

## **NEW YORK STATE ASSOCIATION OF MPOs**

### **CLIMATE CHANGE AND SUSTAINABILITY WORKING GROUP**

**October 17, 2019**

**Webinar Meeting**

**1:00 PM – 2:00 PM**

### **MEETING NOTES**

#### **Participating**

- CDTC, Jennifer Ceponis (Chair)
- AGFTC, Jack Mance
- CDTC, Chris O'Neill
- CS, Rich Denbow
- DCTC, Dylan Tuttle
- ECTC, Courtney Taylor
- Energetics, Victoria McGarril
- GTC, Joe Bovenzi
- NYMTC, Manish Shah
- NYSDEC, Myra Fedyniak
- NYSDEC, Maureen Leddy
- NYSDEC, Lois New
- NYSDEC, Jason Pandich
- NYSDOT, Elisabeth Lennon
- NYSDOT, Colleen Smith-Lemmon
- NYSERDA, Robyn Marquis
- OCTC, Zach Coleman
- SMT, Kevin Busa

#### **1. Climate Leadership and Community Protection Act**

Lois New, NYSDEC, provided information about New York's Climate Leadership and Community Protection Act (CLCPA). Highlights include:

- CLCPA establishes GHG reduction goals and sets them in statute. It sets goals of 70 percent renewable energy by 2030 and 100 percent clean electricity by 2040.
- Creates a Climate Action Council to develop the plan for achieving these goals. The Climate Action Council has two years to develop a draft plan of recommendations for achieving the GHG reductions and an additional year to finalize the plan. The Council will be co-chaired by DEC and NYSERDA, and will appoint several advisory panels to develop recommendations for strategies to reduce emissions in various areas.
- Includes commitments to disadvantaged communities and environmental justice during the transition to a low-carbon economy. Resources will be directed in a manner designed to achieve goals for disadvantaged communities to receive a percentage of the benefits of spending on programs or projects.

Maureen Leddy, NYSDEC, presented information about the Transportation & Climate Initiative of the Northeast and Mid-Atlantic States (TCI).

- TCI is a collaboration of state energy, environment and transportation agencies in 13 jurisdictions from Maine to Virginia, with the goal of tackling transportation challenges regionally and reducing emissions. The Georgetown Climate Center serves as the facilitator for the TCI members.
- In 2018, the states held listening sessions where about 800 people provided input on transportation needs and opportunities, goals for a future low carbon-transportation system, and how different types of policies and actions can help meet those goals.
- Maureen summarized the policy actions identified most often by stakeholders: price pollution transparently and reinvest proceeds; electrify all travel modes; incorporate smart growth, zoning changes, transit-oriented development and affordable housing in plans; encourage all modes of transportation; support alternative fuel use; and improve ports and other freight facilities.
- The outcome of the listening sessions led to a commitment to design a policy proposal that would cap and reduce carbon emissions from transportation fuels and allow each TCI jurisdiction to invest proceeds into low-carbon and more resilient transportation infrastructure. The cap would get smaller over time, resulting in a reduction in pollution across the region.
- The states are developing the program through multi-state workgroups, with engagement by stakeholders.
- TCI released a draft regional policy proposal framework in October 2019.
- TCI is looking for input on the policy proposal, including what should be considered as a covered fuel, what entities should be required to participate in the program, how a regional cap should be set, and how reductions of the cap should be structured.
- Looking forward, TCI will develop a model rule and legislative steps that may be needed to implement the regional program. Jurisdictions may then conduct the rulemaking process to adopt regulations and begin implementation as early as 2022.

Jen Ceponis will follow-up with NYSAMPO regarding CLCPA and providing input to the process.

In summary, Lois New asked the WG to review materials and invited comments and input. She provided the following links:

- For questions or comments, email [climateandtransportation@dec.ny.gov](mailto:climateandtransportation@dec.ny.gov)
- Information on the regional process including webinars and regional workshops: <https://www.transportationandclimate.org/main-menu/tcis-regional-policy-design-process-2019>
- Information on upcoming meetings around the state: <http://www.dec.ny.gov/energy/99223.html>

## **2. EV Installation Resources for Planners and Developers**

Victoria McGarril, Energetics, briefed the WG on a *Developers and Planners Guide to Electric Vehicles and Charging Stations*. The Guide was developed by Energetics, with support from NYSERDA. It provides information to support EV charging station deployment, including incentives and installation guidelines for residential and commercial property owners and developers in New York.

Victoria emphasized that EV charging offers benefits for developers, including qualifying for LEED points and helping with tenant retention. In addition, planning and preparing for EV charging during design and construction can significantly reduce future EV station installation costs.

The Guide includes several modules:

- EV Planning and Policy Tool Summary.
- Action Items for EV-Ready Communities.
- Communities Taking Action: New York State Local Examples.
- Site Selection Guide for EV Charging Stations.

Training resources and recorded webinars are also available. Victoria discussed incentive programs and funding sources available in New York and provided examples of EV-related building codes by county.

The following link navigates to the Guide and includes additional information:  
<http://www.energetics.com/our-work-4/2018/2/22/municipal-planning-board-guide-to-electric-vehicles-and-charging-stations>.

## **3. NY Truck Voucher Incentive Program / VW Settlement Update**

Jen Ceponis briefed the CCWG on the New York Truck Voucher Incentive Program (NYTVIP), which provides \$20 million for a diesel truck and bus replacement program to improve air quality and reduce greenhouse gas emissions. NYTVIP vouchers reduce the cost for businesses and municipalities that purchase or lease new, clean electric vehicles or repower commercial trucks and buses (all-electric (BEV), plug-in hybrid electric (PHEV), conventional hybrid electric (HEV), compressed natural gas (CNG), or propane medium- and heavy-duty vehicles) and scrap a similar older diesel vehicle that is part of their fleet. Voucher amounts are based on the incremental cost of the vehicle, which is the difference in cost between the alternative fuel vehicle and a comparable diesel vehicle, up to a per-vehicle cap. Voucher incentive amounts may differ by vehicle technology, vehicle weight class, and location where the vehicle is housed. The WG will continue to monitor this program.

