



Environmental Advisory Committee

Subcommittee Report 1:
Promoting clean
transportation through
expansion of electric vehicles

July 7, 2017

“Now more than ever there is a need for cities’ leadership on climate. We really want to send a message that there is a growing market for electric vehicles -- regardless of what is happening in D.C.”

- Daniel Zarrilli, New York City’s Senior Director of Climate Policy and Programs

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Executive Summary

Emissions from cars and trucks became the largest U.S. source of greenhouse gases in 2016, with the greatest contribution produced by passenger vehicles. Greenhouse gases such as carbon dioxide are the primary contributor to rising global temperatures and sea levels, as well as more extreme weather conditions that will impact the City and region. In order to combat carbon emissions through zero and low emission vehicles, the Environmental Advisory Committee (EAC) recommends that the City of New Orleans remove barriers to Electric Vehicle (EV) ownership and improve access to this rapidly growing technology. The EAC also recommends that the City set an example by supporting low- and zero-emission vehicles through its own fleet and facilities.

Across America, city leaders are engaging in strategies to mitigate climate change through best practices such as the increasing use of electric vehicles. Because EVs reduce carbon and air pollution, provide a smoother riding experience, lower fueling/charging costs, and reduce costs of maintenance, car buyers are beginning to take home electric vehicles (EVs) in increasing numbers. The EV market also brings development and job opportunities in EV charging deployment.

The overall importance of improved EV ownership provides an incentive for the City to address the challenges that these vehicles have faced in the area to date. The EAC conducted several weeks of research on national best practices and New Orleans' unique needs, receiving local and national stakeholder input and developing the Guiding Principles below to address these challenges.

From these efforts, the EAC makes specific recommendations to support the City in implementing sustainable transportation practices through transition of the city fleet to low- and zero-emission vehicles, installing charging stations at City Hall, as well as providing informational resources for the public on the City website and through other educational strategies.

Furthermore, the EAC recommends to remove obstacles to EV ownership throughout the City by ensuring that building codes support EV technology in new construction, increasing charging station availability throughout the city by allowing private entities to charge for the service, allowing universal access to charging through curbside charging, and ensuring that rental tenants have the right to charge vehicles at their residence.

Finally, the EAC recommends that the City create incentives for citizens to use EVs by waiving permit fees for new EV Charging stations installed by residences and businesses, provide for electric and plug-in vehicle parking space designation including corresponding guidelines and enforcement terms and applications for EV parking designation, and allow single-use passengers in electric vehicles to have access to HOV lanes.

Additional recommendations such as an EV tax incentive, low-income EV carshare program, and Public-Private-Partnership Fast Charging Network are also included.

We hope that these recommendations find the approval of the Council and the Committee on Public Works, Sanitation and the Environment.

Background

The Environmental Advisory Committee (EAC) was created by ordinance in January 2017 as a citizen advisory committee to develop and suggest methods to incorporate sustainable and environmentally conscious practices into decisions related to infrastructure, facilities, sanitation, education, and design improvements. The EAC shall provide advice, feedback, and subject matter expertise to the Council with respect to all matters relating to building a more sustainable and resilient City. Specifically, the EAC is charged to recommend guiding principles (see next section) and practices to achieve the goals of the Master Plan and Resiliency Strategy such as:

- (1) Reducing greenhouse gas pollution and energy use;
- (2) Increasing resilience of energy infrastructure, and
- (3) Reducing car dependence and increasing fuel efficiency, clean fuel use, and shared- use mobility, including encouraging the use of electric vehicles and increasing public awareness and understanding of electric vehicles.
- (4) Encouraging the City, citizens and businesses to participate in recycling and waste reduction, including composting

Acting under that authority and direction, the EAC has chosen four topics to assess and make recommendations for improvement to the City Council over the next 8 meetings:

1. Increasing support and expansion of electric vehicles (EV)
2. Increasing recycling and reducing litter
3. Increasing composting
4. Integrating resiliency as a framework for the City Council

Subcommittees were formed to provide recommendations on each topic. This report includes recommendations on topic 1, led by subcommittee Chair, Jeff Cantin.

Guiding Principles

As a reminder of our context as a community and committee, the EAC drafted the following guiding principles to help shape decision making.

- **We live in the Mississippi River Delta.**
 - New Orleans is situated in the Mississippi River Delta.
 - Our economy and ecology are founded upon access to the waterways, wetlands, and vast natural resources of the delta and the Gulf of Mexico.
 - Many of the industries that are vital to the city's economic well-being rely on the extraction of resources. Historically, this included lumber and animal pelts. Today, this includes oil, gas, and seafood.
 - Nurturing local ecosystems and protecting natural resources is not only vital to our ecology, but also vital to our economy and culture.
 - We are connected to our neighboring parishes by watershed, river course, estuary, flood protection measures, and the Gulf of Mexico. Our economic and ecological well-being is inseparable from the well-being of the region.
 - Because of our location at the edge of the gulf, we are a particularly vulnerable population. Our climate brings heavy rainfall, extreme weather threatens each summer in the form of hurricanes, and rising seas are devouring the already-sinking wetlands of southeast Louisiana.
- **We seek a sustainable and resilient future.**
 - We seek to redefine our relationship to natural resources and maximize their long-term use. The consequences of modern energy production and consumption affect all of us, whether through pollution in the Gulf, toxins in the air, or global climate change. We seek to use resources in a way that allows them to be renewed again and again today and for future generations.
 - We seek to address the impact that infrastructure and land use planning of the preceding centuries has had on our landscape, as well the impact of environmental and manmade disasters that have devastated the region. The urban footprint of our city, our commuting patterns, sinking land, and polluted soils are a result of the interactions between constructed systems, human inhabitation, and natural forces.
 - We seek to mitigate the impact of climate change and sea level rise, because of the direct risk they pose to our city, region, and global community.
 - We seek to increase the capacity of our city to adapt to changing conditions and environmental challenges, today, in 5 years, and in 30 years.

- **Who we are**
 - We are a community that has continually adapted, developing new technologies, systems, and ways of living in response to the myriad challenges that characterize life in a dynamic delta. We have always found ways to respond and rebuild.
 - Not everyone is thriving though. Deep socio-economic inequities are present throughout the city. To quote the city’s resilience strategy, “Many New Orleanians suffer the chronic social stresses of poverty, unemployment, and violence. Wide disparities exist in employment and wages, educational attainment, and health outcomes.” Many of these inequities are racial, and are rooted in the history of the city.
 - Chronic stresses and shocks are more likely to affect disadvantaged populations, “leaving our communities that already experience inequity further exposed to risk, and weakening our resilience as a city.”
- **Our Recommendations as the EAC**
 - **Our recommendations are aspirational.** As we seek a sustainable and resilient future, New Orleans must strive to be a leader, not just for this region, but for the whole country and global community. We can and must lead by example, because our region’s outsized role in the country’s economy and energy production, and because of the magnitude of the environmental challenges we face.
 - **Our recommendations are actionable.** We build on the experiences and best practices of other cities and regions, and we identify concrete steps that the city council and its partners can take today. We also build on existing projects as well as the aspirations, principles, strategies, and projects contained in the city’s Comprehensive Master Plan, Resilience Strategy, and Urban Water Plan in order to leverage existing networks, resources, and ideas.
 - **Our recommendations are specific to New Orleans.** The low-lying deltaic geology of our region, the recent history of Hurricane Katrina and the BP Oil Spill, the immediate threat of sea level rise and climate change, and the complex interactions between national and local interests that shape our economy, culture, and civic identity require solutions and actions that are attuned to the specifics of our places and people.
 - **Our recommendations seek to empower disadvantaged populations.** Many voices have not been included in the mainstream environmental movement. We must elevate the voices of lower-income residents and people of color so that our work as environmentalists truly represents and benefits all New Orleanians.
 - **Our recommendations seek to support For-benefit Development.** We believe that the best-way to grow our economy is through positive social and environmental impact. Thus, our recommendations seek to help strengthen industries that help our social and environmental resources thrive today and in the future. This can be identified in the “Circular Economy” where waste is eliminated from our environment, and through “social entrepreneurship” where business becomes a force for social good and social innovation.

