ELECTRIC VEHICLE CHARGING PROGRAM

Community Board 3 Full Board Briefing
June 24th 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 time, charge cost comparable to gas

Project Details:

• 100 curbside charging ports citywide for public use

• **In CB3, we are looking at the following numbers of parking spaces:**
  • 4 parking spaces
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 3 SITE SELECTION AND SITES

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

Woodhull Hospital (Marcus Garvey Blvd)

Restoration Plaza/Fulton Commercial (Marcy Avenue)

Boys and Girls HS/Fulton Park (Stuyvesant Ave)
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
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>Power Requirements</th>
<th>Level 1 (120V (1-3 kW))</th>
<th>Level 2 (240V (3-10 kW))</th>
<th>DC Fast (480 Volts (25-150 kW))</th>
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<tbody>
<tr>
<td>Charging Speed</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>Location</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>
</table>
OUTREACH PROCESS

Outreach
- CM Reynoso December 2018
- BP Adams 2018 and 2019
- Brooklyn DMs February 2019
- CM Cornegy February 2019
- CB3 TC 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.

Installation
- Fall 2019 for Authorized Parking for City Fleet, followed by installation of curbside public chargers.

Feasibility and Final Site Notification
- July notification to impacted CBs and electeds.
- September notification to impacted CBs and electeds.

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

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

www.nyc.gov/charge
QUESTIONS?