Information about the Truck Voucher Incentive program is available at:  
<https://www.nyscrda.ny.gov/All-Programs/Programs/Truck-Voucher-Program>

#### **4. NYSDEC ZEV Rebate**

Myra Fedyniak, NYSDEC, discussed the Municipal ZEV Clean Vehicle Rebate Program, which provides rebates to cities, towns, villages, and counties (including New York City boroughs) to purchase or lease new clean vehicles for fleet use. Eligible vehicles must be purchased or leased on or after July 1, 2019 and placed into service at a dealership located in New York State. Plug-in hybrid electric, all-electric, and hydrogen fuel cell vehicles with a 10- to 50-mile electric range are eligible for a rebate of \$2,500 and vehicles with 51 or greater miles of electric range are eligible for a rebate of \$5,000. Municipalities may purchase and receive rebates for multiple vehicles. Grant funds totaling \$500,000 are available, and no more than 50 percent of the total amount will be awarded to any one municipality. Applications are reviewed and rebates awarded on a first come, first served basis in the order they are received.

Myra also discussed the Municipal ZEV Infrastructure Grant Program, which provides grants to cities, towns, villages, and counties (including New York City boroughs) to purchase and install electric vehicle supply equipment (EVSE) or hydrogen fuel cell filling stations for public use. At least 20 percent of the total project cost must be provided as local match. A total of \$2,500,000 is available under the program, with a maximum award limit per facility and another per municipality. Applications are reviewed and grants awarded on a first come, first served basis until May 29, 2020.

Information about both municipal grant funding opportunities is available at <http://www.dec.ny.gov/energy/109181.html>.

#### **5. Micromobility Fact Sheet Update**

Jen provided an update on development of the micromobility fact sheet. The Bike-Ped Working Group continues to work on the fact sheet. The legislature passed legislation and is waiting for the Governor's signature. Once the status is available the Bike-Ped WG will complete a new draft of the fact sheet.

#### **6. Partner Agency Updates**

NYSERDA provided an update on current funding opportunities.

#### **7. Next Meeting/Adjourn**

The meeting will be scheduled for January 2020.



Department of  
Environmental  
Conservation

# A Potential Regional Approach to Transportation and Climate

September 5, 2019

# Climate Leadership and Community Protection Act

Most aggressive GHG reduction goals of any major economy:  
40X30, 85X50

70% renewable energy by 2030, 100% clean electricity by 2040

Path to carbon neutrality

Codifies clean energy targets

Commitments to environmental justice, disadvantaged communities, and just transition

First statutory Climate Action Council



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# Climate Action Council

2 years: Draft Scoping Plan of recommendations for achieving GHG limits, final in 3 years

Co-chaired by DEC and NYSERDA

Agencies: DOT, DOH, ESD, DAM, HCR, DOL, PSC, NYPA, LIPA, DOS

2 Governor appointments

8 Legislative appointments

Advisory panels:

- transportation
- land use and local government
- housing and energy efficiency
- energy intensive industries
- power generation
- agriculture and forestry



# Investing in Disadvantaged Communities

Invest or direct available and relevant programmatic resources in a manner designed to achieve a goal for disadvantaged communities to receive 40% of overall benefits of spending on:

- clean energy and energy efficiency programs
- projects or investments in the areas of housing, workforce development, pollution reduction, low income energy assistance, energy, transportation and economic development

Receive no less than 35% of the overall benefits of spending on clean energy and energy efficiency programs, projects or investments (does not alter funds already committed)