Introduction

Emissions from cars and trucks became the largest U.S. source of greenhouse gases last year, surpassing power plants for the first time since 1979. This means that if we want to fight climate change, we must examine ways to reduce carbon emissions in the transportation sector.

By investing in public transportation, dense housing and infrastructure that reduces the need for transportation, and encouraging the use of electric vehicles when necessary to drive, we can reduce the emissions associated with transportation. Furthermore, we can provide cleaner air for the citizens of New Orleans.

Passenger Cars have historically made up the largest contribution to carbon emissions in the transportation sector (Figure 1). Thus, the Environmental Advisory Committee is proposing recommendations to reduce barriers and increase incentives for the use of electric vehicles that reduce harmful carbon emissions in our atmosphere.

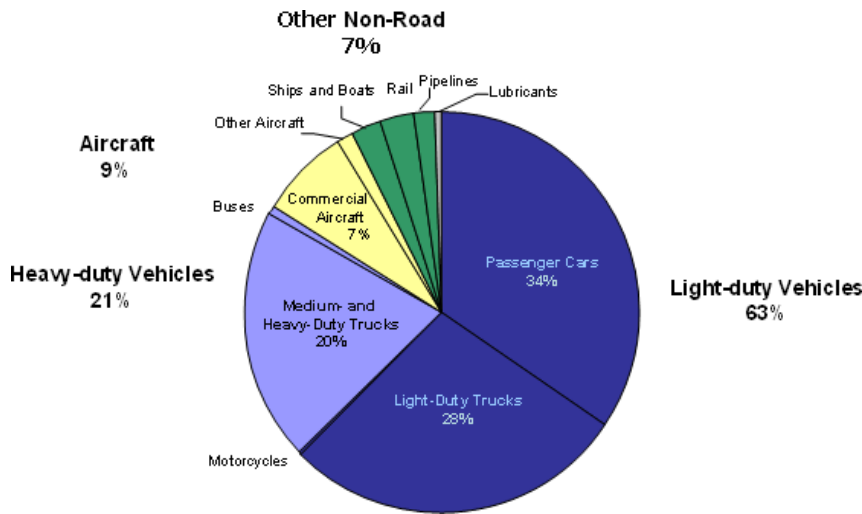


Figure 1: **Figure 5.7: U.S. transportation greenhouse emissions by source, 2006.** [\(Figure 5.7 text version\)](#). *Credit: U.S. Department of Transportation*

Subcommittee members sought public input on the goal of increasing the use of electric vehicles (EVs) to thereby displace a percentage of internal combustion engine vehicles in our city and make progress toward the goals of the Master Plan and Resiliency Plan set forth above. EVs are now more popular than ever before. In fact, with renewed interest in establishing clean energy nation-wide, mayors across the country are committing to the goal of 100% clean, renewable energy for communities, with electrified transportation as a primary priority. Cities like San Diego, Salt Lake City, Miami Beach, and others have signed on to these commitments.¹

In 2016 alone, Americans bought nearly 160,000 plug-in electric cars, a more than 30% increase over the previous year. Worldwide, there are nearly 1 million EVs on the road, and most auto manufacturers have invested over \$1B each in developing new electric vehicles. These vehicles are

¹ <http://www.sierraclub.org/ready-for-100/mayors-for-clean-energy>

already hitting the streets in New Orleans and nationwide, providing both opportunities and challenges.

Why are people buying electric vehicles?

- EVs reduce pollution in the atmosphere
- EVs offer a much better and smoother driving experience
- EVs are very quiet
- Electric motors and electronics have very little vehicle maintenance
- Electricity for charging costs 1/4 - 1/3 of gas or diesel per mile
- Vehicle costs continue to fall each year
- The driving range of mass-market EVs is increasing, up to 238 miles
- EVs qualify for up to \$7500 federal tax credit as well as a state credit

The EAC has performed fact finding and sought public input for ways to use public policy to remove known barriers that have prevented proliferation of EVs. Further, the EAC has worked to identify best practices and model policies from other municipalities to whom New Orleans can emulate regarding increasing the adoption of EVs. Quick, convenient charging of EVs is of importance to increase interest and investment, and also because many consumers are concerned by the availability of charging stations, many of the proposed initiatives focus on charging infrastructure and access.

Recently, the New Orleans City Council passed Resolution R-17-303 reaffirming a “diligent commitment to a sustainable future including improved energy efficiency and alternative energy sources to reduce greenhouse gas emissions and investment in sustainable infrastructure to build resilience.” In its advisory capacity, the EAC presents the following initiatives to the City Council Committee on Public Works, Sanitation and Environment for consideration. The EAC believes these initiatives are aligned with the City Council’s goals as stated in Resolution R-17-303 and provide opportunities for the City Council to act in concert with their expressed resolve to increase energy efficiency and reduce emissions. Where the subject matter of the EAC recommendations applies to matters outside the jurisdiction of the City Council Committee on Public Works, Sanitation and Environment, the EAC recommends working with or communicating encouragement to the appropriate entity to further the specific goals set forth below.

Transportation in the Context of New Orleans

The New Orleans population is spread out across a wide area, separated by waterways such as the Industrial Canal and Mississippi River. This means lengthy commutes for many, whether a UNO student living on the West Bank, or a New Orleans East resident heading to work in the French Quarter. In a city where public services are still recovering, many residents are dependent on inadequate public transit. Bus routes and schedules, in particular, have yet to return to the levels provided before Hurricane Katrina.

The ability to evacuate is important to New Orleans life, with official city policy encouraging residents to leave the city in the event of a hurricane, often by personal vehicle. Organizations such as Evacuteer and the City in turn provide assistance to those who cannot access personal vehicles.

As the EAC makes recommendations in this context, it must be emphasized that other transportation issues are also important to prioritize alongside EV ownership. Improving access to affordable and

reliable forms of transportation, especially in regards to bus and streetcar routes, is essential to addressing the high cost of living (as measured through housing and transportation) and inequities in access to jobs and resources, especially for the many who do not own personal vehicles.

Rapidly changing transportation innovations that will reshape mobility in coming years should also be considered:

- Ride sharing - Uber/Lyft has made it easier for people to travel without owning a car
- Bike infrastructure - there is rapidly improving bicycle access through bike lanes, sharrows, bike paths, bike racks, and greater awareness among motorists of cyclists
- Bike sharing - Social Bikes is preparing to launch a program in New Orleans that will improve access to bikes across a wide swath of the city
- Autonomous vehicles - new technology undergoing rapid development, just years away from potentially reshaping what it means to travel by car and what it means to own a car
- Community cars - easy access to local short term car usage (for example Zip cars)

A note on equity and the promotion of electric vehicles

In accordance with the Guiding Principles, the EAC intends to provide recommendations to the City Council that are equitable to all residents. While there is a preconception of electric vehicles as costly, prices for many new and used electric vehicles are becoming more affordable and ultimately provide significant savings over the long-term through reduced maintenance and fuel spending.

