ELECTRIC VEHICLE CHARGING PROGRAM

Manhattan CB8 Briefing
September 4, 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:
• 50 chargers (100 curbside charging ports) citywide for public use.

• **In Manhattan, we are looking at the following numbers of parking spaces:**
  • 2 chargers (4 parking spaces) in Washington Heights
  • 3 chargers (6 parking spaces) on the Upper West Side
  • 3 chargers (6 parking spaces) on the Upper East Side
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
50 chargers (100 Level 2 public charging ports)
• Full charge in 4-8 hours
• Con Ed to install and operate
SITE SELECTION AND SITES

- Near major institutions, educational institutes and medical centers, commercial activity – high visibility, turnover, and utilization
- Data used includes Journey to Work, Census, DCP, elected feedback, and EV registrations

Other locations we are checking in this area for feasibility include:

<table>
<thead>
<tr>
<th>street_name</th>
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</thead>
<tbody>
<tr>
<td>EAST 66 STREET</td>
<td>YORK AVENUE</td>
<td>1 AVENUE</td>
</tr>
<tr>
<td>EAST 73 STREET</td>
<td>5 AVENUE</td>
<td>MADISON AVENUE</td>
</tr>
<tr>
<td>EAST 77 STREET</td>
<td>LEXINGTON AVENUE</td>
<td>PARK AVENUE</td>
</tr>
<tr>
<td>EAST END DRIVE</td>
<td>EAST 88 STREET</td>
<td>EAST 86 STREET</td>
</tr>
<tr>
<td>EAST 83 STREET</td>
<td>3 AVENUE</td>
<td>LEXINGTON AVENUE</td>
</tr>
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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>
</tr>
</thead>
<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>
</tr>
<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>
</tr>
</tbody>
</table>
OUTREACH PROCESS

Outreach
- BP Brewer December 2018
- Manhattan DMs February 2019
- CM Kallos January 2019
- CM Powers March 2019
- AM Linda Rosenthal July 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
- Spring 2020 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](http://www.nyc.gov/charge)
QUESTIONS?