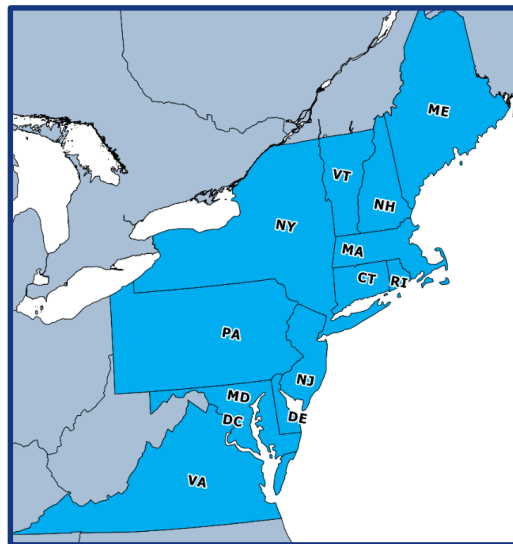


# Transportation & Climate Initiative

12 northeast and mid-Atlantic states and the District of Columbia

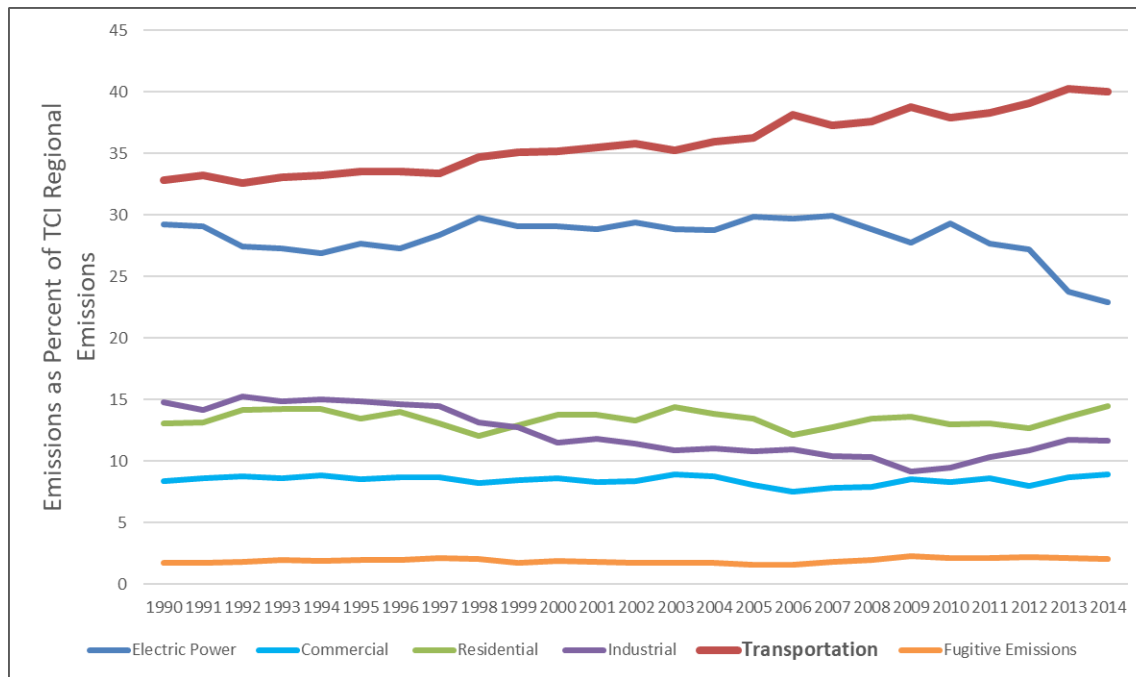
Working together to reduce GHG emissions from transportation

Georgetown Climate Center provides facilitation, conducts research, and supports the states



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# Transportation is the Largest and Growing Share of GHG Emissions in NYS & TCI Region



Data Source: WRI CAIT, 2018



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# In 2018 TCI States Engaged Stakeholders and Communities through Listening Sessions



Through six regional listening sessions, and an additional 5 in NYS, over 800 stakeholders discussed:

- Transportation needs and opportunities
- Goals for a future, low carbon-transportation system for our region
- How different types of policies and actions can help meet those goals

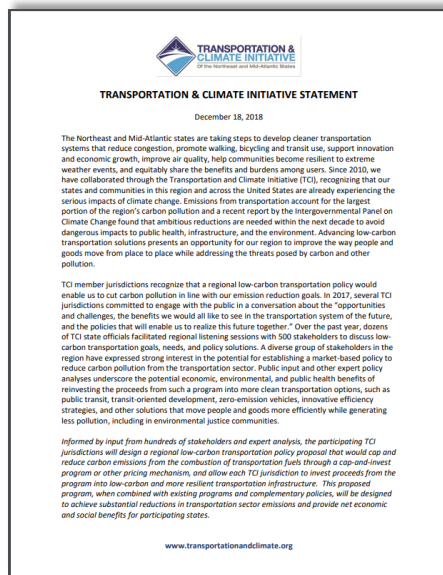
## Policy Actions Identified Most Often by Stakeholders

1. Price pollution transparently and reinvest proceeds
2. Electrify all travel modes
3. Incorporate smart growth, zoning changes, transit-oriented development and affordable housing in plans
4. Encourage all modes of transportation
5. Support alternative fuel use
6. Improve ports and other freight facilities



# 2018 TCI Regional Policy Announcement

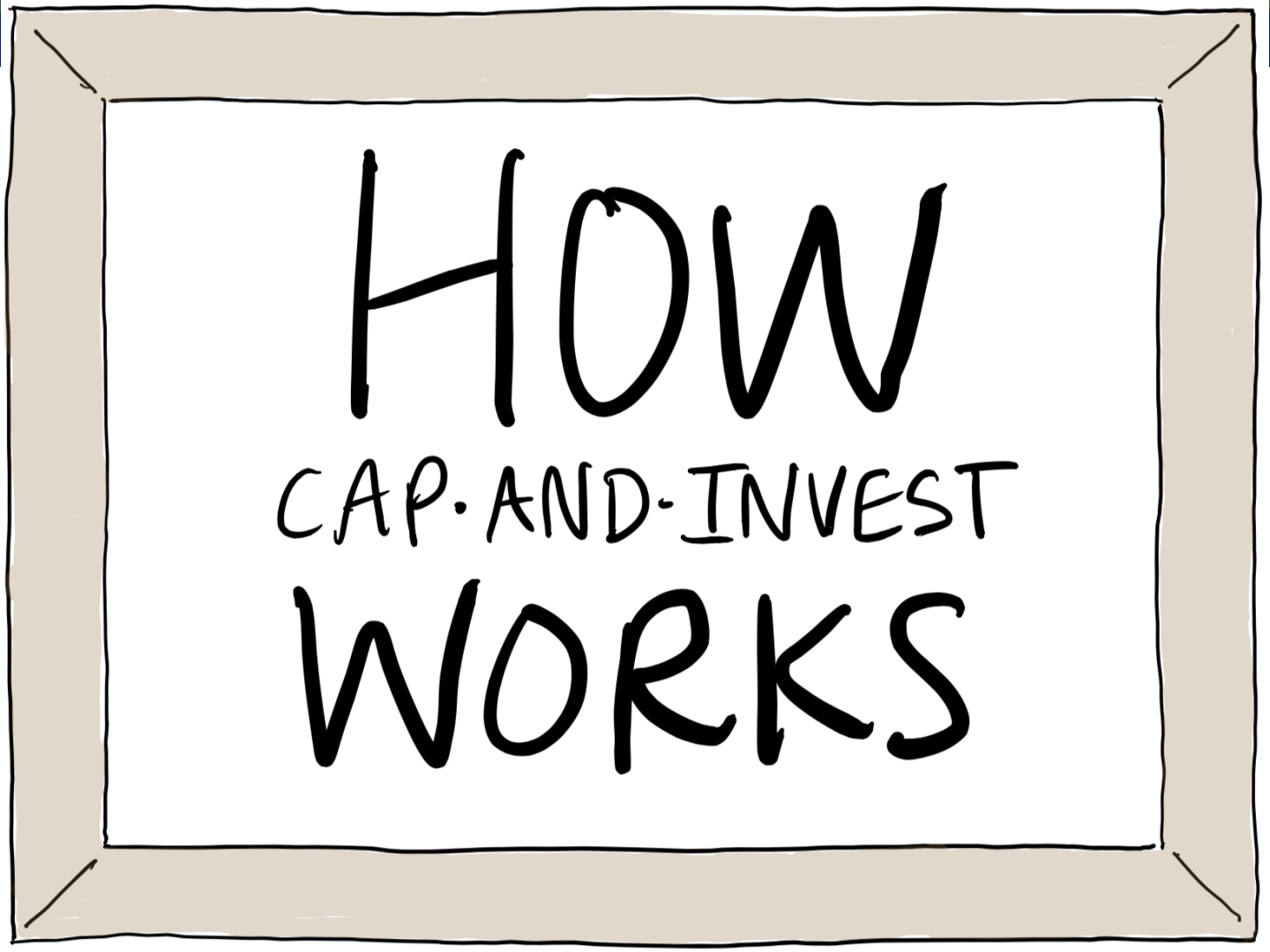
- Announcement in December 2018
- **“design a regional low-carbon transportation policy proposal that would cap and reduce carbon emissions from the combustion of transportation fuels... and allow each TCI jurisdiction to invest proceeds from the into low-carbon and more resilient transportation infrastructure”**
- All 13 jurisdictions are participating in the process



