning Commission Workshop 2

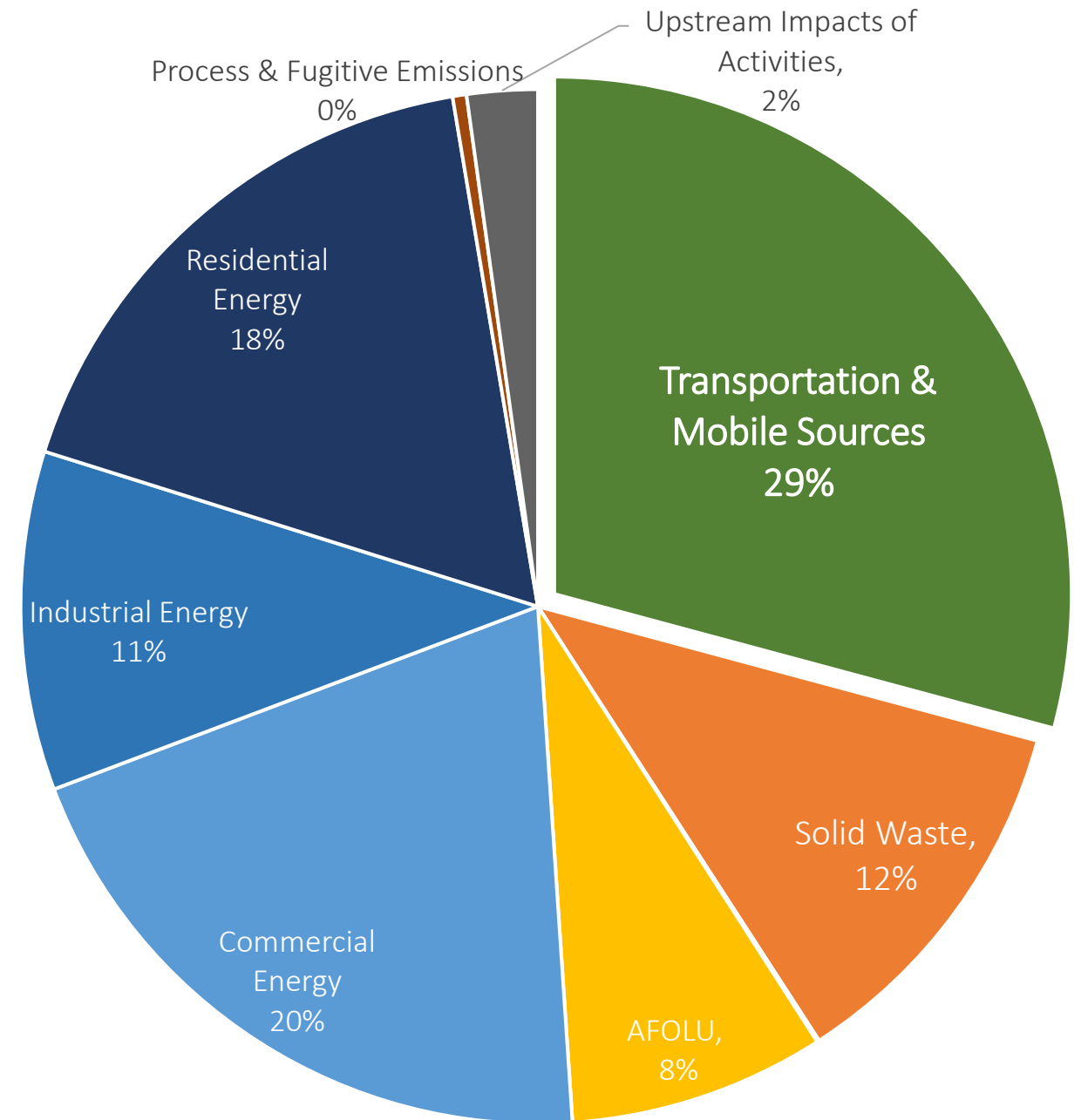
August 2025

- Invited community members with connections to construction, real estate, and EVs to provide comments
- Planning Commission public hearing
- City Council consideration