Importantly:

- Nearly all car manufacturers are developing or have issued electric plug-in models
- Already two major manufacturers offer long-range vehicles under \$40,000: Tesla and Chevrolet
- Secondary (used) EV market is now providing 4-5 year-old vehicles in the \$5000-8000 range
- State and federal tax credits are available to EV buyers to further reduce costs
- Battery costs and EV costs continue to fall each year

For residents that will necessarily drive personal vehicles due to work distance or occupation, it is important to provide education to ensure that electric vehicles are perceived as an affordable option. The EAC recommends that the Public Works Committee and Administration regularly review EV policies to ensure diverse community benefit, affordability, and equitable job creation.

Recognition of Best Practices

The EAC seeks to recognize best practices already being implemented by the Administration and City Council including:

- **Supporting the Paris Climate Agreement**
 - Despite federal decisions, cities like New Orleans can lead the way for fighting climate change
 - Support for Mayor Landrieu in condemning the U.S. withdrawal from Paris Accord and joining participating cities in the C40 climate leadership group identifying GHG emissions reductions as a top priority.
 - Support for the New Orleans City Council for passing a resolution reaffirming its commitment to mitigating the City's carbon emissions and the principles of the Paris Agreement
- **Clean fuel stipulations in new City contracts**
 - In particular, the work of the Sanitation Department in requiring clean fuel standards in waste management contracts
- **Participating in collective purchasing agreements**
 - The City of New Orleans is exploring the opportunity of purchasing electric vehicles through collective purchasing agreements with other cities

Recommendations: City Hall Leads the Way

Transition City Fleet to Low and Zero Emission Vehicles

Recommendation

In order to promote the use of electric and low-carbon vehicles, the EAC recommends that the City dedicate a permanent Green Fleet Resource to optimize efficiency, reduce costs, and reduce pollution from the City vehicle fleet. The EAC further recommends that the Committee on Public Works, Sanitation and Environment assess how best to support the City in transitioning to low- and zero-emission vehicles. This support may include budgeting a permanent position such as a Green Fleet Manager or by dedicating sufficient capacity and responsibility to engineers within the department to accomplish carbon and cost reduction goals.

In light of the Administration's intention to hire a FUSE fellow for evaluating and improving green fleet management, the EAC recommends that the Green Fleet Resource responsibility continue as a permanent and significant responsibility at the City long-term, and that the Public Works Committee receive an annual report from the City on progress made.

Example responsibilities for this role would include fleet and technology assessments with the goal of more efficient vehicle utilization, planning, and anti-idling. Additionally, the EAC encourages the City to recruit and hire local talent (qualified individuals from New Orleans or living in New Orleans) whenever possible, should a new position be created.

Finally, the EAC recommends that the City Council pass a resolution encouraging RTA to transition to zero emission vehicles (See Appendix I: RTA Electric Bus Resolution)

How this helps the City

- Reduce carbon pollution and other emissions, and improve community health
- Consider new options such as EV pool vehicles
- Save on fuel/maintenance cost and carbon: Seattle's Green Fleet Manager program resulted in over \$400,000 in annual savings through fuel reduction alone
- Fleet commitments may invite donations of discounts and charging equipment from manufacturers

How a similar role might benefit other local transportation-related entities

- Public transportation vehicles contribute substantially to the city's carbon footprint and air quality problems
- The Regional Transit Authority has jurisdiction over public transportation vehicle standards and technologies, as well as the fuels used in these vehicles
- A transition to low- and zero-emission public transportation vehicles can result in savings for operators and riders, and better system reliability overall

Install EV Charging Stations at City Hall and Libraries

Recommendation

The EAC recommends that the Committee on Public Works, Sanitation and Environment should propose a budget item for installation of two standard Level Two electric vehicle charging units in a high-profile street-visible location in proximity to City Hall. In addition, if budget resources allow, to propose a budget item for installation of charging units at each public library location in the City. Educational resources as outlined below should be a key component of these installations and available in a prominent place within each facility.

- The budget figure for the City Hall EV Chargers is approximately \$8,500.
- The budget figure for 9 Library EV Chargers is approximately \$45,500
- Reference draft ordinance in Appendix A: City Hall EV Chargers

How this helps the City

- EV charging units around the city are important to encourage EV adoption
- Access to charging units at public facilities is very important for prospective EV owners.
- Installation of charging units will encourage visitors to City Hall to learn about cost-effective and zero-emission electric vehicles.
- Installation of one or more EV chargers in a high-profile location in proximity to City Hall will support the City's commitment to *make the first move*.
- Charging stations are a relatively low-cost action with strong visual impact and public relations value.

Educational Action and Partnerships

Recommendation

The EAC recommends that the Public Works, Sanitation and Environment Committee draft a resolution requesting the City administration create educational resources for consumers and businesses on low- and zero-emission vehicle ownership, especially EV. These resources should include a tab on the Office of Sustainability and Resilience website, a corresponding brochure, and social media engagement. Informational resources should also be made available wherever City-installed charging points are placed. The resolution should also include partnerships with area non-profits to provide educational opportunities through a diverse community outreach program. This program should provide up to \$5,000 grants to educational partners for outreach within City limits.

- The budget figure is approximately \$50,000
- Grant guidelines should be established to reflect the importance of reaching all communities, as well as priorities of equity and affordability.
- Auto dealers are a particularly important point of engagement, as they can discourage ownership if not properly staffed, trained and motivated to help EV and hybrid car buyers.
- Grants should be awarded on a quarterly cycle, up to the budget allocated to the program.
- 25% of the budget allocation should be directed to grants specifically for outreach to low-income residents.
- Example web resource:
<https://bouldercolorado.gov/public-works/electric-vehicles-and-charging-stations>
- Efforts should be made to engage outside grant funding, existing utility programs, foundation partnerships and other resources to supplement or offset program cost to the City

How this helps the City

- Up to date information for consumers and business
 - The City's existing website is trusted, and is a natural starting point for information.
 - Resources on the City's website should include a guide on how to get started locally with low- and zero-emission vehicle ownership and available charging options.
 - Social media and press engagement by the City is a critical component to supplement the awareness and reach of these outreach programs.
- Informed consumers save money
 - The City and Councilmembers have participated in several public EV outreach events to date and should continue to do so.
 - Several organizations are known to be active in EV education and outreach and are good partner candidates.
 - These include:
 - Southeast Louisiana Clean Fuels Partnership
 - Louisiana Clean Fuels
 - US Green Building Council
 - Alliance for Affordable Energy
 - Sierra Club
 - EV Louisiana
 - Auto dealers: Nissan, Chevy, Tesla, Smart, others

Recommendations: Remove Obstacles for EV Use

EV Ready for New Construction & New City Facilities

Recommendation

The EAC wants to ensure new building developments reflect modern technologies that support community resiliency as a City. Therefore, the EAC recommends that Public Works, Sanitation and Environment Committee should draft an ordinance for adoption by the City Council updating the Comprehensive Zoning Ordinance to require new buildings to meet minimum standards of preparation for electric vehicles. Public Works Committee should also monitor and support recommendations made to the City Planning Commission to revise the CZO accordingly. The EAC also recommends that the City connect developers with technical assistance partners to help implement these new requirements.

As a leader in incorporating and encouraging resilient technology, the City should also adopt progressive EV Ready standards for City-owned new and newly renovated facilities. The EAC recommends that Public Works, Sanitation and Environment Committee draft an ordinance for adoption by the City Council updating the Building Code to require new and renovated city-owned facilities to meet progressive EV Ready standards.

