



INSTALLING ELECTRIC VEHICLE CHARGING STATIONS: A Guide for Congregations



Mennonite Church USA
Climate Justice Ministry



ABOUT MENNONITE CHURCH USA'S CLIMATE JUSTICE MINISTRY

Mennonite Church USA is an Anabaptist Christian denomination, founded in 2002, and a recognized peace church. Members seek to follow Jesus by pursuing peace and justice. In 2023, MC USA initiated a Climate Justice Ministry, building on the work of the former Mennonite Creation Care Network. In a time of a shifting global climate, MC USA's Climate Justice Ministry seeks to support congregations and conferences of Mennonite Church USA in seeking healing and justice for all people and all creation.

climatejustice.mennoniteusa.org

Please contact us with ideas, comments or suggestions!
climatejustice@mennoniteusa.org

Donations:

Donate online [here](https://mennoniteusa.org/give/cj). mennoniteusa.org/give/cj
 Or send a check to:
 MC USA Climate Justice Ministry
 718 N Main St
 Newton, KS 67114

TABLE OF CONTENTS

Acknowledgements	2
Introduction	3
Why install electric vehicle chargers	4
Ethical concerns about EVs	6
Congregational process	8
Logistics	9
Financing ideas	13
Celebrate!	16
Resources	17

Scan to view all linked resources in this guide.



ACKNOWLEDGEMENTS

About the researcher/writer:



Karla Kauffman

Karla Kauffman is from Kalamazoo, Michigan, and has a longstanding interest in living more in harmony with the earth. She researched and wrote Mennonite Creation Care Network's *Solar Guide for Churches* and developed *Here Today*, a curriculum for elementary students about endangered species. She attends Kalamazoo Friends Meeting and is exploring the many climate-focused groups in Kalamazoo.

About the donor:



Russell De Young

Russell De Young, of Yorktown, Virginia, is the donor whose vision and generosity has provided grants to Mennonite Church USA churches to support installations of electric vehicle charging stations and solar panels, since 2016. He has also funded the writing of this booklet. De Young believes in you! He believes that if small Mennonite churches can prove they are able to attain net zero energy use, the rest of the world will follow! May it be so.

Churches and camps interviewed for this booklet:

Assembly Mennonite Church, Goshen, Indiana
 Camp Friedenswald, Cassopolis, Michigan
 East Chestnut Street Mennonite Church, Lancaster, Pennsylvania
 Landisville (Pennsylvania) Mennonite Church
 Laurelville Retreat Center, Mt. Pleasant, Pennsylvania
 Red Run Mennonite Church, Denver, Pennsylvania

Glenn Gilbert
 Jonathan Fridley
 Marlisa Yoder Bontrager
 Jon Rudy
 Robby Emerson
 Kevin Weaver

INTRODUCTION

“What can we do?” This is a question that churches frequently ask when considering the complex array of problems we are facing in the midst of the earth’s changing climate.

Mennonite Church USA’s Climate Justice Ministry seeks to resource congregations and conferences practically and theologically, as they seek to follow Jesus in a climate-changed world. We recognize the urgency of reducing greenhouse gas emissions in order to stabilize our climate. To ensure a just and habitable world for future generations, we must change the way we live — from our transportation habits to the efficiency of our buildings, how we relate to land and animals, how we eat, and how we deal with waste. And for these changes to be long-lasting and just, we must tend to the theological and spiritual foundations that shape how we relate to Creator God, our human neighbors and the whole of creation.

The journey toward climate justice can seem daunting, especially if we’re trying to go it alone. But when we work — and worship and play! — together along this path, we can sustain meaningful change! There are many practical steps that congregations can take to seek healing and justice for people and the earth. Supporting the shift away from fossil-fuel consuming and greenhouse-gas-emitting internal combustion engine vehicles to electric vehicles is one such step. Electric vehicles are quickly becoming more affordable and accessible. But a gap remains in people’s knowledge about EVs, and the availability of charging station infrastructure is limited, especially in rural areas. Churches can help fill these gaps in information and infrastructure.

Due to the generosity of Russell DeYoung, who established the Pam DeYoung Net Zero Energy Grant, in memory of his late wife, MC USA is able to help financially support congregations, as they install EV charging stations. And with this guide, we hope to answer some of the questions — both ethical and practical — that congregations may be asking, as they consider installing EV charging stations.

