ELECTRIC VEHICLE CHARGING PROGRAM

Community Board 7 TC Briefing
May 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 hour, charge cost comparable to gas

**Project Details:**
- 100 curbside charging ports citywide for public use
- In CB 7, we are looking at the following numbers of parking spaces:
  - 4 in Bay Ridge (not in CB7)
  - 10 in Sunset Park
  - 6 in Park Slope/Gowanus
  - 2 in Windsor Terrace
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
120 Level 2 charging ports
Full charge in 4-8 hours
Con Ed to install and operate
CB 7 SITE SELECTION AND SITES

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

Possible Location(s):

Prospect Park (Ocean Pkwy)
Prospect Park (16th Street)
Industry City/Sunset Park IBZ (3rd Avenue)
New Voices/MS 88(19th Street)
Site Selection:
- Near major institutions, educational institutes and medical centers, commercial activity – high visibility, turnover, and utilization

Possible Location(s):
- 5th Ave Retail/ Sunset Park (43rd St)
- Sunset Park (41st Street)
- PS 130/Library/Retail (Ft. Hamilton Pkwy)
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></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 Lander briefing in December 2018
- CM Menchaca 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 (16% of Brooklyn respondents suggested locations in CB7)

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?