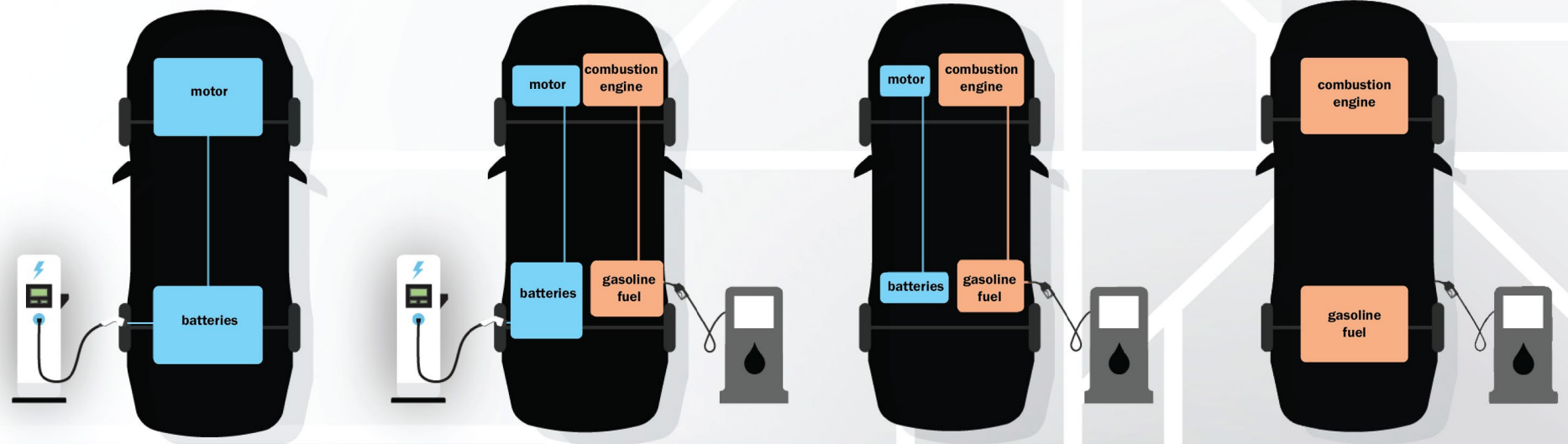
Why EV Readiness?

1. Moab's Goals

- “Promote the use of alternative transportation that is non-polluting or reduces fossil fuel consumption.”
(Moab General Plan, Element 2, Goal 3, Policy 2)
- 80% reduction in greenhouse gases by 2040 (Resolution 13-2017)
- 100% renewable electricity goal to 2030 (Resolution 38-2019)
- Transportation, Goal B: Reduce Transportation Emissions
(Moab Sustainability Plan)



EVs Reduce Emissions & Improve Air Quality



BEV

Battery electric vehicle

Source of energy

All-electric, plug-in

Consumption

Battery pack

Internal combustion engine

No

Tailpipe emissions

No

PHEV

Plug-in hybrid electric vehicle

Source of energy

Plug-in and gasoline

Consumption

Battery pack and gasoline

Internal combustion engine

Yes

Tailpipe emissions

Yes, if combustion engine running

HEV

Hybrid electric vehicle

Source of energy

Gasoline

Consumption

Battery pack and gasoline

Internal combustion engine

Yes

Tailpipe emissions

Yes

ICE

Internal Combustion Engine

Source of energy

Gasoline

Consumption

Gasoline

Internal combustion engine

Yes

Tailpipe emissions

Yes



Adapted from: U.S. Energy Information Administration, Monthly Energy Review, January 2024; <https://afdc.energy.gov/vehicles/electric-emissions>

Why EV Readiness?