We are glad you are here! May the Spirit of Christ grant you courage, strength and joy, as you seek justice for God’s beautiful and groaning earth and all who dwell in it.



Karla Stoltzfus Detweiler

Climate Justice Coordinator for Mennonite Church USA



WHY INSTALL ELECTRIC VEHICLE CHARGERS?

The next few years are pivotal in lowering global greenhouse gas emissions, including carbon dioxide. According to the Intergovernmental Panel on Climate Change, we need to significantly reduce our greenhouse gas emissions in order to limit global warming to the point of sustaining the long-term habitability of our planet. *

Transportation produces about 15% of world-wide carbon dioxide emissions. But in the U.S., transportation produces almost 30% of these emissions, which is more than any other source. Reducing emissions will require changing our transportation systems and our habits. Driving less and using EVs, when driving is necessary, can make a big impact on reducing these emissions.

One effective approach for churches to care for the earth and improve the health of your neighbors is supporting the use of electric vehicles through providing EV charging stations.

- By installing EV chargers, your church demonstrates a commitment to creation care and participates in climate change mitigation.
- The lack of emissions associated with EVs makes their use helpful in promoting environmental justice, via cleaner air for neighbors, near and far.
- Having EV chargers available at your church creates an opportunity for outreach and makes your church a welcoming presence to community residents.
- Readily visible and accessible EV chargers encourage car drivers to consider switching to electric vehicles.
- EV chargers provide safe and reliable power for EV owners whose homes don’t have charging access.
- EV chargers can help maximize the use of electricity generated by on-site solar panels.
- EV chargers can generate income for your church, depending on what payment level you require for use.



Most religious traditions have a mandate to care for all of creation, and as Mennonites, we take this mandate seriously. The Mennonite Church’s “Selected Statements Related to Care of Creation” collates creation care quotes from the 1995 “Confession of Faith in a Mennonite Perspective,” for easy reference. Your conference or congregation may also have creation care statements.

* View World Resource Institute’s summary of the 2023 IPCC Report on Climate Change here: <https://www.wri.org/insights/2023-ipcc-ar6-synthesis-report-climate-change-findings>.

Marlisa Yoder Bontrager, of East Chestnut Mennonite Church in Lancaster, Pennsylvania, says the charger “literally puts the congregation on the map. New people often cite three reasons they connect with us: our affordable housing nonprofit, Monday evening community meals and environmental care — the charging station. Part of our mission is to ‘contribute to the well-being of Lancaster City and the wider world.’ The charger connects care for the environment and our mission.”

“THE CHARGER CONNECTS CARE FOR THE ENVIRONMENT AND OUR MISSION.”

EVs are at the cutting edge of technology now — as they were 150 years ago!

EVs are as old as the telephone. In the early 1900s, EVs were more common than gasoline-powered internal combustion engine vehicles. However, Henry Ford’s assembly line Model T, which used gasoline instead of electricity, was less expensive to produce. The internal combustion engine ruled through the 20th century.

More EV chargers needed

To make EVs practical, more charging stations are needed for people to be able to recharge their batteries. The National Renewable Energy Laboratory (NREL) calls EV chargers “the country’s next great public works project... helping to make convenient, reliable, and affordable charging a reality” for everyone.*

In 2024, there was one public EV charger for every 20 EVs in the U.S. Charger installation is not increasing as quickly as EV sales. The NREL estimates that, by 2030, 30-42 million EVs could be on the road, with 26-35 million charging ports to support them.

Englishman Thomas Parker in his electric car in 1884



*Read more about the need for more charging stations here: <https://www.nrel.gov/news/program/2023/building-the-2030-national-charging-network.html>.

ETHICAL CONCERNS ABOUT EVs

As people of faith, it’s important to consider the human and environmental impacts of our actions. While, overall, EVs are cleaner than internal combustion engine vehicles, radical healing for people and the planet requires humans to learn new transportation habits — driving less, while seeking cleaner modes of transportation. Your congregation may wonder about the following ethical questions, as you explore installing an EV charging station.

