ELECTRIC VEHICLE
CHARGING PROGRAM

Community Board 6 TC Briefing
June 20th 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 CB6, we are looking at the following numbers of parking spaces:
  - 6 parking spaces
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
Level 2 Charger Rendering and Signage

- 120 Level 2 charging ports
- Full charge in 4-8 hours
- Con Ed to install and operate
CB 6 SITE SELECTION AND SITES

Near major institutions, educational institutes and medical centers, commercial activity – high visibility, turnover, and utilization
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
- Buses: 3.9%
- Medium duty trucks: 2.7%
- Heavy duty trucks: 9.9%
- Passenger Cars: 83.5%

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

- Stationary energy
- Transportation
- Waste

66.7% 29.8% 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>Power Requirements</th>
<th>Level 1</th>
<th>Level 2</th>
<th>DC Fast</th>
</tr>
</thead>
<tbody>
<tr>
<td>120V (1-3 kW)</td>
<td></td>
<td>240V (3-10 kW)</td>
<td>480 Volts (25-150 kW)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Charging Speed</th>
<th>Level 1</th>
<th>Level 2</th>
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<tbody>
<tr>
<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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<th>Location</th>
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</thead>
<tbody>
<tr>
<td>Home garage</td>
<td></td>
<td>Home garage, on street or parking field</td>
<td>Commercial locations, short stops, near highways</td>
</tr>
</tbody>
</table>
OUTREACH PROCESS

Outreach

- BP Adams multiple briefings in 2018 and 2019
- CM Lander briefing in December 2018
- Brooklyn District Managers Meeting in February 2019
- Notifications sent in April 2019 to AMs Carroll; Sen Parker; and Reps Velazquez, and Clarke

Public Feedback

- Launch public feedback portal where public can provide feedback on where DOT should or shouldn’t locate chargers (16% of Brooklyn respondents suggested locations in CB6)

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?