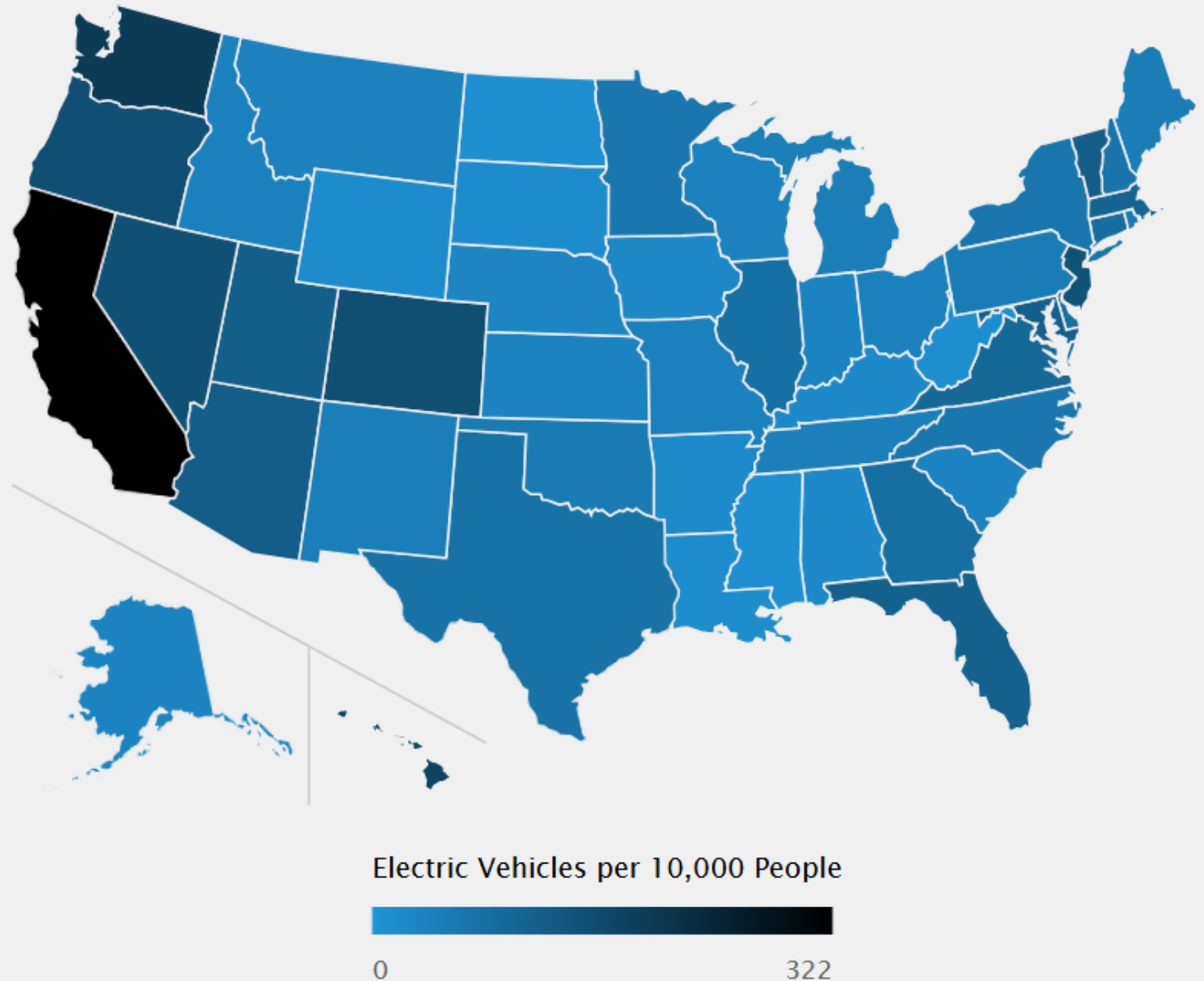
2. Resident Choice

Grand County Registrations

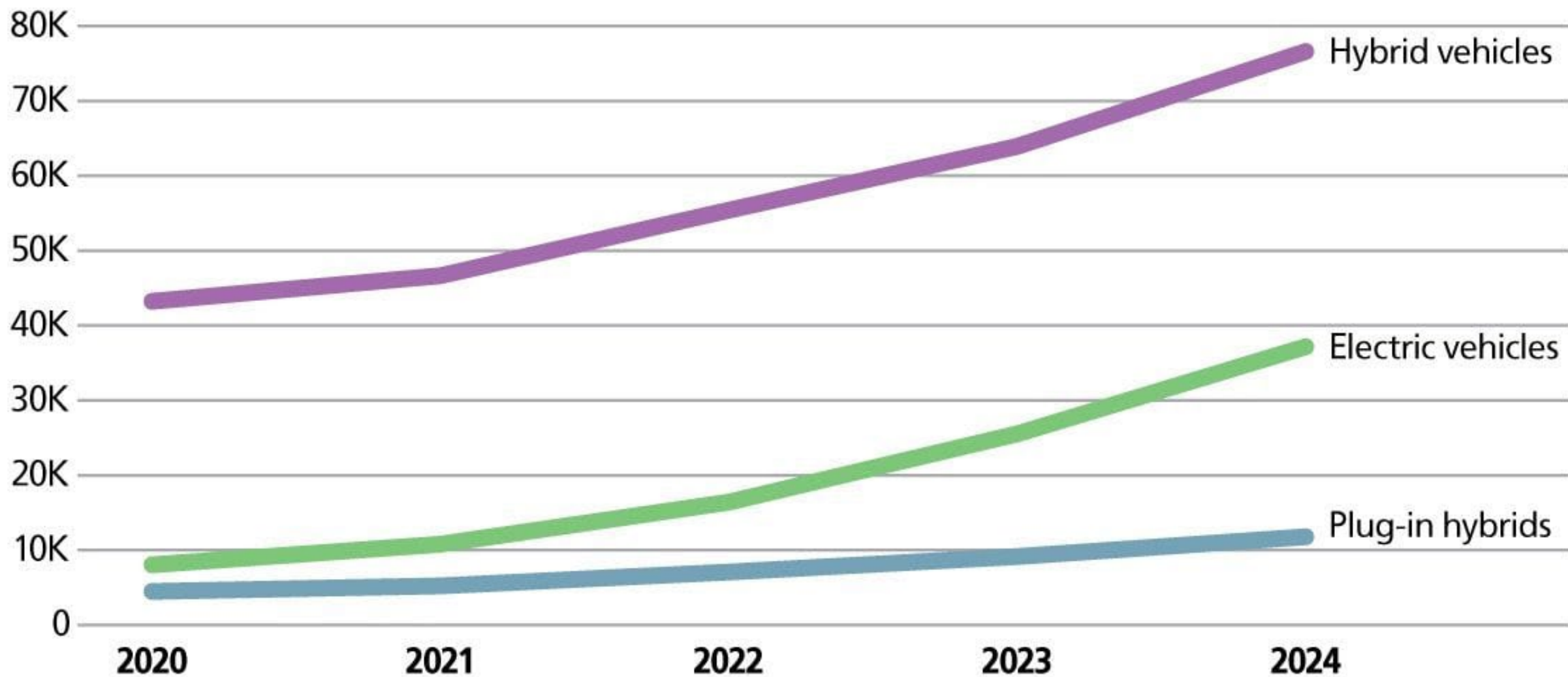
- 1% Electric & Plug-in Hybrids
- 3% Electric, plug-in hybrid, hybrid

Median EV driving range has increased to 283 miles for EVs

Electric Vehicles Registered in 2023



Electric vehicles, hybrid vehicles, and plug-in hybrids in Utah by year



Source: dmv.utah.gov

GRAPHIC BY CHRISTOPHER CHERRINGTON | *The Salt Lake Tribune*

Practicality of Charging

According to the US Department of Energy:

- 80% of EV charging happens at home

According to Moab Census Data:

- 58.5% of housing is owner occupied
- 41.5% of housing is non-owner occupied

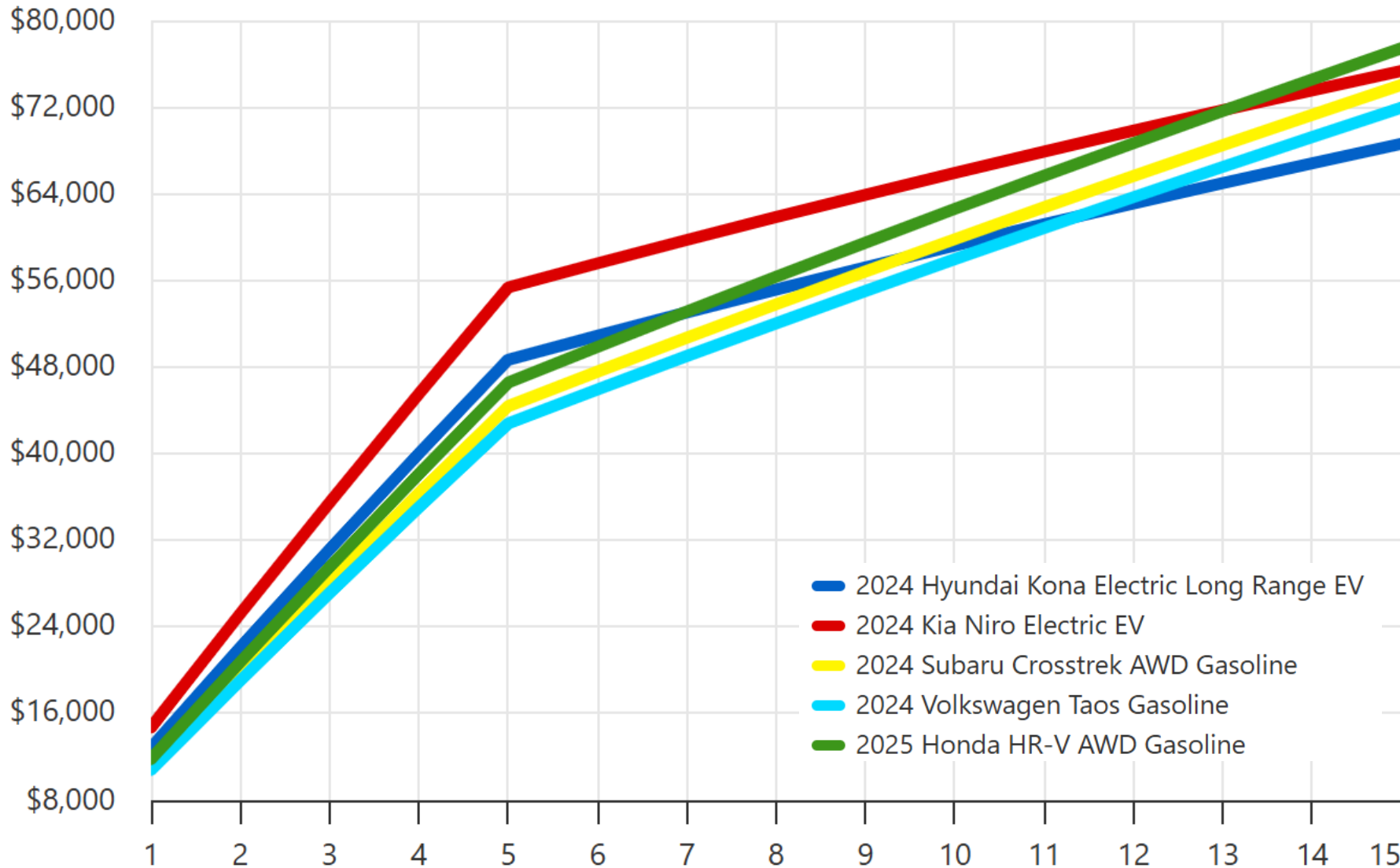


Why EV Readiness?