1 How might mining and EV manufacturing affect human health and the environment?

EV production uses more energy, mining and water than internal combustion engine vehicles do, producing significant emissions. However, after manufacturing is complete, the direct environmental impact of an EV is the source of its electricity. With only a couple of years of use, an EV will have produced fewer overall emissions, including those produced by manufacturing, than an internal combustion engine vehicle with a similar rate of use.

Lithium is the main ingredient in lithium-ion batteries, which are much heavier than the drivetrain of an internal combustion engine vehicle. Companies are searching for lithium sites across the world, increasing mining significantly. Mining harms habitats and uses vast amounts of water, lowering nearby water tables and increasing drought conditions, destroying habitats for many species, as has happened in Chile’s Atacama desert and the U.S. southwest.

Like oil, coal and natural gas sites, mining sites for EV minerals are often near communities with less political power. People, animals and plants are harmed, displaced and killed. Migration increases.

Both EVs and internal combustion engines raise environmental justice concerns. It is our responsibility, as a church community, to consider the impact our travel has on human and more than human communities when promoting any mode of transportation.

2 What are EV mining effects on Indigenous peoples?

Indigenous groups around the world have historically received many of the harmful effects of mining and few of the benefits. Indigenous land rights are routinely ignored, as companies petition governments for mining rights. The search for lithium sites is currently following this pattern.*

Interfaith Power and Light says, “Over half of critical battery minerals [lithium, copper, nickel, cobalt] are on Indigenous lands. ... Abandoned hardrock mines in the United States ... expose communities, especially Indigenous groups, to toxic mining waste. ... This is a direct result of ... the General Mining Act of 1872 ... [which] still governs hardrock mining on 350 million acres of federal public lands.”**

Some states and organizations are trying to change these practices. California passed a law redirecting some future mining profits toward local communities where lithium brine extraction has been planned.

*This article by ICT News describes concerns about the impact of proposed lithium mines on nearby Indigenous communities: <https://ictnews.org/news/tribes-face-uphill-battle-to-defend-sacred-land-against-lithium-mining>.

**For further study, see Interfaith Power and Light’s policy position paper on electric vehicle critical minerals: [Policy Positions | Interfaith Power and Light](#).

3 Do only the wealthy benefit from having EVs?

Everyone benefits from cleaner air and an overall healthier environment. In the past, most EV owners have been more wealthy, but that is changing. Used EVs, government incentives and lower prices have made EVs more affordable, as they move from the “early adopter” stage to mass market consumption.

4 Some hopeful potential...

- ▶ Batteries of the future are projected to weigh less and utilize significantly more recycled and recyclable minerals. Solid-state and lithium metal batteries are two such types of batteries being developed for this use.
- ▶ We can support better laws. As of October 2024, the Clean Energy Minerals Reform Act of 2023 has been introduced to the U.S. House of Representatives but has not yet been voted on. Mennonite Central Committee says, “The Clean Energy Minerals Reform Act (H.R. 3495, S. 1742) would update the 1872 Mining Law to mandate strong environmental protections for water and land resources, and protect tribal sacred sites.” Let your congressional representatives know that you support this legislation, and others like it!*
- ▶ We can bike, walk and use public transportation, when possible. Every activity takes energy from somewhere. In our efforts to live more environmentally friendly, honoring that energy may mean using less of it and finding alternative ways of accessing it.

In her book, “So We and Our Children May Live,” author Sarah Augustine, a Mennonite of Pueblo descent, says, “We can live on this earth without resource extraction.... We must find the courage to acknowledge Reality glimmering everywhere around us, embodied by the Creator. **And we must have the courage to join together to imagine, create, and construct, with hope and humility, systems that pursue life.**”**

*Learn more about advocacy opportunities at:
<https://mcc.org/campaign/support-environmental-protections-mining>.

**Sarah Augustine, “So We and Our Children May Live,” Herald Press, 2023, pp. 262-263.

Photo by Roman Koester on Unsplash



CONGREGATIONAL PROCESS

Often, the congregation will become familiar with the idea of installing an EV charger because one person with interest or experience with EV chargers starts the conversation. For larger congregations, after discussion and planning, the church’s creation care or justice committee will often be the group that gives the official approval. The grounds committee may be able to help identify the location, install electricity to the charger and arrange signage. A church member with electrical skills or a hired electrician will be instrumental in the actual installation.

