

# EV CHARGING STATIONS

JUNE 2025



**CHARGE  
AHEAD**

# Summary

This Ordinance amends Chapter 48 of the 2019 Detroit City Code, Utilities, by adding Article IV, Electric Vehicle Charging Rates

- **Enterprise Fund:** All revenue derived from City owned and operated electric vehicle chargers will be deposited in the PLD EV Enterprise Fund. The monies within the Enterprise Fund is to be used for the undertaking, implementing, maintaining, operating and replacing as needed, the electric vehicle chargers.
- **Revenue Generation:** The electric charging station rate shall be based on a total of the pass-through DTE energy rate and the kWh adder rate. In addition, idle rates will also be charged to vehicles which obstruct or otherwise impede an electric vehicle charging station.
- **Annual Report:** PLD or its designee will submit an annual report of the revenue received and any proposed adjustments to the rates necessary to align charging rates with the cost of service based on actual usage data.
- **Enforcement at Locations:** Electric vehicle charging station installed in the City shall display a signal indicating legal electric vehicle charging station rates, including charging rates and idling rates. The stations will also post a notice that authorizes the towing or removal of a vehicle that obstructs or otherwise impedes an electric vehicle charging station.

# Establishment of Rates

## Adder

This rate is established by calculating the total estimated City funded operational costs divided by the expected energy dispensed.

Operational costs include:

- Program management, workforce, and community engagement
- Operation and maintenance
- Repair or system upgrade

## Pass-Through

The electricity supplied by DTE Electric Company to the City at Michigan Public Service Commission–approved fixed rate.

This cost will be passed directly to customers as part of the per kWh rate approved by City Council.

## Idle Rate

The idle rate is charged as a per minute fee after a grace period of 15 minutes of a completed charging session and if the vehicle is still plugged in.

The idle fee is established by calculating the average session revenue divided by the average session time.

If a vehicle is not plugged in but obstructs or otherwise impedes a charging spot, the vehicle is subject to towing/removal. There are no other fees or fines.

# Business Outreach



## **Partnerships**

- The City is actively partnering with local businesses, commercial corridors and recreation centers to install EV chargers on both public and private sites. Participation promotes equity, reduces emissions, and stimulates workforce development



## **Outreach**

- Department of Neighborhoods (DONs) District Managers and District Business Liaisons conducted outreach to identify business partners willing to participate



## **Most Traveled**

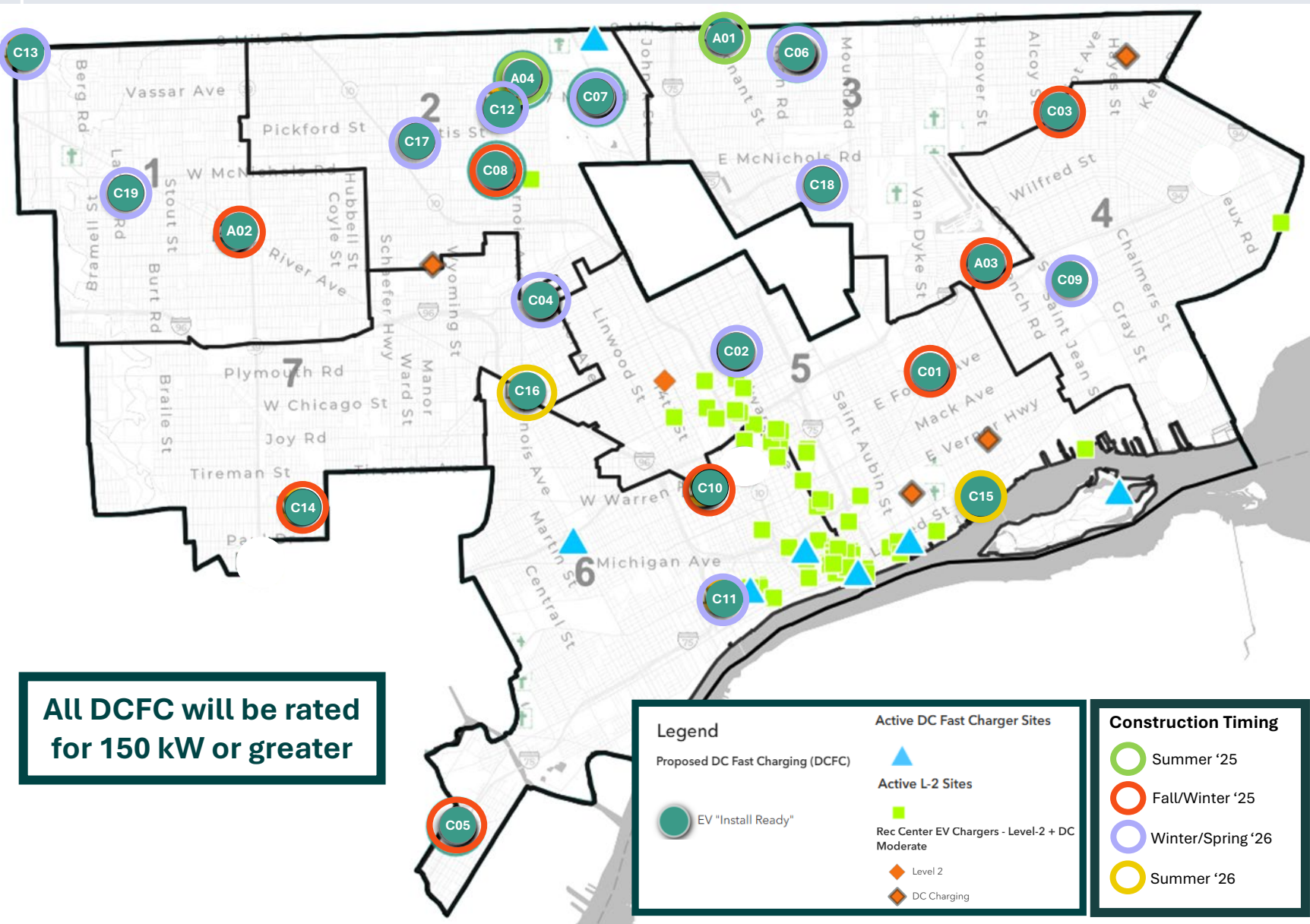
- Routes were assessed to determine highly traveled and visible corridors – the goal was to have a charger available within a 3–5-mile radius in the City. Current charger locations, districts, highly traveled and visible corridors were analyzed to determine where Detroit lacked charging infrastructure. The proposed sites fill this gap.



