

Citywide Electrification Speaker Challenge

**AEG/NECEC Northeast Clean Transportation
Summit**

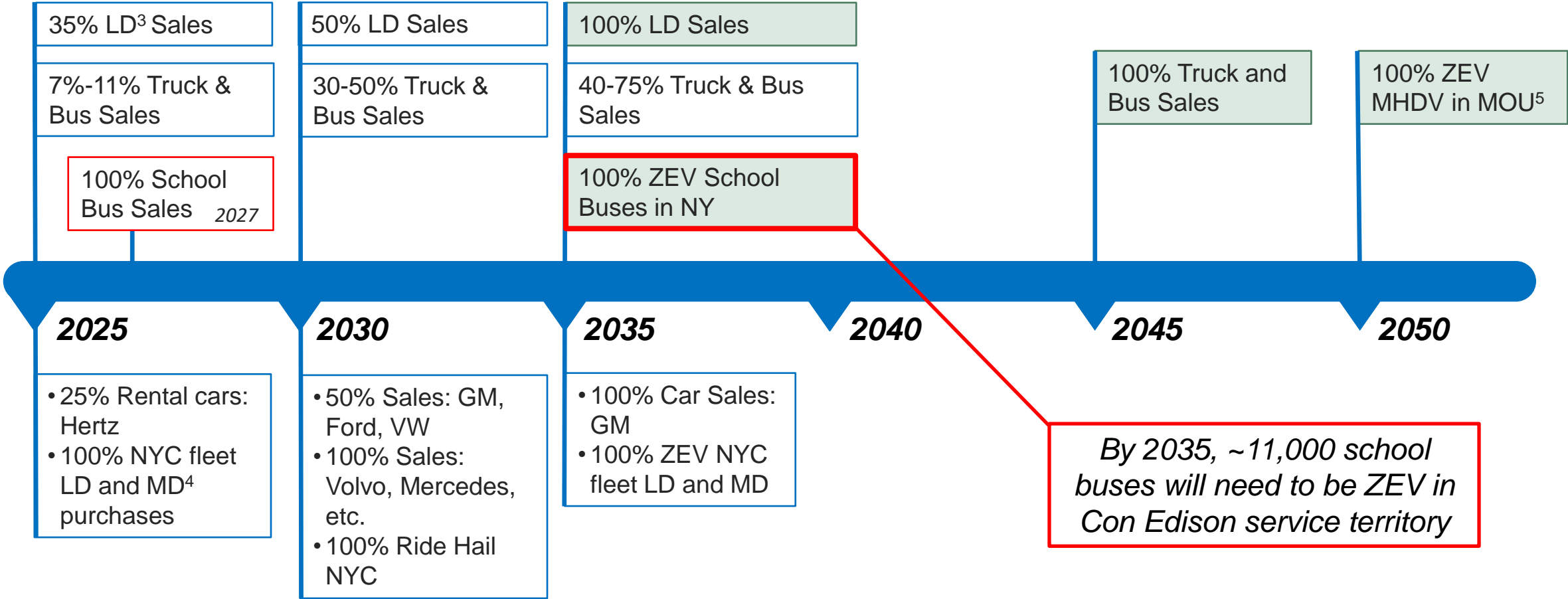
November 16, 2023

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Ambitious policy goals rooted in the CLCPA¹ are driving the pace of clean transportation progress in NY state

NY State Clean Transportation Policy Goals and Mandates for ZEVs²

Green indicates 100% endpoint



1. Climate Leadership and Community Protection Act
 2. ZEVs = zero-emission vehicles
 3. LD = Light Duty

4. MD = Medium Duty
 5. Multi-state Zero Emission Medium- and Heavy-Duty (MHDV) MOU has a 100% ZEV goal by 2050

A robust electric car market has emerged in the NYC¹ area while the market is incipient for larger vehicles

Con Edison is committed to doing its part to support clean transportation progress in NYC and NY State



