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Curbside Level 2 Charging Project FAQ

1. What are the environmental benefits of switching to an electric vehicle (EV)?

Transportation is responsible for nearly 30% of the city's greenhouse gas emissions (GHGs), with most of these emissions coming from passenger cars. Increasing the number of EVs in the five boroughs is an important part of New York City's effort to fight climate change by reducing GHG emission 80% by 2050. To learn more about the city's efforts to reduce its carbon emissions, visit: nyc.gov/sustainability

2. What is Level 2 EV charging?

Level 2 chargers provide an EV with a full charge in about four to eight hours, depending on the vehicle's battery size. EV owners typically use Level 2 chargers for most of their charging needs. Level 2 is a good fit for charging while parked at home, at work, or curbside.

3. What is the curbside Level 2 charging project?

In partnership with Con Edison, NYC DOT will install 120 Level 2 chargers at curbside locations across the five boroughs. Of the 120 chargers, 100 will be publicly accessible, while 20 will be limited to use by the city's fleet vehicles. The chargers will be in place for four years as part of a demonstration project. Con Edison is funding the project.

4. How will NYC DOT decide where to install curbside chargers?

NYC DOT, with input from Con Edison, will select curbside locations based on projected demand for charging, geographic diversity, and input from local elected officials and community stakeholders. Public input on charger sites was also collected on the NYC DOT website.

5. Aren't EVs too expensive for many New Yorkers?

As battery prices continue fall, EVs are becoming much more affordable. Consumers in the U.S. can now choose from over 30 EV models and can buy vehicles with 200 miles of range per charge for under \$30,000 with federal tax incentives. Used EVs can be purchased for significantly less. As EV technology continues to improve and sales grow, prices are expected to continue to fall.

- There are tax credits, rebates, and other incentives available for EV buyers that can bring down the purchase price.
- To learn more about New York State's Drive Clean rebate visit: nyscrda.ny.gov/All-Programs/Programs/Drive-Clean-Rebate
- To learn more about the federal government's Plug-In Electric Drive Vehicle Credit, visit the following pages: irs.gov/businesses/plug-in-electric-vehicle-credit-irc-30-and-irc-30d fueleconomy.gov/feg/taxevb.shtml

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6. What types of EVs will be able to use these chargers?

The Level 2 chargers will come with a standard SAE J1772 connector that is compatible with most EVs. Tesla owners will be able to use the Level 2 curbside chargers with an adapter that comes with each Tesla.

7. How will EV owners pay to use the curbside Level 2 chargers and how much will charging cost?

Users pay for charging on a per hour basis, with a cost of charging that is competitive with the cost of gasoline for an internal combustion engine vehicle. Users pay \$2.50 per hour between 6 am and 9 pm, and \$1 per hour overnight. Customers can pay for sessions by smartphone (using the FLO mobile app) or by tapping their credit card.

8. Will NYC DOT or Con Edison make a profit from the curbside Level 2 charging project?

The revenues generated by the chargers are expected to cover only a portion of the project's operating costs. As more and more New Yorkers buy EVs and demand for charging increases, curbside chargers could become revenue positive in the coming years. After the demonstration project is completed, NYC DOT will explore different models for expanding curbside charging.

9. Who can park next to the EV chargers?

As a part of this project, DOT introduced a new parking regulation: "EV Charging Only." This new regulation prohibits non-electric vehicles from parking in the spaces next to the chargers. Only electric vehicles that are actively charging should occupy these spaces.

10. Do I still have to pay for parking at "EV Charging Only" spaces?

Yes, in addition to the "EV Charging Only" regulation, users are still responsible for complying with existing on-street parking regulations, including metered parking regulations.