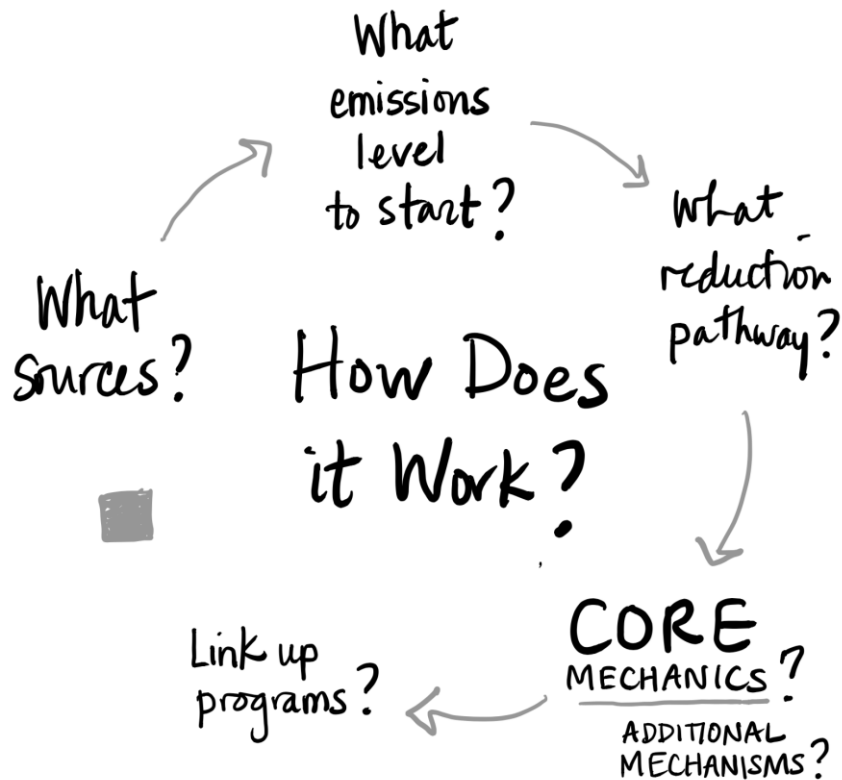
[www.transportationandclimate.org/nine-states-and-dc-design-regional-approach-cap-greenhouse-gas-pollution-transportation](http://www.transportationandclimate.org/nine-states-and-dc-design-regional-approach-cap-greenhouse-gas-pollution-transportation)



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HOW  
CAP. AND INVEST  
WORKS



# HOW CAP-AND-INVEST WORKS

EMISSIONS BUDGET

The  
"Cap"  $\Rightarrow$



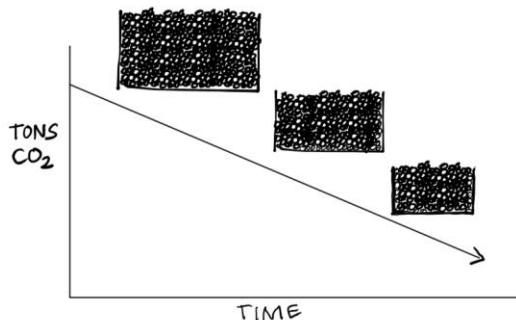
$\circ$  = ALLOWANCES



ALLOWANCES ARE DISTRIBUTED  
INTO THE MARKETPLACE



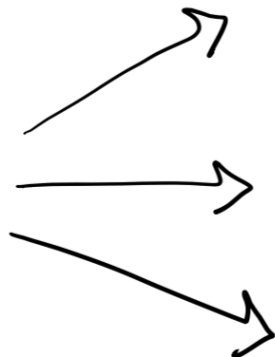
CAP GETS  
SMALLER  
OVER TIME



OVERALL EMISSIONS  
DECREASE  
ACROSS REGION



AUCTION




INVEST  
IN  
LOW-CARBON  
TRANSPORTATION  
PROGRAMS



INVESTMENTS  
CAN BE TARGETED  
TO SPECIFIC LOCATIONS



# TCI States Engaging Communities and Stakeholders and Conducting Analysis



**TRANSPORTATION & CLIMATE INITIATIVE**  
Of the Northeast and Mid-Atlantic States

HOME ABOUT OUR WORK NEWS CONTACT US TCI'S REGIONAL POLICY DESIGN PROCESS 2019

Home

## TCI's Regional Policy Design Process 2019

Updated June 19, 2019

**On this page:**

- [About the policy design process](#)
- [Public workshops](#)
- [Webinars](#)
- [Submit your input](#)

### About TCI's regional low-carbon transportation policy design process

Transportation and Climate Initiative (TCI) states are developing a regional policy for low-carbon transportation following the December 16, 2019 [statement](#) by nine states and Washington DC committing to:

"... design a regional low-carbon transportation policy proposal that would cap and reduce carbon emissions from the combustion of transportation fuels through a cap-and-invest program or other pricing mechanism ... [and] ... to complete the policy development process within one year, after which each jurisdiction will decide whether to adopt and implement the policy."