## **Green Light**

- 45% of the EV Charger locations are a Green Light business or near one. This additional partnership will help improve safety, as well as deter or help identify any vandalism or other destruction of the property

# EV Charging Map – Plan for 23 Total Sites



Ownership	Map Ref. No.	Business Name	Address
Private	A01	Belmont Shopping Center	1900 8 Mile Rd.
Private	A02	Royal Fresh Market (Grand River)	18551 Grand River Ave.
Private	A03	Triangle Hardware	10185 Gratiot Ave
City-Owned	A04	Livernois City-owned Surface Parking Lot	19384 Livernois Ave.
Private	C01	Sav-Mart Marketplace	7011 Gratiot Ave
Private	C02	Detroit People's Food Co-Op	8324 Woodward Ave.
Private	C03	Dollar Daze	13881 Gratiot Ave
Private	C04	Epic Health (#1 Davison)	4059 W Davison St.
City-Owned	C05	Kemeny Rec Center	2260 S Fort St.
City-Owned	C06	Farwell Rec Center	2711 E Outer Dr.
City-Owned	C07	Detroit Exploration & Nature Center (Palmer Park)	1313 W Seven Mile Rd.
City-Owned	C08	SNF #2 San Juan (Near Livernois / W McNichols)	16905 San Juan Dr
City-Owned	C09	Chandler Park Dome	12831 Frankfort St.
Private	C10	The Love Building	4731 Grand River Ave.
Private	C11	Mexican Town CDC - Welcome Center	2835 Bagley St.
Private	C12	Mike's Market	19195 Livernois Ave.
Private	C13	8 West Brunch	24737 W 8 Mile Rd.
City-Owned	C14	SNF Lot W. Warren	6920 Rutland
Private	C15	Wendy's (E. Jefferson)	6601 E Jefferson Ave.
Private	C16	Wendy's (Grand River)	9768 Grand River Ave.
City-Owned	C17	Northwest Activities Rec Center	18100 Meyers Rd.
City-Owned	C18	Lasky Recreation Center	13200 Fenelon St.
City-Owned	C19	Crowell Recreation Center	16630 Lahser Rd.

# Workforce and Community Outreach

**Workforce development:** Partnering with IBEW and Detroit at Work to engage talent and create awareness around job opportunities supporting industry to make design, build, and sell EVs and supporting infrastructure

**Education and outreach:** Partnering with the DONs to facilitate workshops, town halls, and community events to raise awareness about EVs, charging options, and incentives.





# Why Do We Need Detroit Charge Ahead?



## Create clean energy jobs!

Investing in renewable energy and infrastructure projects creates local jobs and strengthens communities.

**There are currently 3,800 jobs at Factory Zero, this initiative is supporting Detroit auto manufactures to make, design, build, and sell EVs.**



## An investment in Detroit EV infrastructure is an investment in Detroiters!

Detroiters currently find it harder to take advantage of clean transportation options if they live in a home where installing an EV charger isn't feasible. Deployment of public EV charging solutions will create more opportunity for Detroiters to participate in the transition to electric vehicles.



## Detroit is a destination city!

Detroit is a destination for many workplace commuters, as well as for healthcare services, tourism, sports and entertainment venues, restaurants, and arts and culture. Detroit is committed to installing publicly accessible EV chargers at 23 locations with up to 4 DC fast chargers at each.



## Reduce Emissions

Detroit Charge Ahead is making tangible progress in reducing transportation emissions, improving air quality, and promoting equitable access to clean mobility. Transportation is one of Detroit's largest GHG source. By supporting clean electricity, the city directly lowers both CO<sub>2</sub> and local air pollutants.