- Reference draft ordinance in Appendix B: EV Ready
- Reference draft ordinance in Appendix D: CZO Changes
- A stakeholder process led by a local architect and involving developers, city code officials and CPC is recommended in order to finalize details of the necessary code and CZO changes

How this helps the city

- EV Ready Buildings save money and are accessible
 - Preparations for EV infrastructure during construction are relatively inexpensive (\$50-\$200) compared to the cost after construction (\$2000-\$5000).
 - This additional costs can make EV charging prohibitive for public and private facilities
 - Many other U.S. cities have enacted EV Ready, including San Francisco and Denver
 - In coming years, EV Ready policies will save building owners, residents, and businesses potentially millions in project costs, and enable much more EV charging.
- City leadership accomplishes key sustainability goals
 - Increased public ownership of EVs is accelerated by visible city action
 - There are currently no public charging facilities at any city facility
 - Charging stations at city facilities will encourage EV learning and ownership

Charge to Charge

The City administration has committed to advancing rights of property owners to be compensated for the electricity provided in their EV charging stations. This right to “charge to charge” for electrical re-sale will require a number of important changes to city codes and regulations. City officials have indicated they are actively working on identifying these requirements.

Recommendation

The EAC recommends that the Public Works, Sanitation and Environment Committee should request regular status updates from City administration efforts to enact Charge to Charge legislation, and encourage implementation of proposed changes as fast as practicable.

How this helps the city

- Charge to Charge encourages private development and creates jobs
- Removes a major barrier for business owners and others to invest in charging stations that would otherwise not recover the initial investment.
- Encourage competition among charging station vendors to keep prices low and access plentiful.
- Allow the City to realize income from EV units installed on City property directly or through a partnership

Universal Charging Access

Recommendation

The EAC recommends that the Public Works, Sanitation and Environment Committee, in coordination with the CAO, draft an ordinance that proposes a pilot initiative for universal charging access, including curbside charging access, which would feature:

- A streamlined application process (i.e. plans, 1-page form, insurance, etc.);
 - Limit participation to personal, non-commercial vehicles;
 - Ensure that access is equitable throughout the city;
 - Make no provision for reserved parking spaces;
 - Require insurance and indemnification;
 - Apply standard, reasonable cost land lease rates; and
 - Mandate electrical safety features, such as ground-fault protection and accessible shutoff;
-
- Reference draft ordinance in Appendix F: Universal Charging Access

How this helps the City

- Removes restrictive policy against homes without driveways
- Most EV charging happens at home, yet it can be a challenge to perform EV charging without off-street parking.
- Several cities such as Berkeley, CA and Philadelphia, PA have initiated pilot programs to allow curbside charging.

Multifamily EV Rights

Recommendation

The EAC recommends that the Committee on Public Works, Sanitation and Environment should propose the New Orleans City Council adopt a resolution supporting an amendment to the state Revised Statutes to ensure tenant rights to install a private electric vehicle charging station. The resolution should also urge the state to enact legislation accomplishing this goal.

- Tenants in multifamily rental residence have the right to install an EV charging unit for private use, at tenant expense
- Reference draft resolution in Appendix H: Multifamily EV Access

How this helps the City

- Over 50% of New Orleans residents reside in rental property, many of them in multifamily properties, and access to EV charging is not always provided or allowed
- EV Rights simply ensure that EV owners are allowed to install charging stations for their own use in a multifamily facility.

Recommendations: Improve Access to EVs

EV Charger Installation Incentive

Recommendation

The EAC recommends that the Public Works, Sanitation and Environment Committee should recommend the City Council adopt an ordinance to implement an incentive for EV charger installation. This incentive could take the form of a permit fee waiver, grant program, or other assistance. We recommend that this incentive be in place for 5 years. Facilities that charge for access under “charge to charge” would not be eligible for the incentive. This incentive does not exclude any charging station from the normal City permitting and review process.

- Reference draft ordinance in Appendix E: EV Charger Installation Incentive

How this helps the city

- Reduce cost of electric vehicle ownership by reducing cost of installation of a home-based vehicle charger.
- Encourage workplace charging and employee EV ownership through reduced EV charging installation costs.
- Remove a potential barrier for low-income EV owners
- Reducing costs of EV charging stations is a simple, effective way for the City to remove a key cost obstacle.

EV Parking Designation

Recommendation

The EAC recommends that the Public Works, Sanitation and Environment Committee, in coordination with DPW, should draft an ordinance for the City Council to adopt providing for electric and plug-in vehicle parking space designation including corresponding guidelines and enforcement terms. The city administration should also create a process for residents and businesses to submit applications to obtain EV Parking designations.

- Reference draft ordinance in Appendix C: EV Parking

How this helps the City

- Most regions with growing numbers of electric vehicles (EVs) have a systematic method for designating electric and plug-in vehicle parking.
- This allows parking spaces in front of EV chargers to be reserved for electric vehicles and for those reservations to be enforced.
- Similar to handicap or loading zone designations, an EV Parking option protects EV charging units and reserved spaces for electric vehicles only.
- Adopting an EV Parking designation system produces no significant fiscal impact as it just defines terms and signage.

HOV Lane Access

Recommendation

The Committee on Public Works, Sanitation and Environment should propose the New Orleans City Council adopt a resolution supporting a change to the state HOV law allowing EVs to use HOV lanes without extra passengers. The resolution should also urge the state legislature to pass an amendment to the HOV law to allow electric (EV) and plug-in hybrid vehicles (PHEV) to use HOV lanes without extra passengers. The EAC recommends a five-year term for the HOV program, with an annual assessment on its impact on affordable and equitable transportation.

- Reference draft resolution in Appendix G: HOV Lane Access

How this helps the City

- More efficient use of an important local resource
 - Many U.S. regions recognize the reduced pollution benefit of EVs and permit them in HOV lanes without requirement for extra passengers.
 - New Orleans HOV lane is not currently congested and there are relatively low number of EVs currently on the road.
- Catch up with national best practice
 - EV access to HOV lanes is common in many jurisdictions: NC, TN, CA, CO, UT, NY
 - A small registration fee and sticker requirement are often part of EV-HOV programs.
 - Original HOV programs in California were related to air quality concerns, which is compatible with the motivation for electric vehicles with reduced emissions
- While the EAC is focused on improving Orleans Parish, a change to state HOV lane regulations affecting the Crescent City Connection may improve the same HOV policy statewide.

Additional Concepts for Encouraging EV Adoption

There are other areas that the City may consider to help increase adoption of electric vehicles and encourage charging station deployment. These steps can accelerate the community transition to clean zero-emission transportation. These areas require further study by the EAC.

EV Purchase Incentive

Recommendation

The EAC recommends continued study of the benefits and costs of a city sales tax exemption or other incentive for purchase of an electric vehicle. The study should include economic and social benefits and costs. The EAC should continue to explore and recommend detailed options for other incentives in the future.

- Examples of possible incentives:
 - Tax incentive of 50% of sales tax of EV charger or EV registration
 - Maximum tax benefit of \$1000 for vehicles, \$500 for chargers
 - Progressive higher tax benefit for lower-income residents
 - Incentive should have a defined timeline (5 years) and possible annual step-down
- Incentive would be in addition to state EV income tax credit
- EAC recommends to review this incentive and only implement the program if the effect on city funds is minimal

How this helps the City

- Accelerate achievement of zero-emission goals
- Modest financial incentive has a large impact on consumer decision-making.
- Incentive would provide value to potential EV purchasers and increase EV ownership.