TCI jurisdictions have designed a workplan with the goal of developing a policy that accelerates the transition to a low-carbon transportation future and delivers a better, cleaner, more resilient transportation system that benefits all our communities, particularly those underserved by current transportation options and disproportionately burdened by pollution, while making significant reductions in greenhouse gases and other harmful air pollution across the region. With ongoing facilitation support from the Georgetown Climate Center, TCI states are planning and beginning to implement a range of activities to ensure that the final proposed policy reflects further [input from stakeholders](#), rigorous technical analysis, and consultation with leading experts.

**2019 TCI Regional Policy Design Overview**

**Phase 1 (January-March 2019)**

- Identify milestones and finalize workplan schedule and processes

**Phase 2 (April-July 2019)**

- Conduct modeling and policy analysis
- Conduct further stakeholder engagement
- Coordinate activities to inform decision-making

**Phase 3 (August-November 2019)**

- TCI state leadership reviews input from stakeholders and expert analysis to develop specific regional policy options to share with the public, inviting feedback.

**Phase 4 (December 2019)**

- Public release of a finalized regional low-carbon transportation policy proposal.

**TCI Leadership and Workgroup Co-Chairs**

**Leadership Team**

Chair: Kathleen Theoharides, Secretary, Massachusetts Executive Office of Energy and Environmental Affairs

Stakeholder Engagement

Modeling and Analysis

State Working Groups

## 2019 TCI Regional Policy Design Overview

Phase	Timing	Milestones
Phase 1	January-March 2019	<ul style="list-style-type: none"><li>• Identify milestones</li><li>• Finalize workplan, schedule, and processes</li></ul>
Phase 2	April-July 2019	<ul style="list-style-type: none"><li>• Conduct modeling and policy analysis</li><li>• Conduct further stakeholder engagement</li><li>• Coordinate activities to inform decision-making, including public input portal</li></ul>

## 2019 TCI Public Workshops and Updates

TCI Workshop: Regional Cap and Invest for Transportation - Key Design Elements (April 30, Boston)

TCI Workshop and Roundtable Discussion: Advancing Equity & Creating Opportunities for All Communities (May 15, Newark)

Webinar: Reference Case Assumptions for Policy Program Design

TCI Workshop: Low-Carbon Transportation Investments, Strategies and Outcomes (July 30, Baltimore)

Webinar: Reference Case Results

Release of Framework for a Draft Regional Policy Proposal (October 1)



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## 2019 TCI Regional Policy Design Overview

Phase	Timing	Milestones
Phase 3	August - November 2019	<ul style="list-style-type: none"><li>Review input from stakeholders and analysis to develop specific regional policy options to share with the public, inviting feedback.</li><li><b>October 1, 2019 – Release of framework for a draft regional policy proposal</b></li><li>October/November 2019 – Gather and consider public input on framework</li></ul>

# Framework for a Draft Regional Policy Proposal

Forbes

Billionaires Innovation Leadership Money Business Small Business

## 13 East Coast States Propose Cap-And-Trade Limits For Gas, Diesel Distributors



Greg Gardner Senior Contributor

Transportation

I have covered the auto industry since 1988



## States unveil plan to curb transportation emissions

By David Abul Globe Staff, October 1, 2008, 2:05 p.m.



THE HILL

## Northeast states takes first step in effort to reduce transportation emissions

BY REBECCA BEITSCH - 10/01/08 05:34 PM EDT

156 COMMENTS

### States release framework for curbing

transportation emissions: A coalition of 12 states and the District

of Columbia have released a draft policy framework for a plan to band

duce their gasoline and diesel emissions in a "cap and

trade" plan, which is similar to the nine-state Regional Greenhouse Gas

Initiative plan, which includes Washington, D.C., seeks to cap

emissions from Maine to Virginia and would require hundreds

of participating states to buy pollution permits for

emissions. That cap would decline over time,

and states that have reduced power plant emissions

will be able to sell permits, *Globe reports*. "The current proposal

includes several potentially controversial details, such as how

to allocate permits, how much the permits would cost,

and how much they would decline. That information is slated to

October 1 Public Release

Program Framework

Detailed timeline

Modeling memo

'What We've Heard'



Department of Environmental Conservation



# Key Program Design Elements

Selection of Covered Fuels

Determine Regulated Entities

Setting a Cap and Reducing Emissions

# TCI Program Development Timeline

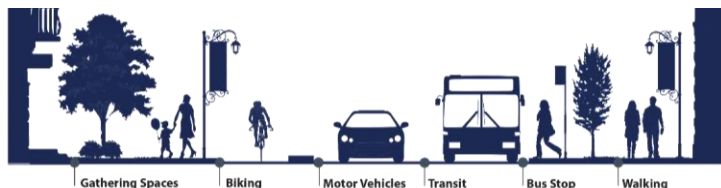
**Spring – Fall 2020** – Participating jurisdictions develop a “model rule” and take any legislative steps that could be needed to implement the regional program.