For smaller congregations, this process may be more streamlined, with only church leadership or a singular committee making most of the decisions.

Your congregation’s statements and actions about creation care, justice, peacemaking or missions may provide guidance for exploring EV chargers. We included a “Resources” section at the end of this guide, with a list of people who have volunteered to share their experiences with you, should you ask.

Additional resources for congregational conversations

- ▶ Building the 2030 National Charging Network
<https://www.nrel.gov/news/program/2023/building-the-2030-national-charging-network.html>
- ▶ California Interfaith Power & Light: detailed info on EV chargers
<https://www.interfaithpower.org/electric-faith/>
- ▶ Climate & Community Institute: information on lithium and other environmental issues
<https://www.climateandcommunity.org/transportation>
- ▶ Electric Vehicle Association: a volunteer organization that accelerates the adoption of EVs
www.myeva.org
- ▶ Electric Vehicle Myths
www.epa.gov/greenvehicles/electric-vehicle-myths
- ▶ How much EV charging do I need in my area?
https://afdc.energy.gov/evi-x-toolbox#/evi-pro-ports?region_type=state
- ▶ International Panel on Climate Change Sixth Assessment Report, Transport Chapter
<https://www.ipcc.ch/report/ar6/wg3/chapter/chapter-10/>
- ▶ Making Sense of the Crisis: a video lecture by climate corruption journalist Rachel Donald
<https://www.planetcritical.com/p/making-sense-of-the-crisis>
- ▶ Plug In America: a nonprofit organization with a mission to accelerate the transition to affordable and accessible plug-in vehicles and charging
<https://pluginamerica.org>
- ▶ “So We and Our Children May Live: Following Jesus in Confronting the Climate Crisis” by Sarah Augustine and Sheri Hostetler, Herald Press, Harrisonburg, VA, 2023.

LOGISTICS

Charging an EV or hybrid plug-in is similar to charging other electronics. A cord connects the car to the power source. Here are some logistical items to consider:

1 Site

When choosing a site, consider your purpose for installing an EV charger. Who do you hope will utilize it: congregation and staff, the community, commuters, travelers, or all the above?

If you only plan for congregants to use the charger, you may be able to place it in a more obscure location. But if you want the charger to be available at night for your EV-owning neighbors, it may need to be in a more obvious location. Rural areas have fewer chargers, so this may be an outreach opportunity for rural congregations, especially if they are located near a highway.

Other site considerations include:

- How accessible is your off-street parking for electric connection?
- How many cars would you like to be able to charge at one time?
- Do you want the charger to be usable at all hours? Some funders may require this. If so, you may want to place it in a well-lit location.
- Security can be an issue. How often are your congregational members at this site?
- What may be your church's future needs? If you are doing a construction project, such as building a parking lot with conduits underneath, it would be good to install the highest amperage cable your system can handle.
- We recommend placing a strong pole in front of the charging station to prevent damage from vehicles.

2 Types of chargers and electrical needs

A charging station is the entire piece of charging equipment. A charging port is the part of a station where the cable makes contact. There are three levels of charging stations, or chargers, numbered from lowest voltage — Level 1 — to highest voltage — Level 3.

Level 1: 120-volt AC outlet	Charging load: 1.4-1.9 kW	3-5 miles of range per hour
Level 2: 208-240-volt AC outlet	Charging load: 2.5-19.2 kW	10-20 miles of range per hour
Level 3: 400-800-volt DC outlet	Charging load: 50 kW	20 miles of range per minute

Level 1 and Level 2 chargers can be installed at home; Level 2 and Level 3 chargers are available in public places. Level 2 chargers can be installed practically anywhere. Level 3 chargers provide quick public charging and are significantly more complex and expensive. Not all EVs can use Level 3 charging. Level 3 is a fast-emerging technology, so change is the constant.



Level 1



Level 2



Level 3

Photos from Russell De Young

3 Type of connectors/cables

New EVs usually come with a cable for Level 1 charging. Level 2 and 3 chargers have attached cables for the EV. Teslas often need an adaptor, but by 2025, most charging stations are projected to be compatible with Teslas.

