



CITY FACT SHEET: NYC

Project Objective

The US Department of Energy-funded *Making the Case for Smart, Shared, and Sustainable Mobility Services* project seeks to identify effective pathways to accelerate the electrification of shared mobility services. The project, led by the City of Seattle and Atlas Public Policy, brings together the U.S. Department of Energy and major industry stakeholders with the cities of Seattle, New York, Portland, and Denver to test different electric shared mobility interventions. Project teams in each city will focus on one type of market intervention and analyze the impact on electric vehicle adoption and electric miles traveled by carshare and ride-hail services. The project will create a replicable blueprint that sets an example of how to electrify shared fleets across the United States.

What's happening in New York City?

The City of New York, across various agencies including the Mayor's Office of Sustainability (MOS), the New York City Department of Transportation (DOT), and the New York City Taxi and Limousine Commission (TLC), seeks to catalyze greenhouse gas emission (GHG) reductions from the transportation sector by leveraging advances in smart mobility through the scaling up of alternative fuel vehicle use in ride-hailing vehicle fleets. The City of New York will test whether providing electric vehicles (EVs) directly to ride-hailing drivers while also supplying charging infrastructure will help to further the growth of EVs in shared use mobility services.

To that end, City agencies will work with EVgo, a charging infrastructure provider, and a mobility service provider to deploy EVs for exclusive use by for-hire vehicle drivers. Drivers will have complementary charging infrastructure as the City will install 4 to 8 DC fast chargers and 6 to 10 Level 2 chargers for exclusive use by the participating fleet for one year, after which they will become accessible to the public. The City will be working across agencies to secure locations for the proposed chargers. Once running, the City will be able to track the use of the electric vehicles and the charging infrastructure to inform future development of both EVs in shared use spaces and selecting the siting and type of charging infrastructure. The project will test the potential for EV use in shared use mobility spaces with a broader goal of reducing emissions from the transportation sector. The grant-funded deployment of EV for-hire vehicles has an anticipated impact of 17.5 million electric vehicle miles

traveled, which has the cumulative savings of more than 600,000 gallons of gasoline resulting in 4,200 metric tons of greenhouse gas emission reductions over the course of the project.

New York City, leading by example

New York City has a long history of leading by example through ambitious sustainable transportation goals and initiatives. In 2015, NYC Clean Fleet launched, with a commitment to creating the largest municipal EV fleet in the United States and to cutting municipal vehicle emissions in half by 2025, with an 80 percent reduction by 2035. By the end of 2017, the City had already procured over half of its 2025 EV fleet commitment, 1030 out of the 2000 EVs. The City operates over 400 Level 2 EV charging stations for its fleet, including 37 solar carports, which utilize a renewable energy supply. A facilities assessment will be conducted this year to scope using DC fast chargers for City fleet vehicles.

In 2017, Mayor de Blasio announced the City's ambitious goal of having electric vehicles comprise of 20 percent of new vehicle registrations citywide by 2025. To support this goal, the City has committed to developing EV fast charging hubs (with up to 20 charge points each) in collaboration with the utility company Con Edison beginning in 2018 with one site per borough, the program will be scaled up to a total of 50 locations citywide by 2020. To aid EV infrastructure adoption, the City hopes to utilize a Business Incentive Rate. Con Edison has petitioned the New York State Public Service Commission to extend the rate to EV quick charging; this tariff would provide up to 40 percent lower electricity prices for fast charging sites but requires that sites have some public funding sources.

Additionally, the City is currently working with Con Edison on an on-street charging demonstration project, for which the City Department of Transportation has committed 100 curbside parking spots to provide access to multi-hour charging. These on-street chargers are expected to be placed into operation by early 2019.

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