EV Charging Network Public-Private Partnership

Recommendation

The EAC recommends formation of a public-private partnership to leverage city property assets and private investment to accelerate deployment of public EV fast charging stations inside and outside of city limits. Part of this initiative should be to identify initial high-traffic corridors for targeted charging, and potential charging points for equitable community access.

A Request for Information (RFI) should be issued to discover developer interest and deployment best practices regarding fast electric vehicle charging infrastructure in the City. Key considerations in this RFI should be equitable distribution of charging locations, interconnections to regional routes (Northshore, Mississippi and Baton Rouge), and incentives or discounted rates to encourage low-income participation.

- Develop and publish RFI
- Study similar program successes and challenges nationally
- Utilize RFI responses and program comparison to design an RFP for business participation
- Expand the program into other areas inside City limits and invite participation from neighboring parishes/municipalities if successful.

How this helps the City

- Brings fast charging to areas with large populations that are not yet well served
- Establishes charging corridors to assist developers in identifying primary EV driving routes
 - President Obama similarly designated national “charging corridors” in 2016 to encourage development along highways.
- City does not have resources to self-deploy charging stations citywide.
- Provide an opportunity for job creation
- With charge-to-charge, private developers can work with city to provide charging and recover equipment and energy costs.
- City, community, and businesses will benefit from a public-private partnership.

Community Green Fleet

Recommendation

The EAC recommends the city explore opportunities to create a community green fleet to provide more accessibility of EV in all income neighborhoods. Cars would be rented on a per hour or per day basis, similar to a “Zip Car” format. Special rates would apply to low-income residents. A similar program is currently underway in Los Angeles, California.

How this helps the City

- Bring EVs to populations that are not yet well served
- Promote use of more EV in the community and raise awareness
- Increase usage of new chargers and bring in more income to charge for charge program
- Reduce emissions

APPENDICES

APPENDIX A: City Hall EV Charging

ORDINANCE
CITY OF NEW ORLEANS

CITY HALL:, 2017
CALENDAR NO. 31,

NO. _____ MAYOR COUNCIL SERIES

BY: COUNCILMEMBER

“INSTALLATION OF ELECTRIC VEHICLE CHARGERS AT CITY HALL”

AN ORDINANCE to amend Ordinance No. _____ M.C.S., as amended entitled "An Ordinance Providing an Operating Budget of Revenues for the City of New Orleans for the Year 2018" to appropriate grant funds from _____ to the Department of Public Works for the installation of electric vehicle chargers at City Hall.
NOW THEREFORE,

SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY ORDAINS, that Division _____, Section _____ of the Code of the City of New Orleans is hereby ordained to read as follows:

SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY ORDAINS, That Ordinance No. _____ M.C.S., as amended, be amended to authorize and direct the Director of Finance, notwithstanding any provision therein contained to the contrary, to transfer funds allocated therein as follows:

FROM: _____

_____ \$8,500

TOTAL \$8,500

TO: DEPARTMENT OF PUBLIC WORKS
_____ \$8,500

TOTAL \$8,500

ADOPTED BY THE COUNCIL OF THE CITY OF NEW ORLEANS _____

PRESIDENT OF THE COUNCIL

DELIVERED TO THE MAYOR ON _____

APPROVED:

DISAPPROVED: _____

MAYOR

RETURNED BY THE MAYOR ON _____ AT _____

CLERK OF COUNCIL

ROLL CALL VOTE:

YEAS:

NAYS:

ABSENT:

RECUSED:

APPENDIX B: EV Ready

ORDINANCE

CITY OF NEW ORLEANS

CITY HALL: _____, 2017

CALENDAR NO: _____

NO. _____ MAYOR COUNCIL SERIES

BY: COUNCILMEMBERS _____

AN ORDINANCE to amend and reordain _____ of the Code of the City of New Orleans relative to the construction of facilities owned by the City of New Orleans that requires installation of electric vehicle chargers and to install capacity for installation of electric vehicle chargers at some time following construction.

WHEREAS, the application of these requirements will further the goals and policies of the City of New Orleans Master Plan regarding environmental protection and will reduce future greenhouse gas emissions.

SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY ORDAINS, that _____ of the Code of the City of New Orleans is hereby amended and reordained to read as follows:

ELECTRIC VEHICLE CHARGING SYSTEMS

1. Purpose.

The purpose of this section is to require installation of electric vehicle chargers and to pre-wire for electric vehicle charging systems in new buildings to lower the cost for the future installation of those systems. By pre-wiring buildings and parking areas, future electric vehicle charging systems can be installed later at a minimal cost, accommodating for increased demand by owners of electric vehicles.

2. Definitions.

The following definitions shall apply to this chapter:

(a) “Amp” is a unit of measurement of electrical current produced in a circuit by 1 volt acting through a resistance of 1 ohm.

(b) “AC” is an electrical signal of alternating current.

(c) “Conduit” is an electrical piping system used for protection and routing of electrical wiring.

(d) “Electric Vehicle Charging System” means the conductors, including the ungrounded, grounded, and equipment grounding conductors and the electric vehicle connectors, attachment plugs and all other fittings, devices, power outlets or apparatus installed specifically for the purpose of delivering energy from the premises wiring to the electric vehicle.

(e) “Panel Capacity” means the amount of energy and capacity available within the electrical panel used by a building. Where an automatic load management system is used, the maximum electric vehicle supply equipment load on panel capacity shall be the maximum load permitted by the automatic load management system.

3. Installation of Electric Vehicle Chargers and Prewiring Required.

For all facilities constructed by the City of New Orleans after the effective date of _____, 2018, the City of New Orleans shall:

- a. Install at least one 208/240 volt 40 amp, grounded AC charging system regardless of the total number of facility parking spaces. The charging system shall be located within the parking area; or
- b. Install a minimum number of 208/240 volt 40 amp, grounded AC charging system equal to two percent of the total number of parking spaces. The charging system shall be located within the parking area; and
- c. Install electrical panel capacity and conduit for future installation of electrical vehicle charging systems. The panel capacity and conduit size shall be designed to accommodate the future installation, and allow the simultaneous charging, of a minimum number of 208/240 volt 40 amp, grounded AC charging systems, that is equal to 10 percent of the total number of parking spaces. The conduit shall terminate within the parking area.

ADOPTED BY THE COUNCIL OF THE CITY OF NEW ORLEANS _____

PRESIDENT OF THE COUNCIL

DELIVERED TO THE MAYOR ON _____

APPROVED:
DISAPPROVED: _____

MAYOR

RETURNED BY THE MAYOR ON _____ AT _____

CLERK OF COUNCIL
ROLL CALL VOTE:
YEAS:
NAYS:
ABSENT:
RECUSED:

APPENDIX C: EV Parking

ORDINANCE
CITY OF NEW ORLEANS

CITY HALL: _____, 2017
CALENDAR NO: _____

NO. _____ MAYOR COUNCIL SERIES

BY: COUNCILMEMBERS _____

AN ORDINANCE to amend and reordain Section _____ of the Code of the City of New Orleans relative to signage for reserving parking spaces for the use of charging electric vehicles and penalties for unauthorized use.

SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY ORDAINS, that Section _____ of the Code of the City of New Orleans is hereby amended and reordained to read as follows:
* * *

(a) For the purposes of this section, an “electric vehicle” is one that operates either partially or exclusively on electrical energy supplied from the grid or an off-grid electricity source that is stored on board for motive purpose. An “electric charging station” is equipment that has as its primary purpose the transfer of electric energy to a battery or other energy storage device on an electric vehicle.

(b) The Department of Public Works is hereby authorized to designate, by the installation of appropriate signs, parking spaces for the exclusive use of recharging electric vehicles.

