

ABOUT EVA/DC

The EV consumer viewpoint

Since 1980

Washington, D.C.

First in the region to demo EVs
in 1978!

DC remains ideal location for EV's and PHEV's

- 10 by 10 miles
- No range anxiety!
- EVSE's beginning to appear

D.C. is the hub of the Metropolitan area

- Heart like a wheel
- Surrounded by Beltway Exits
- Eight spokes extending outward

Eight Spokes

- I-66 west from Fairfax/Warrenton
- Dulles Expressway - Leesburg/Loundon
- I-270 NW from Gaithersburg/Frederick
- I-95/BW – Laurel/Columbia/Baltimore
- I-50 east from Annapolis
- Rt. 5 SE from Waldorf/LaPlata
- GW Parkway both north and south
- I-95 south from Quantico/Richmond

**Corridors provide only
limited mass transit.**

Therefore . . .

Hundreds of
thousands of vehicles

HOW MANY
EV'S?

We don't know.

Nobody knows for sure.

EV's/PHEV's

- Don't idle in traffic
- Significant environmental benefits
- Can use renewable energy
- Bring in high-tech employees
- with higher discretionary income

BUT...

There are significant Constraints

- Range anxiety remains
- Few EVSE's along major corridors
- Few EVSE's in DC, despite fed funding
- Commercial garages cost too much
- High limited-production EV prices
- Declining fuel costs now
- Unknown fuel costs in future
- Anti-EV myths, esp. "Net Emissions"

What we need

- Affordable Level 2 EV spot charging
- Level 1 daytime charging at employment centers (*see Bruninga)
- Better signage and better *aps*.
- More solar and renewable energy
- ICE'ing protection / legislation

Risks

- Empty chargers = Bad Karma
- Not enough chargers
- Competition among jurisdictions
- **Not being prepared** for future oil shocks / interruptions.

Rewards

- A cleaner, more vibrant Metro area that meets changing needs of citizens
- Reduced carbon footprint
- Overcome EPA Nonattainment?
- A cleaner Chesapeake Bay (no oil)
- Parity with other leading metro's
- Preparation for next oil shortage

Think global
Act local