



NYC Public Charging

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Frequently Asked Questions (FAQs)

Project Weblink: [NYC Public Charging | Con Edison](#)

- 1) What is the NYC Public Charging project?
City-wide project, in partnership with New York City Department of Transportation and the FLO Network, to install over 100 curbside electric vehicle charging ports across New York City.
- 2) How does it impact the customer?
Many people in New York park their cars at the curb instead of in private parking. Electric vehicle owners, therefore, need a way to charge their vehicles where it makes the most sense.

Creating an infrastructure of electric vehicle charging stations is crucial to the ability to expand the number of electric vehicles on the road. As the number of electric vehicles on the road increases, New Yorkers get the benefit of reduced toxic tailpipe emissions that contribute to smog and climate change. We will have cleaner air and better health. Another benefit of electric vehicles is reduced noise pollution due to their lack of combustion engines.

This project will not affect customers' power service and will not incur a fee unless they use a charging station.
- 3) Can someone park their car in the EV-charging designated spots if no one is charging their vehicle?
No, the EV charging-designated spots are only to be used by plugged-in EVs.
- 4) How does this fit in New Yorkers' transportation plans?
Electric vehicles have ranges of up to 300 miles on a single charge. The average New Yorker travels less than 20 miles a day, so electric vehicles can easily go the distance.
- 5) How does it impact local businesses?
Public curbside charging stations attract more consumers to places of business by offering a charging option in addition to parking and increase the value and attractiveness of residential buildings for renters and owners who park their electric vehicles on the street and need to charge close to home.





NYC Public Charging

Expanding Access



6) Is it PSC-mandated?

This project is not PSC-mandated, but the program's goal is to increase adoption of electric vehicles (EV) in New York City. The lack of publicly available charging is a barrier to consumer adoption of EV. As a response, charging-as-a-service ("CaaS") is an emerging business being tested in several markets. This project tests how EV charging in public parking spaces can satisfy EV drivers, host communities, and charging network developers.

The demonstration will test strategies to integrate EV charging into host communities so that it is welcomed by both EV drivers and non-drivers alike; determine the role curbside charging plays in NYC EV charging infrastructure; and quantify the business opportunity of Level 2 curbside EV charging. The business model demonstrated is the use of public rights-of-way to host a franchised Level 2 CaaS network.

Please note beneficial customer impacts illustrated above under Question 2.

7) Will this project impact traffic in the neighborhood?

According to the City Environmental Quality Review Technical Manual, a traffic impact analysis is recommended for a Program if it would generate 50 or more new peak-hour vehicle trips.

The anticipated impact of the Program on parking, if any, is anticipated to be insignificant. The total number of vehicles expected to use the charging stations is small in the context of overall vehicles in the city. Each charging station will have between 2-6 associated parking spaces. As the station site selection process is taking existing EV registrations into account, it is anticipated that there is an existing charging demand in the vicinity of the selected sites, and therefore any traffic that may be associated with use of the charging stations already exists in these areas. Accordingly, existing traffic is expected to slightly transfer from non-EV to EV. A small but negligible number of vehicle trips are anticipated to be required for charging station maintenance. No net change to traffic is anticipated to be caused by the Program.

Therefore, the Program is not expected to have significant adverse impacts on traffic any given station location or as a whole, and no further analysis is warranted.

8) Who owns the chargers?

FLO. However, FLO grants to Con Edison license to use the chargers to fulfill the objectives of the Curbside Charging Demo.