Most chargers only charge one vehicle at a time, but dual EV chargers can split the current, so that two cars can charge at once, but only charge half as quickly.

EV charging cables are available in four setups, or “modes.” These are different from the 3 Levels above.

Mode 1 cables are for light EVs, such as scooters and e-bikes. These are not for electric cars.

Mode 2 cables may come with new EVs. These plug into a standard 120-volt wall socket and are slow.

Mode 3 cables are common in public stations, as well as home charging.

Mode 4 cables, for DC fast charging, are connected to a dedicated high-voltage charging facility.

4 Choosing your charger: To buy or not to buy

A wide variety of EV chargers are available at retail stores and online. A tech-savvy person or an electrician can research your best fit. Here are two websites for finding high quality chargers:

[Energy Star Certified Electric Vehicle Chargers.](#)

[The Best Electric Car Chargers of 2024.](#)

Stand-alone Level 1 and 2 chargers can be owned by the church. Usually, their energy is offered for free or for donation. They can be advertised on digital maps through sites like [PlugShare](#) or [EVConnect](#).

Networked chargers are usually Level 2 or 3 and are for public use. They are connected to a digital network for credit card payments, usage tracking and more. The network's administrative company owns and installs them. The host pays an ongoing fee. You may want to ask the manufacturer about arrangements for paying for charging; exemptions from charging certain users, such as church members; the difficulty and cost of servicing, such as replacing the cable; and whether the unit can be hard-wired.

Mennonite hosts tend to own stand-alone chargers, although some are exploring networked chargers, as they begin to absorb unwanted costs.

Many stand-alone chargers can be adjusted to be networked, but this change may only be available within the warranty period.

Information on open and closed networks can be found

[NovaCharge's website.](#)



5 Power sources

Most EV chargers plug into the local electric grid, but there are some solar options, on- and off-grid:

- Solar gardens, or arrays, that your utility company utilizes can often be supported for an extra fee.
- Several Mennonite congregations have installed solar panels that produce extra energy. EV chargers can be coupled with these solar panels to use excess energy. If your building has solar, consider looking at your utility bills and solar production to see if they line up.
- Solar-powered EV chargers are also an option. Saint Vincent College, in Pennsylvania, installed a Smartflower Solar EV charger, with financial help from their energy utility company.

Here are two other websites where you can find more information about solar powered chargers:

[Solar EV Charging](#)
[Charging EV with Solar: A Sustainable Solution](#)

Assembly Mennonite Church, in Goshen, Indiana, “overestimated how many [solar] panels [they] needed and have been producing more electricity than [they] use. The congregation thought it would be a good idea to share some of [their] electrical ‘wealth’ with the community, by supplying a free electric vehicle charging station,” said Naomi Roots, administrator at Assembly Mennonite Church.

6 Costs for installation, hosting and maintenance

Costs include:

- Preparing site: trenching, conduit for wiring, paint parking spots, protective pole.
- Wiring: The highest amperage your electrical system can hold will speed up charging.
- Charger and shipping costs.
- Signage: On-site signage for Mennonite hosts has ranged \$30-\$100.
- Lighting, if relevant: installation and monthly energy bill.
- Labor: We recommend using an EV-certified electrician to install the charger.
- Electricity, if no fee is required.*

For the Mennonite institutions interviewed, the one-time cost of a single Level 2 charger ranged \$650-\$5000. Level 1 chargers are less expensive.

Hosting and long-term costs include: maintenance, repairs and paying a designated person to oversee earnings, whether through the networking company, donations or other sources.

See the “Financing” section for financing ideas.

7 Zoning ordinances, permitting

Most cities do not regulate EV chargers on private property, other than requiring permitting for electrical upgrades and trenching — which may require a stormwater permit. Zoning officers recommend that you call city or county offices to check in on any local government guidelines. Your jurisdiction may want to come out for an inspection.

Also, your area may have a plan for EV infrastructure. Your local zoning officers could tell if your plans may dovetail with their designs.

*For more information on electricity usage of EV chargers, see: [Charging EV with Solar: A Sustainable Solution](#) and [How much electricity does an electric car use? | Edmunds.](#)



Michael Pointner

8 Publicity

Ask yourselves, who do you want to serve?