2. Resident Choice

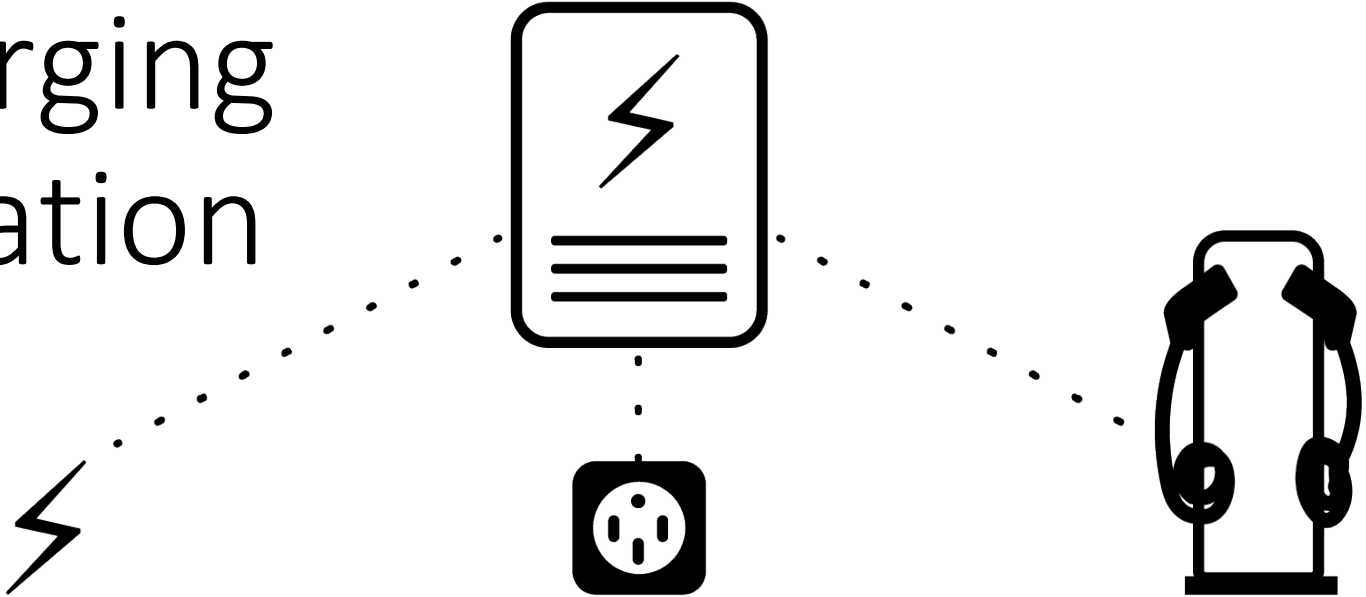
3. Saves money over car life

Cumulative Cost of Ownership by Year (Dollars)



This graph shows the cumulative cost of ownership by year for each vehicle, including fuel, tires, maintenance, registration, license, insurance, and loan payment. The tool assumes a five-year loan with a 10% down payment. Year one on the graph represents the 10 percent down payment plus the first year's total operating costs. For more information on this graph and other calculations, see the [assumptions](https://afdc.energy.gov/calc) page. <https://afdc.energy.gov/calc>

EV Charging Preparation



EV-Capable

- + Electrical panel capacity
- + conduit
- + branch circuit

EV-Ready

- EV-Capable
 - + 240-volt outlet
- A resident could charge here with a cord set.