**2021** – Jurisdictions conduct rulemaking process to adopt regulations.

**As early as 2022** – Program implementation begins.



# Policy Could Raise Significant Proceeds to Fund Emissions Reductions and Improved Transportation Services



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# Thank You

- Please send any questions or comments to:  
[climateandtransportation@dec.ny.gov](mailto:climateandtransportation@dec.ny.gov)
- For more information on the regional process including webinars and regional workshops, visit:  
<https://www.transportationandclimate.org/main-menu/tcis-regional-policy-design-process-2019>
- More information on upcoming meetings around the state see our website: <http://www.dec.ny.gov/energy/99223.html>



# PROMOTING EV CHARGING STATIONS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS

Information, Incentives, and Installation Guidelines  
for New York Property Owners & Developers

New York State  
Energy Research and  
Development Authority



WXY

# NOTICE

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This resource was prepared by **Energetics**, a division of **Akimeka, LLC**, and **WXY architecture + urban design** (hereafter the "Contractors") in the course of performing work contracted for and sponsored by the **New York State Energy Research and Development Authority (NYSERDA)**. The opinions expressed in this report do not necessarily reflect those of NYSERDA or the State of New York, and reference to any specific product, service, process, or method does not constitute an implied or expressed recommendation or endorsement of it. Further, NYSERDA, the State of New York, and the Contractors make no warranties or representations, expressed or implied, as to the fitness for particular purpose or merchantability of any product, apparatus, or service, or the usefulness, completeness, or accuracy of any processes, methods, or other information contained, described, disclosed, or referred to in this report. NYSERDA, the State of New York, and the Contractors make no representation that the use of any product, apparatus, process, method, or other information will not infringe privately owned rights and will assume no liability for any loss, injury, or damage resulting from, or occurring in connection with, the use of information contained, described, disclosed, or referred to in this report.

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# ABOUT US

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Energetics, a division of Akimeka, LLC, is an engineering and management consulting firm assisting government and industry in developing new solutions in energy, climate, transportation, and security.

## W X Y

WXY architecture + urban design is a planning and design firm focused on social and environmental transformation of the public realm at multiple scales.



## NYSERDA

As a public benefit corporation, NYSERDA offers objective information and analysis, innovative programs, technical expertise, and support to help New Yorkers increase energy efficiency, save money, use renewable energy, and reduce reliance on fossil fuels. NYSERDA advances energy solutions while working to protect the environment.

# CONTENTS

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- 1 Intro to EV Charging
- 2 Developer Incentives
- 3 EV Building Codes & Guidelines
- A Appendix



# HIGHLIGHTS

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- EV registrations are increasing as EV makes and models continue to diversify and expand
- EV charging offers benefits for developers, including qualifying for LEED points and tenant retention
- Municipalities are establishing standards and codes around EV charging
- Planning and preparing for EV charging during design and construction reduces future installation costs

# ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) COMPARISON

LEVEL OF  
CHARGE  
IMPACTS THE  
DURATION OF  
CHARGING

## LEVEL OF CHARGE

### AC LEVEL 1

- Best for 6 hour+ or overnight charging
- Requires 120 volt supply at 12–16 amps
- Alternating Current (AC) provided at 1.4–1.9 kW
- Station hardware \$500–\$1,000 per port

### AC LEVEL 2

- Best for 2–6 hour dwell times
- Requires 208/240V supply at 20–80 amps
- AC provided at 3.3–19.2 kW (6.6 kW most common)
- Station hardware \$600–\$5,000 per port

### DC FAST CHARGE

- Best for fast charging and high turnover contexts (30 minute charge)
- Requires 3-phase 480 volt supply at 80–200 Amps
- Direct Current (DC) provided at 40–100 kW
- Station hardware \$7,000–\$50,000 per port

## SUITABLE INSTALLATION CONTEXTS



Single-Family



Multi-Family



Single-Family



Multi-Family



Commercial



Municipal/  
Private Fleet



Municipal/  
Private Fleet



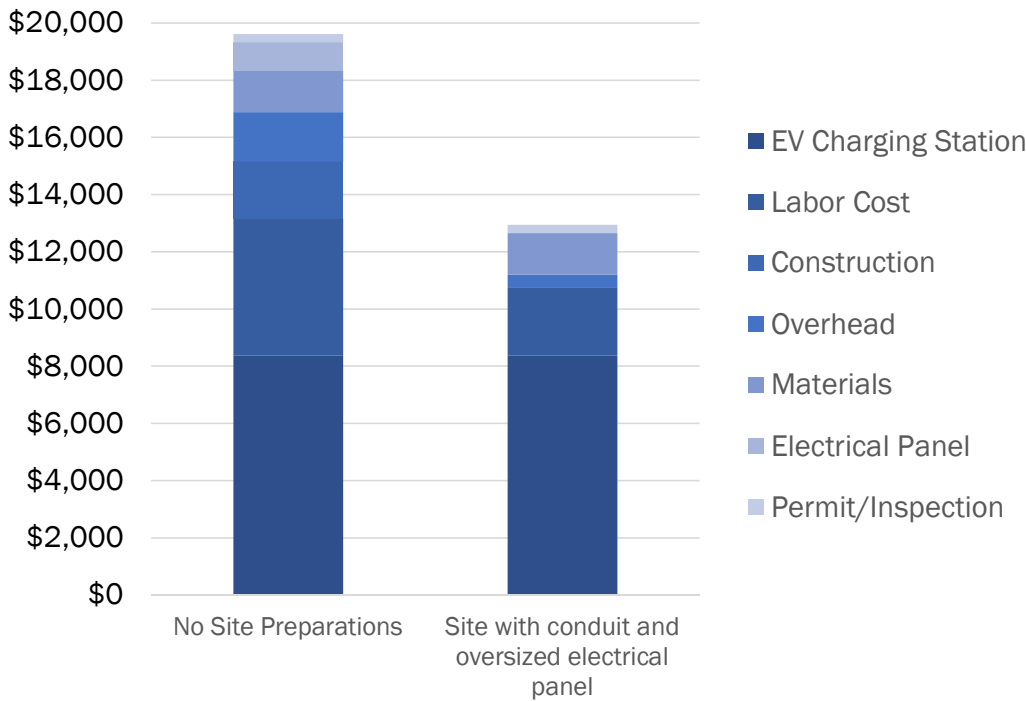
Public Metro  
Areas

# LEVEL 2 EVSE COST CONSIDERATIONS

## PREPARING FOR FUTURE EVSE INSTALLATIONS CAN SIGNIFICANTLY LOWER COSTS

- Average dual-port Level 2 station costs \$20,000 (2012-2016 NYSERDA Charging Station Deployment Program)
- Preparing site can reduce total installation costs by 33% or \$6,700
  - 1”–1.5” conduit run from the electrical panel to the potential EV charging station location
  - Electrical panel with additional capacity and available breaker slots