(c) Where signs designating a parking space for the exclusive use of recharging electric vehicles are erected, no person shall park a vehicle upon any street, municipal parking lot, municipal parking garage, or portion of any street, parking lot, or parking garage so signed unless such vehicle is an electric vehicle and is connected to an electric charging station.

(d) Violators of this section may be issued a parking ticket attached to the vehicle or a citation to court and the vehicle may be towed to an impoundment lot at the owner’s expense and stored at the owner’s expense. Signs designating recharging electric vehicle parking shall indicate that unauthorized or improperly parked vehicles may be towed and the driver fined fifty dollars (\$50.00).

(e) Any merchant or owner of a privately owned parking lot maintained for use by the general public is hereby authorized to designate, by the installation of appropriate signs, parking spaces for the exclusive use of recharging electric vehicles. Enforcement shall be the responsibility of the owner of the private property.

ADOPTED BY THE COUNCIL OF THE CITY OF NEW ORLEANS _____

PRESIDENT OF THE COUNCIL

DELIVERED TO THE MAYOR ON _____

APPROVED:

DISAPPROVED: _____

MAYOR

RETURNED BY THE MAYOR ON _____ AT _____

CLERK OF COUNCIL

ROLL CALL VOTE:

YEAS:

NAYS:

ABSENT:

RECUSED:

APPENDIX D: CZO Changes

ORDINANCE

CITY OF NEW ORLEANS

CITY HALL: _____, 2017

CALENDAR NO: _____

NO. _____ MAYOR COUNCIL SERIES

BY: COUNCILMEMBERS _____

AN ORDINANCE to direct the City Planning Commission to conduct a public hearing to consider text amendments to the Comprehensive Zoning Ordinance (CZO).

WHEREAS, the proposed text amendments to the CZO of the City of New Orleans sets forth minimum as well as pre-wiring requirements for electric vehicle supply equipment in new developments. The application of these requirements will further the goals and policies of the City of New Orleans Master Plan regarding environmental protection and will reduce future greenhouse gas emissions.

To the extent the requirements of this ordinance are deemed to constitute changes or modifications to the requirements of the City of New Orleans Building Code and the other regulations adopted pursuant to health and safety, the Council of the City of New Orleans expressly finds that the provisions of this ordinance are reasonably necessary because of local climatic, geological, or topographical conditions for at least the following reasons:

- (1) Plug in electric vehicles provide an alternative to vehicles with gasoline powered engines that use petroleum as an energy source. Petroleum is a non-renewable resource, and its availability is expected to decline in the future, leading to increased gasoline and transportation costs. The United States currently imports 60 percent of the petroleum used domestically.
- (2) Plug in electric vehicles derive some or all of their energy from the electrical grid. A shift towards the use of renewable energy resources will create a more reliable and sustainable source of energy over the long term.
- (3) Currently, emissions from internal-combustion vehicles are a significant source of greenhouse gases in Louisiana.
- (4) Plug in electric vehicles create pollutants and greenhouse gas emissions substantially lower in comparison with conventional gasoline powered vehicles. Plug in electric vehicle emissions are estimated by the California Air Resources Board to be 75% lower than the average conventional gasoline-powered vehicle and 55% lower than the average conventional hybrid vehicle.
- (5) The availability of plug in electric vehicles is growing and will continue to expand over the next several years. The International Energy Agency projects that plug in electric vehicles will account for up to 15% of the vehicle fleet globally by 2020.
- (6) The requirement to install pre-wiring for electric vehicle supply equipment in new buildings will increase the availability and visibility of these charging systems, complementing increased electric vehicle ownership by reducing “range anxiety”. Increased use of plug in electric vehicles will reduce the amount of emissions and pollutants emitted from passenger vehicles, benefitting the citizens of New Orleans.

(7) The regulation of building and parking design, construction and operation lies with the realm of police power traditionally assigned to states and their political subdivisions.

(8) Nothing in this ordinance is intended to duplicate, contradict, or enter a field which has been fully occupied by, federal or state law or regulation.

SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY ORDAINS, that the City Planning Commission consider amendments to the CZO of the City of New Orleans as follows (ADDITIONS UNDERLINED):

21.6 ACCESSORY STRUCTURES AND USES

21.6.M1 ELECTRIC VEHICLE CHARGING ENABLED PARKING SPACES

Electric vehicle charging is permitted as an accessory use in all parking lots and structures, as well as part of a gas station use or when installed alongside a public right of way in a residential district abutting a residence that lacks a driveway or garage. An off-street electric vehicle charging enabled parking space shall be counted as a required vehicle parking space, and is subject to the yard restrictions for off-street parking in the underlying districts.

21.6.M2 ELECTRIC VEHICLE CHARGING FACILITY or SITE

An Electric vehicle charging facility or site is permitted as an allowed use in in any district where parking lots and structures as well as gas stations are permitted as allowed uses .

21.6.M2 ELECTRIC VEHICLE CHARGING EQUIPMENT

Electric vehicle charging equipment is permitted as an accessory use in in any zoning district.

22 OFF-STREET PARKING AND LOADING

22.2.F PROHIBITION ON USE OF PARKING SPACES

The sale, repair or dismantling or servicing of any vehicles, equipment, materials or supplies, or the display of goods in off-street parking areas is prohibited, unless otherwise permitted by this Ordinance. Electric Vehicle charging and charging equipment are allowed in any off-street parking space and the prohibition shall not apply to such EV Ready spaces.

Add PERCENTAGE OF EV-READY SPACES column to Table 22-1: Off-Street Vehicle and Bicycle Parking Requirements. Numbers of required EV ready parking spaces shall be equal to number of Bicycle spaces required, but not to exceed 5% of total number of parking spaces required. This provision shall only apply if the minimum number of required parking spaces is equal to or higher than 7.

26 DEFINITIONS

Electric Vehicle Charging Equipment. A UL listed piece of equipment connected to electrical service that enables charging for battery electric or plug-in electric vehicles. Such equipment can be Level 1 EVSE (110V), Level 2 EVSE (220V AC) or Level 3 DC charging (high DC voltage).

Electric Vehicle Charging Facility or Site. A parking facility with multiple parking spaces dedicated to the charging of electric vehicles. Such facility or site can be open air or covered with shade structures which in turn can be provided with solar photovoltaic generation panels. Any other structure or retail use within such site shall be an accessory use.

Electric Vehicle Ready (EV Ready) parking space. A parking space provided with an electrical connection to the electrical system and a space or mounting device that can be provided in the future with an Electric Vehicle Charging station (Level 1, 2 or 3)

Electric Vehicle charging enabled parking space. A parking space provided with an electrical connection to the electrical system as well as Electric Vehicle Charging Equipment (Level 1, 2 or 3).

Severability. This ordinance and the various parts thereof are hereby declared to be severable. Should any section of this ordinance be declared by a court to unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole, or any portion thereof, other than the section so declared to be unconstitutional or invalid.

ADOPTED BY THE COUNCIL OF THE CITY OF NEW ORLEANS _____

PRESIDENT OF THE COUNCIL

DELIVERED TO THE MAYOR ON _____

APPROVED: _____
DISAPPROVED: _____

MAYOR

RETURNED BY THE MAYOR ON _____ AT _____

CLERK OF COUNCIL
ROLL CALL VOTE:
YEAS:
NAYS:
ABSENT:
RECUSED:

APPENDIX E: EV Charger Installation Incentive

ORDINANCE
CITY OF NEW ORLEANS
CITY HALL:, 2017
CALENDAR NO. 31,

NO. _____ MAYOR COUNCIL SERIES

BY: COUNCILMEMBER

“ELECTRIC VEHICLE CHARGER INSTALLATION INCENTIVE”

AN ORDINANCE relative to incentives for residents and businesses to obtain electric vehicle chargers; and otherwise to provide with respect thereto.