EVSE-Installed

- EV-Ready
- + installed charger

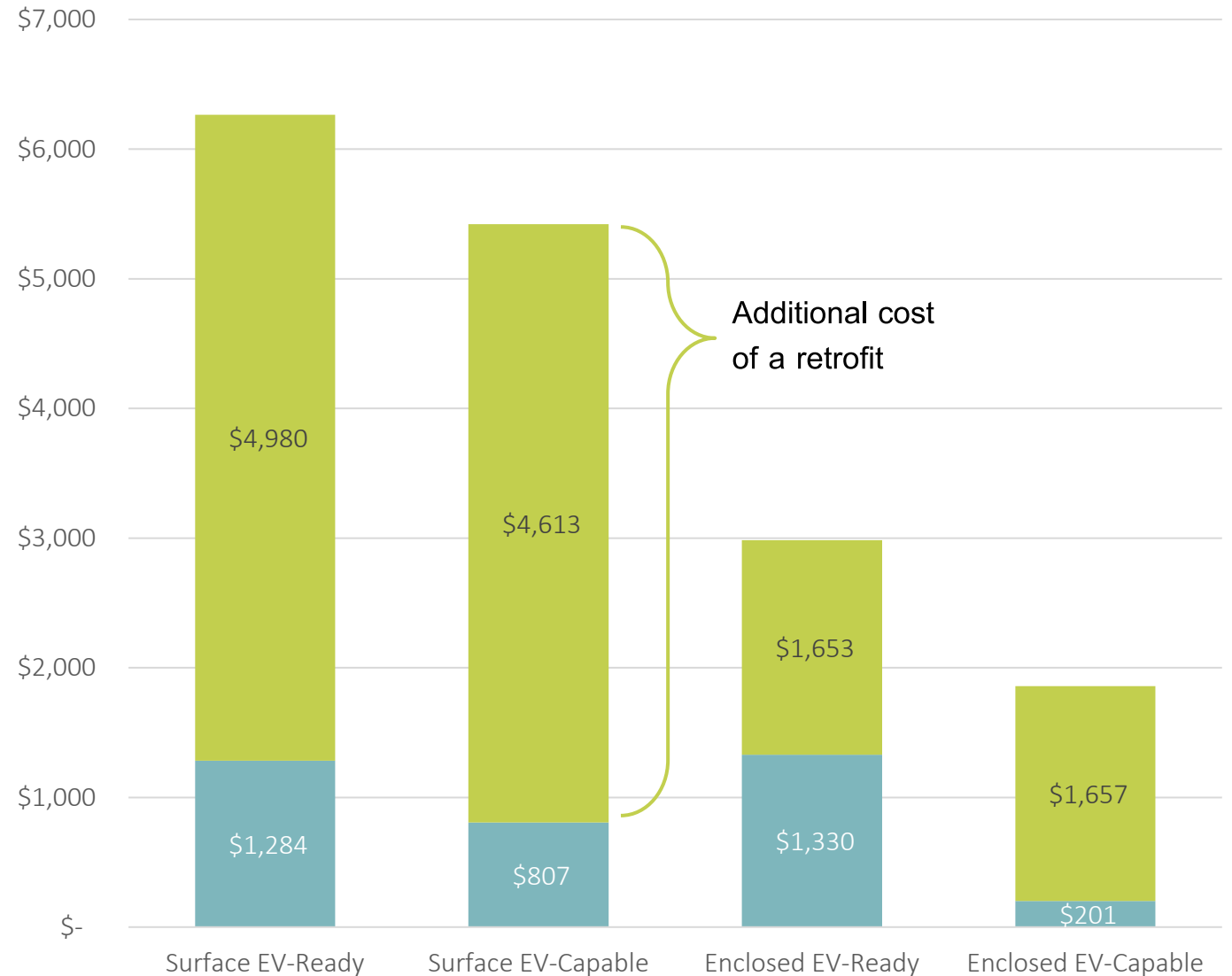
Why EV Readiness?

4. The least expensive installation is during construction

1. Reduces charging as a barrier to driving an EV
2. Avoids the cost of retrofits, e.g.
 - Upgrading electrical
 - Running conduit through existing hardscapes

Cost per Parking Space

24-vehicle parking lot with two PEV parking spaces in Oakland, California



Code Comparison

Jurisdiction	Year	Single-family	Multi-family	Commercial*
IECC Appendix	2024	<ul style="list-style-type: none"> 1 EV-Capable, Ready, OR Installed Space per dwelling unit 	<ul style="list-style-type: none"> 40% EV-Capable, Ready, OR Installed Spaces, by dwelling units or parking spaces, whichever is less 	<ul style="list-style-type: none"> 0-75% EV-Capable 0-5% EV-Ready 1-20% EVSE-Installed
Salt Lake City	2023	0	<ul style="list-style-type: none"> 20% EV-Ready 1 EV-installed/25 on-site parking spaces 	0
Moab		Incentive on permit review	<ul style="list-style-type: none"> 10% EV-Capable 10% EV-Ready Where fewer than 10 units, then one EV-Ready space 	0

* The low range is for storage, and the high end is for short-term residential.

Ordinance Outline

- **General Provisions**
 - Why this exists
 - Where it applies:
 - Multi-household dwellings
- **Definitions**
- **General standards**
 - What the code requires
 - Multi-household dwellings
 - 10% EV-Capable
 - 10% EV-Ready
 - Single- and two-household
 - Incentive
- **ADA**
- **Fire and Safety**
- **Maintenance**
- **Capacity Requirements**
 - EV Capable
 - EV Ready
 - EV Installed
- **Review Procedures**
- **Enforcement**