For congregants, in-house announcements and a small sign by the charger should be sufficient. For the community, publicity, such as a public event, news release and street signage indicating the location, will help.

For travelers, congregations often share their information on [PlugShare](#), [EVConnect](#) or other apps, which puts the church’s address and instructions on a digital map.

9 Maintenance

So far, the congregations interviewed have experienced very few problems. EV chargers are expected to last 5-15 years, with Level 1 having the shortest lifespan, depending on the quality of parts; how often they are used; whether they are sheltered from heat, snow, ice and rain; and how often they get cleaned.



EV Box at East Chestnut Mennonite meetinghouse
Lancaster PA
Photo: Blaine Shahan

FINANCING IDEAS

Funding

Many nonprofits source their funding for EV chargers from multiple places. Some seek advice from energy consultant companies, as well. Your funding sources may dictate what certifications the installer needs. Many funding opportunities have expiration dates, so pay attention as you gather your funds.

Businesses

- **Green Banks:** There are 20+ Green Banks in the U.S. that use financing — loans, not grants — to assist in the transition to clean energy and fighting climate change. Does your state have a [Green Bank](#)?
- **Utility company:** Many utility companies are mandated to offer energy-saving incentives. The use of solar gardens may be an option, as well.
- **Manufacturers:** The charging station manufacturer may offer discounts to nonprofits.
- **Energy Consultants: Consider a conference-wide project!** Energy consultant companies can assist in finding helpful installers. The United Methodist Church's Baltimore-Washington Conference has [developed a program](#) with consultants, to help their congregations install EV chargers.

Congregational funding

- **Committee budget:** Buildings and grounds, missions, or peace and justice committees may have funds they can contribute to the project.
- **Gas tax:** Some congregations' members contribute to a gas tax fund for using their own vehicles. If your church participates in this, use these contributions to fund your EV chargers.
- **Fundraising:** Creative fundraising projects include: art contest, concert for “good energy,” car washes, EV Expo, capital campaign.
- **Individual donors:** For some institutions, individuals have offered to pay for all or part of the project.
- **Leave a legacy:** Some members provide funding for creation care in their will.

Federal Government

The 2022 Inflation Reduction Act offers rebates to nonprofits for alternative energy projects that they place in service before 2033. The Alternative Fuel Vehicle Refueling Property Credit is the relevant rebate for EV chargers. This credit “[pays 6% of the price of electric vehicle charging infrastructure installed in low-income and non-urban areas](#).” The credit can increase to 30%, if certain prevailing wage and apprenticeship requirements are met.” Houses of worship will receive the credit as a rebate.

Find more information about the Inflation Reduction Act:

- » **Interfaith Power and Light** has excellent information for faith communities on the [Inflation Reduction Act](#), and about [federal funding for electric vehicles](#).
- » The Inflation Reduction Act created [two new tax credit delivery mechanisms](#) — [elective pay](#), or direct pay, and [transferability](#) — that enable non-profits and other entities to take advantage of clean energy tax credits.
- » Details on the Alternative Fuel Vehicle Refueling Property Credit: <https://www.irs.gov/credits-deductions/alternative-fuel-vehicle-refueling-property-credit>
<https://electrificationcoalition.org/resource/direct-elective-pay-under-the-ira/>

State Government

Your state government may offer financial assistance. Search for your state and “EV chargers” on [this database](#) to find out.

Income from users

Public EV charging stations often request payment through donation requests, monthly subscriptions, pay-per-use, or they offer the service free-of-charge.

- **Donations:** Some Mennonite hosts ask for digital donations from the public and congregation members. Churches have reported that congregational support has been satisfactory, but digital requests to other users has not yielded their expected income.

On [East Chestnut Mennonite Church's PlugShare](#), they say, “Please donate \$2/hour to help cover the cost of charging. Signs by the chargers have a QR code to make it fast and easy.” They also have a sign by their charging station, asking for payment.

Red Run Mennonite Church requests that members who use the chargers donate to the congregation's Green Fund, which will, in turn, help members buy EVs.

Bethel College, in North Newton, Kansas, has a link on Plugshare for their two Level 2 solar-charged units. They provide a link to make the requested donation.

