Curbside EV Charging Pilot Program
PROJECT BACKGROUND

Project Structure:
• Partnership: Con Ed and DOT will install 100 L2 EV charging ports on city streets for a four year demonstration.
• Purpose: Encourage EV ownership and test financial and operational feasibility of curbside EV charging.
• User Cost: Pay per time, charge cost comparable to gas

Project Details:
• 100 curbside charging ports citywide for public use
• In CB 7, we are looking to confirm the following numbers of parking spaces:
  • 4-6 in Kingsbridge
  • 2 in Van Cortland Village
  • 4 in Norwood
CURBSIDE CHARGER: HOW IT WORKS

To start a Charge Event:
Once the user authentication is completed and the status light is flashing white

1. Open the flip-up door
2. Remove the connector from its holster
3. Open the vehicle charge port
4. Insert the connector into the vehicle charge port

RGBW LED Status Lights

Flashing white: The charger is waiting for the user to start a charge event.
Level 2 Charger Rendering and Signage

- 120 Level 2 charging ports
- Full charge in 4-8 hours
- Con Ed to install and operate
Site Selection:

- Near major institutions, educational institutes and medical centers, commercial activity – high visibility, turnover, and utilization

Locations to Confirm:

- Montefiore Hospital (DeKalb Ave)
- Bronx Community College (Hall of Fame Terrace)
- Lehman College (Bedford Park Boulevard)
- Reservoir Oval (Putnam Place)
- Kingsbridge Armory (195th Street)
Background
CHALLENGE: PRIVATE CARS ARE A MAJOR SOURCE OF GHG EMISSIONS

Transportation: constitute 30% of citywide GHG emissions

Passenger Cars: 83% of on-road transportation GHG emissions

- Passenger Cars: 83.5%
- Buses: 3.9%
- Medium duty trucks: 2.7%
- Heavy duty trucks: 9.9%

Stationary energy: 14.6%
Transportation: 29.8%
Waste: 3.5%

Million metric tons of carbon dioxide equivalent (MTCO₂e)
INCREASING THE ADOPTION OF EVS IS KEY TO ACHIEVING CITY’S GHG GOALS

- Goals of 80x50 plan and Paris Climate Agreement Executive Order 26: requires electrification of most of the city’s 1.8 M private light-duty vehicles.
- Mayor’s goal for 20% of new NYC vehicle registrations be EV by 2025: requires more on- and off-street EV charging
## EV CHARGING: HOW IT WORKS

<table>
<thead>
<tr>
<th></th>
<th>Level 1</th>
<th>Level 2</th>
<th>DC Fast</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Power Requirements</strong></td>
<td>120V (1-3 kW)</td>
<td>240V (3-10 kW)</td>
<td>480 Volts (25-150 kW)</td>
</tr>
<tr>
<td><strong>Charging Speed</strong></td>
<td>5 miles per hour, 12+ hours for a full charge</td>
<td>12-25 miles per hour, 4-6 hours for a full charge</td>
<td>100-600 miles per hour, 30 minutes for a full charge</td>
</tr>
<tr>
<td><strong>Location</strong></td>
<td>Home garage</td>
<td>Home garage, on street or parking field</td>
<td>Commercial locations, short stops, near highways</td>
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</tbody>
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OUTREACH PROCESS

Outreach
- Bronx Borough Board Meeting in December 2018
- CM Cohen briefing in January 2019
- Rep. Espaillat briefing in April 2019
- Bronx CB7 TC Meeting in June 2019
- Notifications sent in April and July 2019 to CBs and Electeds for pilot neighborhoods and feasibility site checks

Public Feedback
- Launched public feedback portal where public can provide feedback on where DOT should or shouldn’t locate chargers

Pilot Zones
- Notified elected officials and community boards where pilot neighborhoods are chosen, offer and conduct briefings on the program and feedback on suggested locations.

CB Engagement
- Conducted outreach to Community Boards and offered presentations and feedback on suggested locations.

Installation
- Spring 2020 for Authorized Parking for City Fleet, followed by installation of curbside public chargers.
THANK YOU!

Visit the NYC DOT Public Portal for FAQs on EV and to add a location for EV:

www.nyc.gov/charge
QUESTIONS?