Dual Port Charging Station Average Costs



**2018-present NYSERDA Charge Ready NY Program: Average dual-port Level 2 station costs \$14,000 (ranges from \$7,000–\$25,000) with hardware ~\$7,000 (\$3,000–\$9,000) and installation ~\$7,000 (\$2,000–\$17,000).**

# EV & EVSE IN NEW YORK

## SNAPSHOT: NEW YORK STATE

BEV: 19,094

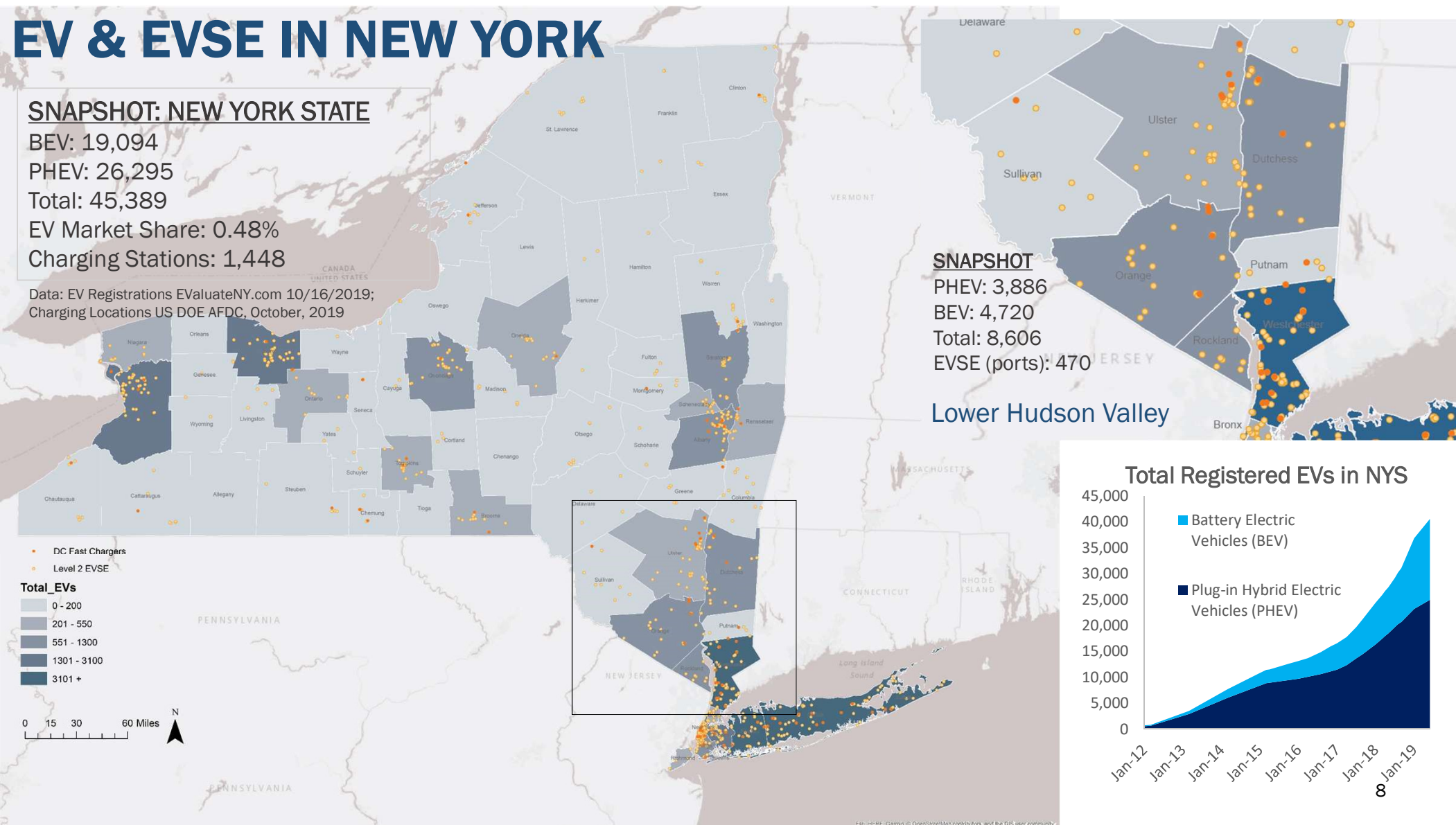
PHEV: 26,295

Total: 45,389

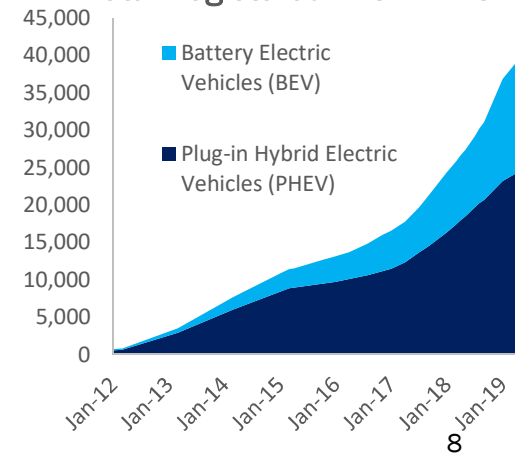
EV Market Share: 0.48%

Charging Stations: 1,448

Data: EV Registrations EVALuateNY.com 10/16/2019;  
Charging Locations US DOE AFDC, October, 2019