Emerging Market

Immature Market

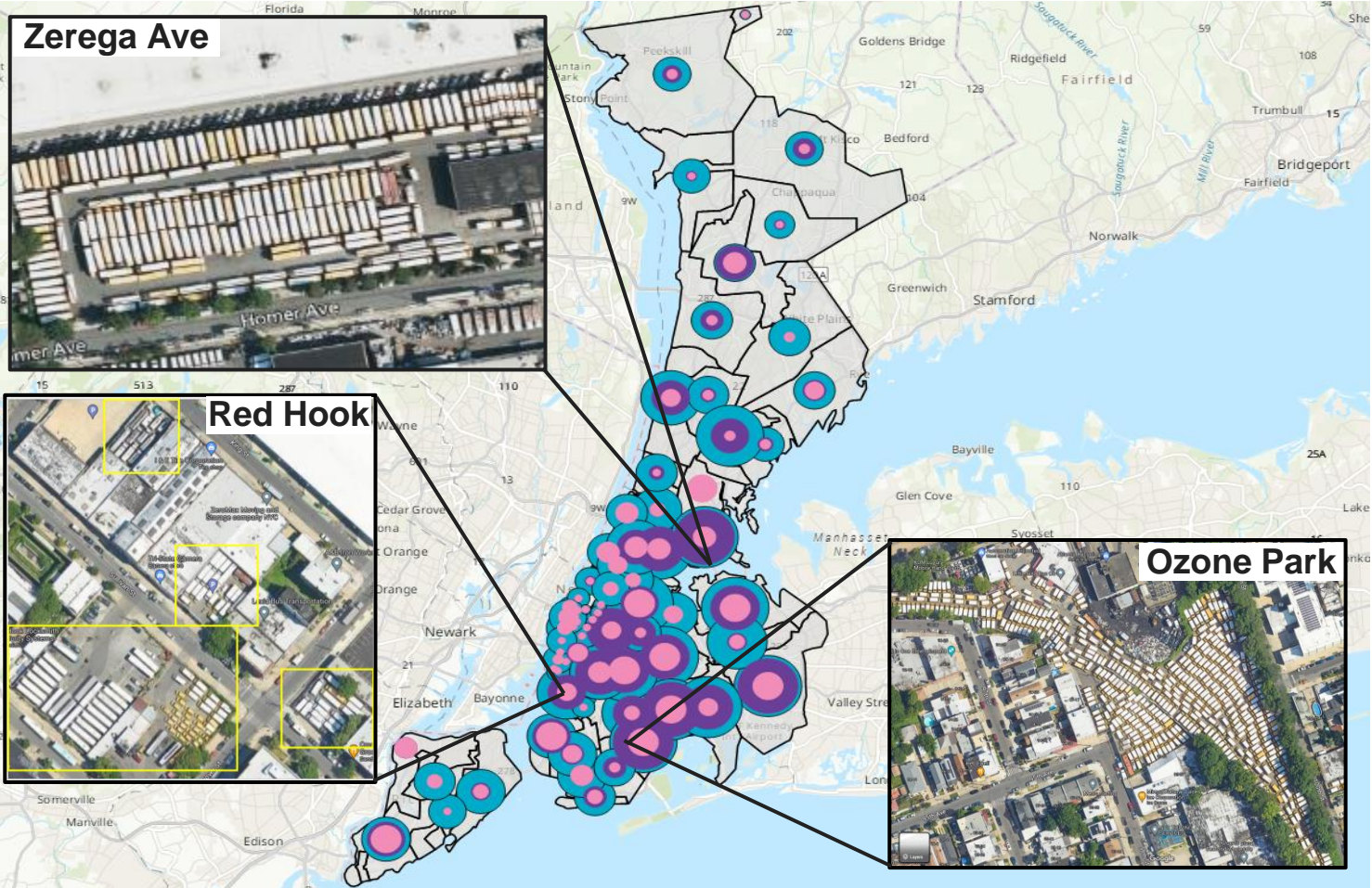


	Micro-Mobility and Cars ²	Trucks and Buses	Marine, Aviation, Off-Road
2023 Q3 Market Size (EVs in operation)	55,000	550	Negligible
2023 Q3 Market Share (% EVs on the road)	2%	0.5%	Negligible
2023 Q3 Market Growth (% of Vehicle Sales)	9%	3%	Negligible

With over 5,000 charging plugs installed in the past year under Con Edison's PowerReady program, light-duty EV market growth in NYC has nearly caught up with the early adoption in Westchester.

Fleets are highly clustered, with many commercial trucks and buses located in industrial business zones

Challenge: Many fleets across our area are hyper-densely packed and some park on the street, making on-deport charging infeasible today, presenting a barrier to charging access and electrification progress



Legend

- Number of fleet HDVs¹
- Number of fleet MDVs
- Number of fleet LDVs
- Con Edison Networks
- 1 – 88 vehicles
- 600 – 1,000 vehicles
- 1,000 – 2,000 vehicles
- > 8,000 vehicles