NYC Public Charging

Expanding Access



- 9) How long can people charge?
There is no time limit on charging sessions. However, customers will continue to pay as long as engaged in a charging session. Parking regulations govern the time a vehicle can occupy some parking spaces in the demonstration project. That is, alternate side parking and meter rules are in effect at the sites.
- 10) How much range will each hour of charge give you?
FLO's Level 2 EVSE provide up to 6.6 kWh during a one-hour session, good for about 25 miles for many EV passenger cars, but this varies from car to car.
- 11) Pricing?
\$1.00/hr overnight and \$2.50/hr 6am – 9pm. Additionally, posted parking regulations are in effect – at sites that are metered parking spots drivers will also have to pay ~\$1.00 / hr municipal parking fee; other sites are in free street parking.
- 12) Will this be pay as you go or the fees be applicable to the customer's Con Edison account?
This will be pay as you go per hour that the EV is parked and charging at the parking space. The fees will be charged through membership with FLO, not through Con Edison.
- 13) Do any customers receive discounts when using the charging stations for their vehicles?
There are no discount rates available through Con Edison. All rates for charging are through the FLO network. EV drivers do not need to be Con Edison customers to charge.
- 14) Who will receive revenues from charging station fees?
Revenue will be shared between FLO and Con Edison. Con Edison revenue share will be applied to project costs.
- 15) How will parking rules around the EV be enforced?
NYCDOT will brief NYPD precincts and their Traffic Enforcement Agents on the pilot and operational expectations prior to the commissioning of the chargers. Traffic Enforcement Agents will issue tickets to any vehicles that are not plugged into the EV charger while parked in a space with curbside chargers for the duration of this program.





NYC Public Charging

Expanding Access



- 16) Do you know what the usage rates, duration of charges, # cars served, # unique users, etc. will be for the chargers?

We do not have projections to report at this time. These data will be measured as part of this Curbside Charging demonstration project over the next 3-4 years.

- 17) How is Con Edison working with City Hall, DOT, and other agencies to get more curbside chargers installed?

At this time, we don't have any plans to expand the curbside charger installations beyond this demonstration. For more information on how we are working with stakeholders to incentivize the buildout of public chargers, please see the following web page for our Power Ready Program: <https://www.coned.com/en/our-energy-future/technology-innovation/electric-vehicles/power-ready-program>.

- 18) Are these charging stations compatible with any electric and plug-in hybrid vehicle on the market?

Yes, FLO's level 2 curbside chargers are compatible with all electric and plug-in hybrid vehicles currently on the market. Tesla vehicles can also be charged on a FLO charger, although an adapter (provided with all Tesla vehicle purchases) will be required in order to fit the charging socket.

- 19) Can a non-FLO member use a FLO charging station?

Yes, of course. The FLO network has multiple agreements with other network providers. Non-FLO members can therefore use any FLO charging station provided they are a member of a partner network.

- 20) Will the station still be accessible if there is snow build-up on the street curb?

The charging station cable is 25 feet long, with an integrated cable management system that inhibits the cable from touching the ground and being covered by snow. Therefore, even if there is a large snowbank between the street and the charging station, the cable will be long enough to always reach both sides of the car.

- 21) What happens if the station is damaged by a vehicle collision?

FLO charging stations are known for their durability and robustness. In the rare event of a vehicle collision, stations are equipped with both mechanical and electrical breakaway systems. This means that if the station is damaged internally, all electric components will stop conducting





NYC Public Charging

Expanding Access



current immediately, and the network administrator will be notified automatically in order to ensure maintenance or a replacement can be provided. In addition, the station is built in such a way that a station will also fall on the incoming vehicle, instead of on street pedestrians.

22) Will the station still work in very high and very low temperatures?

FLO's charging stations are made to withstand temperatures between 122 degrees and -40 degrees Fahrenheit. Although the station components may become hot or cold to the touch, all components will continue to function, and the cable will remain flexible. In addition, rain, ice, sleet, and snow will in no way affect station function.

23) What happens if a vehicle or a charging station gets damaged?

You can contact FLO at 855-543-8356 or via email at service@flo.com.

- a) General member assistance or while at a station: dial 9 for 24/7 assistance
- b) For specific information or questions (escalation): our Customer Experience team is available Monday through Sunday from 7 am to 9 pm EST. After language prompt in phone system, select 1 or 2.





NYC Public Charging

Expanding Access



-----Construction Questions-----

- 1) Hours for construction?
Stipulated by Department of Transportation.
Mon-Fri: 9am-4pm.
Sat: 8am-4pm.
If within a block from a school, end time of 2pm instead of 4pm.
- 2) Will construction take place on weekends?
Saturday, 8am-4pm
- 3) What happens if a car is parked when construction begins?
Contractor puts up No Parking signs. Cars will be towed if parked there.