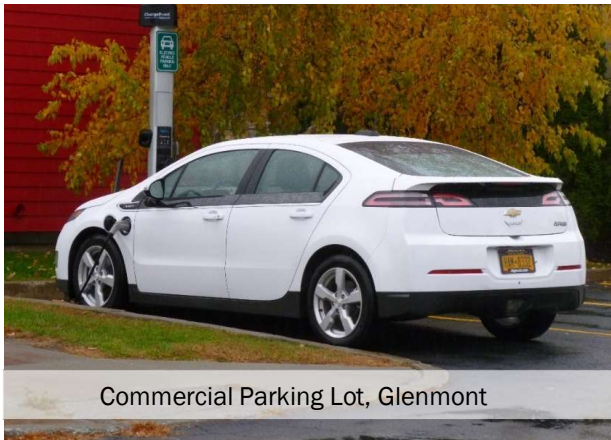


## Total Registered EVs in NYS



# BENEFITS OF EVSE

## OWNER/DEVELOPER



LEED points and other sustainability bonuses

Greater tenant retention

Stronger garage lease negotiating power

## TENANT

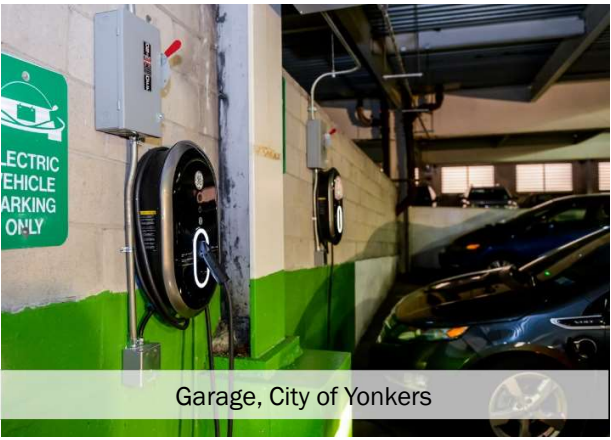


Attractive amenity

Ease of access and reliability of exclusive use

Enables EV ownership for those without other charging options

## GARAGE OPERATOR



Higher revenue potential for charging

Futureproofed for emerging vehicle technology

# INCENTIVES & FUNDING RESOURCES

PROGRAM	INCENTIVE
<a href="#">NYSERDA Charge Ready NY</a>	Rebates of \$8,000 for a dual-port charging station installation
<a href="#">Department of Taxation and Finance Alternative Fuels and Electric Vehicle Recharging Property Credit</a>	Tax credit for installation of charging stations equal to the lesser of \$5,000 or 50% of the cost of property, less any cost paid from the proceeds of grants
<a href="#">New York Power Authority Charge NY</a>	Assistance and incentives for EV Charging stations for municipalities
<a href="#">Department of Energy Alternative Fuels Data Center</a>	Laws and Incentive resources by State
<a href="#">Joint DOT &amp; DOE Guide to Federal Funding &amp; Financing EV/EVSE</a>	Federal financing, funding, and other incentive opportunities
<a href="#">Clean Cities Coalition Network</a>	Part of DOE Vehicle Technologies Office – local coalitions can be a resource for more information
<a href="#">Municipal Zero-emission Vehicle Clean Vehicle Rebate and Infrastructure Program</a>	Rebates for municipalities to install public EVSE. Rebates also available for the purchase or lease clean vehicles for fleet use.

Note: All programs are subject to change and funding may be resource or time limited



# EXAMPLES OF EV/EVSE BUILDING CODES BY COUNTY (NY)

Municipality	County	Local Law	Defines EVSE In local code	Establishes permitting process for EVSE	Designates EVSE as traditional parking	Sets design standards for EVSE installations	Sets installation requirements based on site space
Cohoes	Albany	Chapter 285 Zoning and Land Use § 285 - 176			X		
Otto	Cattaraugus	§6.6 Electric Vehicle Supply Equipment (EVSE)	X	X			
Brutus	Cayuga	§ 125-110: Electric Vehicle Supply Equipment Regulations	X	X		X	
Redhook	Dutchess	Local Law No. 1-2014					X
Brockport	Monroe	Local Law No. 2 of 2016 - Electric Vehicle Charging Stations				X	X
Port Washington North	Nassau	§ 176-213 Electric Vehicle Charging Systems				X	X
New York City	New York	Local Law No. 130					X
Onelda	Oneida	Local Law No. 2 Of 2016 – EV Resolution 16-115					X
Ithaca	Tompkins	§ 271 - 16 Planned Development Zone No. 15			X		X
New Paltz	Ulster	§ 140-52 - Site Plan Review					X

# FACILITATING INSTALLATION

CONSIDER THE FOLLOWING IN PLANNING OR INSTALLING EVSE

Site Prep	Monitoring	Operations
<ul style="list-style-type: none"><li>• Consult with licensed electrician and notify your local utility</li><li>• Place EVSE close to electrical panel</li><li>• Use electrical panel with additional capacity and available breaker slots</li><li>• Fit design to the required electrical capacity</li><li>• Energy management systems can split power among multiple circuits</li></ul> <p>Source: US DOE, ChargeNY</p>	<ul style="list-style-type: none"><li>• Electricity can be monitored by EVSE software, available through network subscription</li><li>• Network subscriptions are necessary for station pricing</li><li>• Meter accuracy should meet utility billing standard</li><li>• Place new meters close to power source to reduce trenching costs</li><li>• Incentives offered by utilities (i.e. ConEd) may reduce cost of separate meter</li></ul>	<ul style="list-style-type: none"><li>• Valet parking reduces access issues</li><li>• Monthly parking reservation system could manage access and payments</li><li>• Establish system or policy to move fully charged vehicles to regular parking spots</li><li>• Use visible signage and pavement markings dictating EVSE user etiquette and terms of use</li></ul>



# Thank You

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Contact for more information and full resource

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