WHEREAS, the Council desires to promote and remove barriers to achieving the environmental goals of the Master Plan.

WHEREAS, Chapter 13 of the Master Plan sets forth several environmental goals, including citywide preparation for future climate change and reduced impact to climate change; encouraging the development and use of alternative forms of transportation; and expanding renewable energy technology development, production, and use.

WHEREAS, the City Council desires to encourage and facilitate installation of electric vehicle chargers in compliance with applicable requirements of the Code of the City of New Orleans and to reduce the costs of such work.

NOW THEREFORE,

SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY ORDAINS, that [an incentive to install electric vehicle stations in the amount of xxxx shall be established for all permitted and inspected charging stations] [OR] [all building permit and electrical permit fees normally levied by the City of New Orleans Department of Safety and Permits shall be waived for residents and businesses applying to install electric vehicle chargers].

ADOPTED BY THE COUNCIL OF THE CITY OF NEW ORLEANS _____

PRESIDENT OF THE COUNCIL

DELIVERED TO THE MAYOR ON _____

APPROVED:

DISAPPROVED: _____

MAYOR

RETURNED BY THE MAYOR ON _____ AT _____

CLERK OF COUNCIL

ROLL CALL VOTE:

YEAS:

NAYS:

ABSENT:

RECUSED:

APPENDIX F: Universal Charging Access

ORDINANCE
CITY OF NEW ORLEANS

CITY HALL:, 2017
CALENDAR NO. 31,

NO. _____ MAYOR COUNCIL SERIES
BY: _____ COUNCILMEMBER

“ELECTRIC VEHICLE CHARGER PERMIT PROGRAM”

AN ORDINANCE to ordain Article IX, Division 6, Sections 2-971 through 2-281 of the Code of the City of New Orleans, relative to the leasing of the public right of way for the installation of electric vehicle chargers; and otherwise to provide with respect thereto.

WHEREAS, the Council desires to promote and remove barriers to achieving the environmental goals of the Master Plan.

WHEREAS, Chapter 13 of the Master Plan set forth several environmental goals, including citywide preparation for future climate change and reduced impact to climate change; encouraging the development and use of alternative forms of transportation; and expanding renewable energy technology development, production, and use.

WHEREAS, the City of New Orleans is a member of the Southeast Louisiana Clean Fuel Partnership, the U.S. Department of Energy Clean Cities Coalition for the southeast Louisiana region with the mission to promote cleaner transportation options.

WHEREAS, Promoting the use of electric vehicles (“EVs”) and the infrastructure necessary to support their growth is consistent with the goals of the Master Plan and is supported by a broad coalition of individuals and groups, such as the Southeast Louisiana Clean Fuel Partnership, the U.S. Green Building Council, and the Algiers Point Association.

WHEREAS, Electric vehicle owners need access to EV chargers but there are few public chargers in New Orleans.

WHEREAS, New Orleans is a historic city with limited access to off-street parking where an EV charger can be installed.

WHEREAS, the City routinely enters into agreements with individuals to grant servitudes for use of the public right-of-way for newspaper boxes, light poles, staircase, balconies and other encroachments.

WHEREAS, the National Electric Code (NEC) Article 625 (1996) sets forth the technical requirements for installation of electrical vehicle charging systems.

NOW THEREFORE,

SECTION 1. THE COUNCIL OF THE CITY OF NEW ORLEANS HEREBY ORDAINS, that Division 6, Section 9-971 of the Code of the City of New Orleans is hereby ordained to read as follows:

“DIVISION 6. - LEASE OF PUBLIC RIGHT-OF-WAY FOR INSTALLATION OF ELECTRIC VEHICLE CHARGERS
Section 9-971. Definitions

Electric Vehicle. Any motor vehicle that receives motive power from a battery or other storage device that receives electricity from an external source such as a charger, and includes a Plug-in Hybrid Electric Vehicle.

Electric Vehicle Charger (EVC). A device which permits the transfer of electric energy (by conductive or inductive means) to a battery or other storage device in an electric vehicle.

Section 9-972. Authorization and Term.

The city is authorized to lease the public right-of-way between the sidewalk and the curb that is adjacent to a legal on-street parking spot to the owner of an electrical vehicle at his/her primary residence for the installation an electric vehicle charger for a renewable period of one year subject to the conditions of this division.

Section 9-973. Application.

Applications for the installation of electrical vehicle chargers within the public right-of-way shall be submitted to the Division of Real Estate and Records. The city may establish an application fee not to exceed \$50.00. The application shall follow the City Planning Commission Administrative Rule G.3. When reviewing the application and determining the terms and conditions, fees and values, the City shall consider the policy goals of encouraging the use of clean fuel technology and the public benefits provided by increased adoption of clean transportation.

Section 9-974. Conditions.

1. Installation of electrical vehicle charging stations on the public right of way should be considered only when the applicant certifies that installation of an EV charger at a garage, driveway or other off-street location at his/her primary residence is unavailable.
2. Use of the charger is to be under the control of the applicant and can only be for private use. If the applicant wishes to make the charger available to the public, it must be accessible and available to the public at all times, at no cost.
3. Chargers and cabling systems must meet safety standards as determined by the Department of Safety and Permits.
4. If the applicant is a tenant, the property owner must provide authorization. Such installations shall also be allowed when the applicant is the owner, as an incentive for potential tenants who might otherwise not be able to drive electric vehicles.
5. Rental Property owners can provide EVC or EVC ready circuit for tenant use.
6. The lease contract with the city shall stipulate owner is responsible for removal of the charger in the event of abandonment or other problems.
7. Installation and maintenance of the charger is at the expense of the applicant.
8. The city may request the recommendation of the Historic District Landmark Commission or Vieux Carre Commission in areas of their jurisdiction.
9. Installation of a charger shall not create a private or reserved parking space on the street. The city may require the applicant to provide signage to clarify that there is not any parking restriction associated with a charger, including requiring the posting of the applicant's phone number.

Figure 1. Sample Signage

10. The applicant shall provide notice to all neighbors on the same block face of the regulations and guidelines.
11. The applicant shall indemnify the City for any harm arising out of the installation, use, or misuse of the charger.

12. The city may establish rules for the amount of chargers allowed per block face.
13. The city may impose other necessary and appropriate conditions to ensure the public health, safety and welfare.

Sec. 9-975. Location and Installation

1. All installations must be permitted by the Department of Safety and Permits and require a licensed and certified electrician.
2. All installations must comply with the National Electric Code Art. 625 and the National Electrical Installation Standards (NEIS) NECA 413-2012, Standard for Installing and Maintaining Electric Vehicle Supply Equipment.
3. The applicant shall submit a site design showing the location and size of the EV charger (including the stored cord) relative to the sidewalk, planting strip and existing utilities.
4. Cords shall be retractable or have a place to hang the connector and cord sufficiently above the pedestrian surface. Any cords connecting the charger to a vehicle shall be configured so that they do not cross a driveway, sidewalk, or passenger unloading area.

Figure 1. Example Site Plan

5. The EV charger shall not be in any location where parking is currently prohibited by state or local law or within 6 feet of a fire hydrant.
6. The location shall avoid interference with vehicular sight lines at street corners or driveways and minimize the removal of vegetation.
7. EV chargers shall be placed at a safe distance from the curb.
8. The contractor shall notify the utility and local authorities through Louisiana One Call (811) of the site plan. The site plan shall provide an assessment of the current electrical service capability and potential upgrade requirements to support an EVC installation.

