



**NYSERDA**

# Alternative Fuel Corridors - NYS

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# History

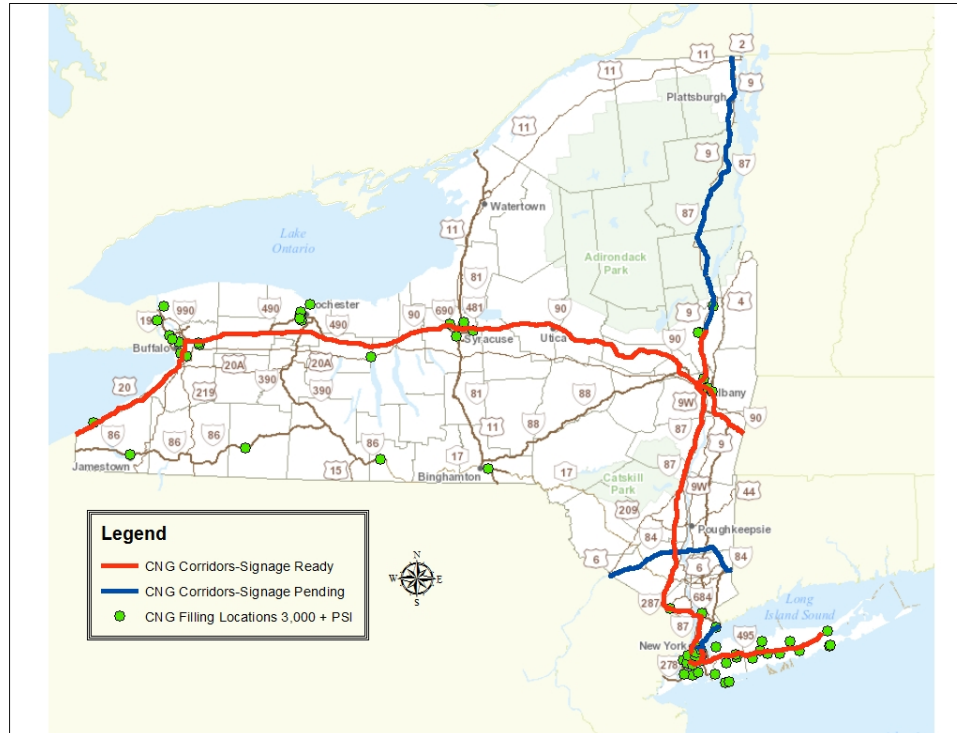
- NYS has been a participant in FHWA's Alternative Fuels Corridor Program since its inception
  - Initial designations were announced at NEDC's Troy NY meeting in 2016
  - New York has had successful nominations for each of the succeeding two years
  - Network that has been developed is starting to reach maturity with respect to FHWA requirements
  - Signage has been installed on LIE for EV chargers and CNG signage is being arranged for.



# Current Status of EV Coverage of Interstate System-Cont...

- Future additions to NYS's EV network will likely be incremental
  - Reasons for gaps
    - Economic viability of EV DCFCs is still difficult
    - Rural areas are the focus of most gaps
      - Much of I-87 north of Albany passes through the Adirondack Park which has significant restrictions on development
      - Rural locations often need expensive power upgrades
      - Low traffic levels when compared to urban locations often leads to low demand for chargers
    - Focus of FHWA program is on Interstate locations and most of the key Interstates have been incorporated into the corridor network

# Current CNG Designated Corridors and Filling Station Locations



# Status of Other Covered Alternative Fuels

- Several fuels have not “caught on” in NY and have no Alternative Fuel Corridor designation at this time
- No designated corridors for Hydrogen, LNG, or LPG

## NYPA Evolve NY – Transforming DC Fast Charging across the State by EY2020



- Eliminate range-anxiety by installing up to **200 DC Fast Chargers (DCFC)**
  - ~50 total sites
  - Target (4) 150kw chargers per site, exception being JFK where NYPA will deploy (10) 150kw DCFCs
- Targeting **50 mile intervals** along key interstate corridors, as well as select urban hubs
- **Focus on Driver Convenience** with chargers located near major roadways and at premier locations with access to amenities (Malls, restaurants, etc.)

# Issues for Discussion

## Comments and Suggestions

EV minimum distances between charger locations should be reviewed.

Extending the distance to 60 miles would make the standard the same as AASHTO's standard for minimum distances between stopping areas on Major Arterials and Freeways

Revised distance could help to close gaps in rural areas, where the addition of fueling stations is very problematic

This would also be a reflection of the increased range that new EVs possess.

Signage policy needs much more work

Standards for siting signs and especially minimum distances between "Alternate Fuel Corridor" signs need to be developed

The presence/absence of wayfinding signs between highway exits and the fueling facility need to be discussed. So far, it does not appear that any state provides this type of signage.