ELECTRIC VEHICLE CHARGING PROGRAM

Community Board 10 TC Briefing
May 21, 2019
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 hour, charge cost comparable to gas

Project Details:
- 100 curbside charging ports citywide for public use
- In CB 10, we are looking at the following numbers of parking spaces:
  - 4 in Dyker Heights
  - 4 in Bay Ridge
  - 6 in Sunset Park (not in this CB)
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
CB 10 SITE SELECTION AND SITES

Site Selection:
• Near major institutions, educational institutes and medical centers, commercial activity – high visibility, turnover, and utilization

Possible Location(s):

- 5th Ave Corridor (84th Street)
- Christa McAuliffe School (64th Street)
- Auto Dealership (90th Street)
- 3rd Ave Corridor/BPL/PS 102 (73rd 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%
- **Heavy duty trucks:** 9.9%
- **Medium duty trucks:** 2.7%

Stationary energy: 66.7%
Transportation: 29.8%
Waste: 3.5%
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>
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<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>
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<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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OUTREACH PROCESS

Outreach
- BP Adams multiple briefings in 2018 and 2019
- Brooklyn Borough Board Briefing in February 2019
- CM Menchaca briefing in January 2019
- CM Brannan briefing in January 2019
- Sen. Gounardes briefing in April 2019
- Sen. Myrie briefing in May 2019

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

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

CB Engagement
- Outreach to Community Boards and offer presentations and feedback on suggested locations.

Installation
- Fall 2019 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?