Monthly Subscription

Most networked chargers use a monthly subscription method.

Pay-per-use

Site hosts can choose how to require payment. For example, the city of Goshen, Indiana, charges \$1/hour for the first four hours, then makes it more expensive, encouraging owners not to stay long. This article includes a table of [popular charging networks and their prices](#) per kWh.

Nonprofits and grants

- [The Pam DeYoung Net Zero Energy Fund](#) offers up to \$1800 for congregations to install EV chargers.

Interfaith Power & Light:

[Cool Congregations Challenge](#): Congregations can apply for a cash award, ranging \$500-\$1000, in the EV category of Interfaith Power & Light's annual Cool Congregations Challenge. The deadline to apply is Dec. 15, annually.

[State Interfaith Power & Light affiliates](#): Use the “Find your state” link, to view Interfaith Power & Light's 40 state affiliates. Call and ask if your affiliate has programs not listed on the website. Even if they don't, your phone call might incentivize them to find resources.

- **Nonprofits across the U.S.** help fund congregational EV chargers or may know of resources to help. An internet search of your state and “nonprofit” and “EV charger” may lead you to organizations that can help. For example, [Evolve KY](#) is “interested in ... helping spread the adoption of EVs by increasing the number and variety of charging options in the Kentuckiana region.”



Alternative ways to make an impact

Sometimes these funding options may not provide enough assistance for a congregation to afford the installation and operation of a proper EV charging station. Here are some other ways that churches can make an impact, even without an EV charger:

- Buy electric implements: Lawn care equipment and small transport comes in electric options. E-bikes, scooters, lawnmowers, trimmers and golf carts can often be charged at a 120-volt outlet.
- Offer your regular 120-volt outlets for EV charging, a plan that is being considered by other organizations, like Laurelville Retreat Center.

CELEBRATE!

COMMUNICATE HOW EV CHARGERS CONNECT WITH YOUR MISSION

Though it may seem like a small project, your EV charging station installation is worth celebrating!

A community event or news release can share both the good news that the new chargers are available for use and why you have made this effort. Make it fun! Consider working with local businesses to offer test drives for EVs or provide E-scooters and electric mowers for visitors to try out. This can help participants become more comfortable with EVs and your congregation. Oak Grove Presbyterian Church, in Bloomington, Minnesota, [held an EV Expo](#). Use their story as inspiration, and you may even be able to raise funds this way!

“Mel” from Unsplash

Andrew Roberts



RESOURCES

We are grateful to the congregations and camps who shared information from their experiences. Feel free to reach out to anyone on the following list to hear about their experiences with EV charging stations; they are all willing to share their perspectives.

Assembly Mennonite, Goshen Indiana

Type of EV charging station: A stand-alone Level 2 dual port charger, powered by their solar photovoltaic system.

Contact Glenn Gilbert at ggilbert1301@gmail.com.

East Chestnut Mennonite, Lancaster Pennsylvania

Type of EV charging stations: Two single-port, stand-alone Level 2 chargers. Exploring changing to a networked system.

Contact Marlisa Yoder Bontrager at yo.bo@verizon.net.

Camp Friedenswald, Cassopolis, Michigan

Type of EV charging stations: Two single-port, stand-alone Level 2 chargers.

Contact Jonathan Fridley, facilities director, at jonathan@friedenswald.org.

Huntington Mennonite Church, Newport News, Virginia

Type of EV charging stations: Two dual-charger stations.

Contact Russell DeYoung at de_young@verizon.net.

King Solar, Haven, Kansas

Contact Mark Horst, owner of King Solar, at mark@kingsolar.net.

Laurelville Retreat Center, Pennsylvania

Type of EV charging station: One single-port, stand-alone Level 2 charger. Considering developing Level 1 options around the campus, possibly with 120 v outlets.

Contact Robby Emerson at robby@laurelville.org.

Red Run Mennonite, Denver, Pennsylvania

Type of EV charging stations: Four single-port, stand-alone Level 2 chargers. Their EV chargers use some of the excess energy produced by their solar photovoltaic system.

Contact Kevin Weaver, pastor and owner of Slice of Sky, installing EV chargers, at redrunrev@gmail.com.





ClimateJustice.MennoniteUSA.org