Sec. 9-976. Equipment

1. Equipment should be certified to UL Standard 2202 by a Nationally Recognized Testing Laboratory (NRTL) such as UL or ETL and listed for electric vehicle use.
2. Equipment should comply with Society of Automotive Engineers (SAE) J1772-2009 or comparable standards to include safety features between the charging station and the electric vehicle, such as ground fault current interrupter, proximity detection, signaling, and to ensure power is only supplied after a connection is made between charger and vehicle.
3. Types of Charger Authorized

Type of Charging
Power Levels (installed circuit rating)

Level 1
110/120VAC up to 20 Amps
Level 2 (including Tesla)
208/240VAC up to 100 Amps
Level 3 and Fast DC
Up to 50kW

* * *

ADOPTED BY THE COUNCIL OF THE CITY OF NEW ORLEANS _____

PRESIDENT OF THE COUNCIL

DELIVERED TO THE MAYOR ON _____

APPROVED:
DISAPPROVED: _____

MAYOR

RETURNED BY THE MAYOR ON _____ AT _____

CLERK OF COUNCIL
ROLL CALL VOTE:
YEAS:
NAYS:
ABSENT:
RECUSED:

APPENDIX G: HOV Lane Access

RESOLUTION

No. R-17-

CITY HALL: _____, 2017

BY: COUNCILMEMBERS _____

WHEREAS, the City Council of New Orleans adopted Resolution No. 16-421 on September 8, 2016 encouraging the use of Electric Vehicles (“EV”); and

WHEREAS, The City Council of New Orleans formed the Environmental Advisory Committee (“EAC”) to advise and make recommendations to the Council relative to environmental, resiliency and sustainability issues, including encouraging the use of EVs; and

WHEREAS, La. Rev. Stat. 48:1104.1 governs high occupancy toll lanes on the Crescent City Connection:

High occupancy toll lanes; establishment; requirements

A. The Crescent City Connection division, within the Department of Transportation and Development, may establish high occupancy toll lanes on the Crescent City Connection as provided in this Section.

B. The high occupancy toll lanes shall give a reduced toll or free passage to buses, and to carpool vehicles with three or more occupants in accordance with rules and regulations to be adopted by the Crescent City Connection division of the Department of Transportation and Development.

WHEREAS, the EAC met on _____, 2017 and recommended a HOV Lane Exemption such that EVs be allowed to use designated HOV lanes regardless of the number of occupants in the vehicle as follows:

B. The high occupancy toll lanes shall give a reduced toll or free passage to buses, and to carpool vehicles with three or more occupants, and electric vehicles with one or more occupants, in accordance with rules and regulations to be adopted by the Crescent City Connection division of the Department of Transportation and Development. NOW THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NEW ORLEANS, that the City Council of the City of New Orleans requests the Legislature to introduce the necessary and appropriate legislation to amend the high occupancy vehicles laws and the Louisiana Department of Transportation promulgate any necessary regulations to implement the amended laws.

BE IT FURTHER RESOLVED THAT an official copy of the Resolution be prepared and delivered to the all members of the New Orleans State Legislative Delegation and Governor John Bel Edwards.

THE FOREGOING RESOLUTION WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREFORE AND RESULTED AS FOLLOWS:

YEAS:

NAYS:

ABSENT:

AND THE RESOLUTION WAS ADOPTED.

APPENDIX H: Multifamily EV Access

RESOLUTION

No. R-17-

CITY HALL: _____, 2017

BY: COUNCILMEMBERS _____

WHEREAS, the City Council of New Orleans adopted Resolution No. 16-421 on September 8, 2016 encouraging the use of Electric Vehicles (“EV”); and

WHEREAS, The City Council of New Orleans formed the Environmental Advisory Committee (“EAC”) to advise and make recommendations to the Council relative to environmental, resiliency and sustainability issues, including encouraging the use of EVs; and

WHEREAS, La. Rev. Stat. _____ governs residential leaseholding:

WHEREAS, the EAC met on _____, 2017 and recommended Multifamily Tenant protections such that tenants of a multifamily residential facility be allowed to install electric vehicle charging equipment at their own expense as follows:

Electric Vehicle Supply Equipment (EVSE) Multi-Unit Dwelling Installations and Access.

A tenant may install Level 1 or Level 2 EVSE at their own expense on or in leased premises. The landlord may seek a fee or reimbursement for the actual cost of electricity as well as the cost of installation or upgrades to existing equipment. In addition, the tenant may request that the EVSE be accessible by other tenants, in which case the EVSE must be in compliance with all applicable requirements, and the landlord may seek a fee to reserve a specific parking space. The landlord may also require the tenant to comply with safety, system registration, and aesthetic requirements or provisions.

Multifamily facilities must also provide residents with an opportunity to charge plug-in electric vehicles (PHEVs) and may not create restrictions around EVSE. Multifamily facilities are encouraged to allow EVSE and possibly fund the installation of EVSE on common property as an amenity for residents and guests.

NOW THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NEW ORLEANS, that the City Council of the City of New Orleans requests the Legislature to introduce the necessary and appropriate legislation to amend the tenant leasing laws and promulgate any necessary regulations to implement the amended laws.

BE IT FURTHER RESOLVED THAT an official copy of the Resolution be prepared and delivered to the all members of the New Orleans State Legislative Delegation and Governor John Bel Edwards.

THE FOREGOING RESOLUTION WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREFORE AND RESULTED AS FOLLOWS:

YEAS:

NAYS:

ABSENT:

AND THE RESOLUTION WAS ADOPTED.

APPENDIX I: Electric Bus Resolution

RESOLUTION No. R-17-

CITY HALL: _____, 2017

BY: COUNCILMEMBERS _____

WHEREAS, the City Council of New Orleans adopted Resolution No. 16-421 on September 8, 2016 encouraging the use of Electric Vehicles (“EV”); and

WHEREAS, New Orleans is the most vulnerable U.S. city to climate change and climate change impacts; and

WHEREAS, The City Council of New Orleans formed the Environmental Advisory Committee (“EAC”) to advise and make recommendations to the Council relative to environmental, resiliency and sustainability issues, including encouraging the use of EVs; and

WHEREAS, Mayor Landrieu presented the new 2017 Climate Action Plan for New Orleans with a roadmap for the city to reduce its carbon pollution 50% by 2030; and

WHEREAS, it is known that an increasing market share of electric vehicles reduces carbon emissions and supports a cleaner environment; and

WHEREAS, it is proven that low-income communities and communities of color disproportionately bear the brunt of the impacts due to climate change and are simultaneously more disproportionately dependent upon public transportation; and

WHEREAS, the EAC met on _____, 2017 and recommended that the Regional Transportation Authority (RTA) undergo the necessary planning and action, as soon as possible, to transition their fleet to low emissions or electric vehicles by the year 2030.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NEW ORLEANS, that the City Council of the City of New Orleans requests the Legislature to introduce the necessary and appropriate legislation to encourage the complete conversion of RTA’s vehicle fleet from gas to electric by the year 2030 and promulgate any necessary regulations to implement the amended laws.

BE IT FURTHER RESOLVED THAT an official copy of the Resolution be prepared and delivered to the all members of the New Orleans State Legislative Delegation and Governor John Bel Edwards.

THE FOREGOING RESOLUTION WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREFORE AND RESULTED AS FOLLOWS: YEAS: NAYS: ABSENT: AND THE RESOLUTION WAS ADOPTED.