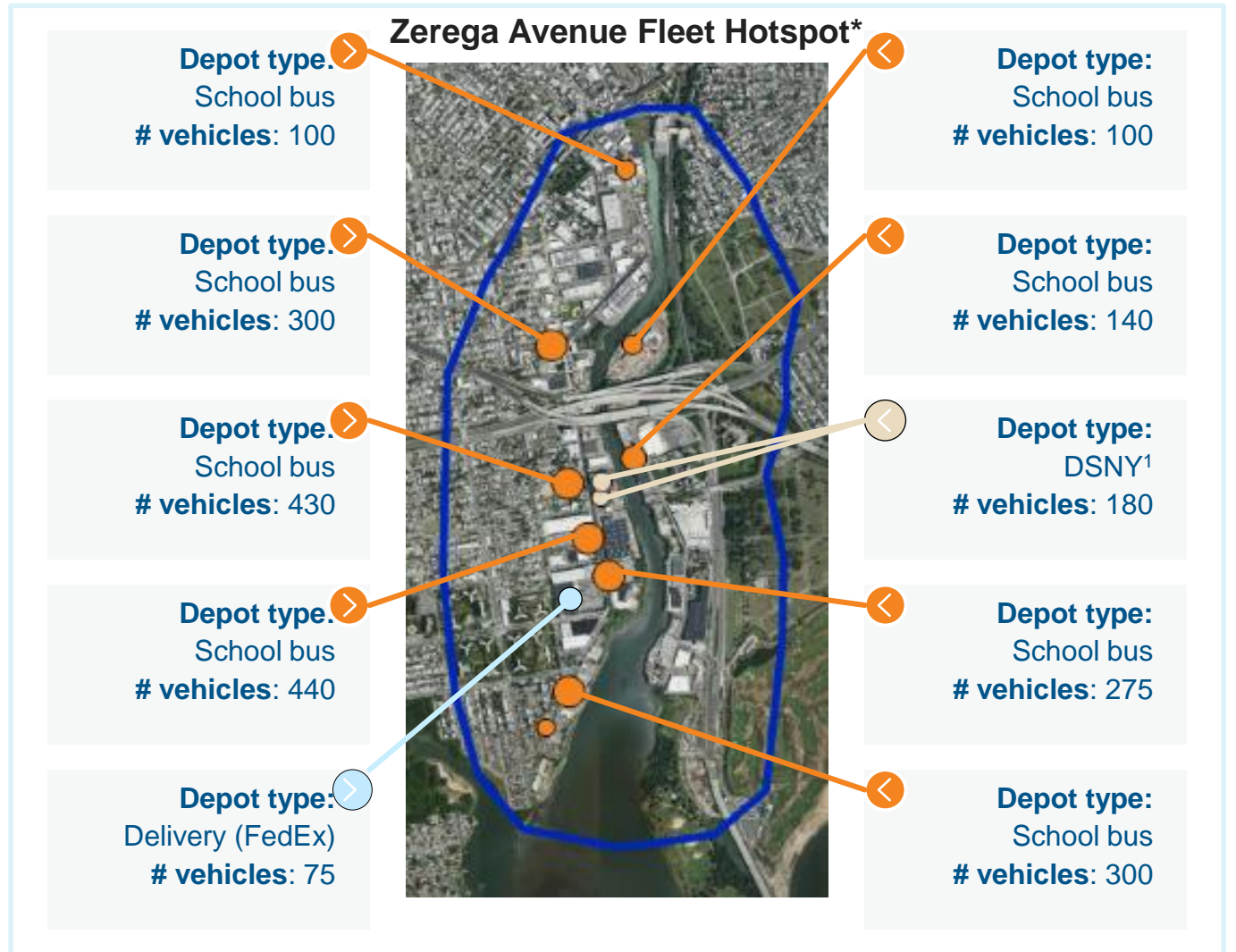
In industrial areas roughly 15-20% of MHDV fleets were observed to be parked on the street outside depots

1. HD = Heavy Duty

Many school bus and other fleets ready to electrify today lack the space for typical on-depot charging in NYC's dense urban area

	Impacts	Considerations
Key Barriers	<ul style="list-style-type: none">• Unique practical solutions are <u>not available today</u> in the NYC area to support requirements starting in 2024• Key funding streams like NY State zero-emissions school bus Bond Act and Federal EPA school bus funding currently support <u>only depot charging</u>	<ul style="list-style-type: none">• Development of practical solutions is the first step• Need to ensure critical enabling funding streams support these unique solutions, otherwise urban fleets will be left behind
Climate & Community Impacts	<ul style="list-style-type: none">• Delayed reductions in Greenhouse Gases• Delayed mitigation of health impacts in urban communities• Risks non-compliance with ACT¹, ACCII², Clean School Bus Mandate³, & proposed new EPA regulations	<ul style="list-style-type: none">• All NYC counties and Westchester are designated Clean Air Act Nonattainment Areas⁴, failing to meet clean air standards today• Air quality impacts are particularly acute in areas where MHD vehicles operate, such as Hunt's Point and Zerega Ave

*Regarding fleet electrification, a critical obstacle to collectively overcome in 12 months is **developing creative policy and other unique solutions for fleet charging in our dense urban environment.***



* Note: values rounded, list not exhaustive

● Municipal
 ● School Bus
 ● Delivery