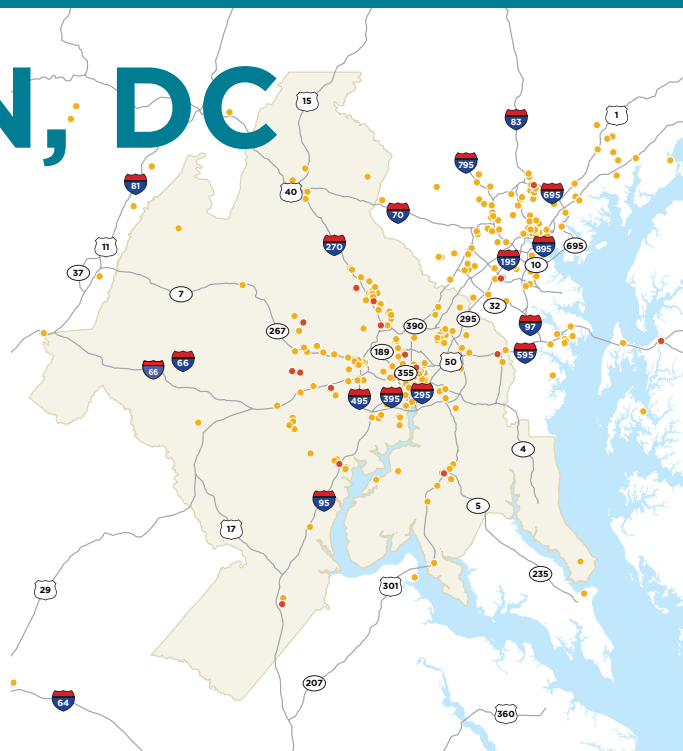


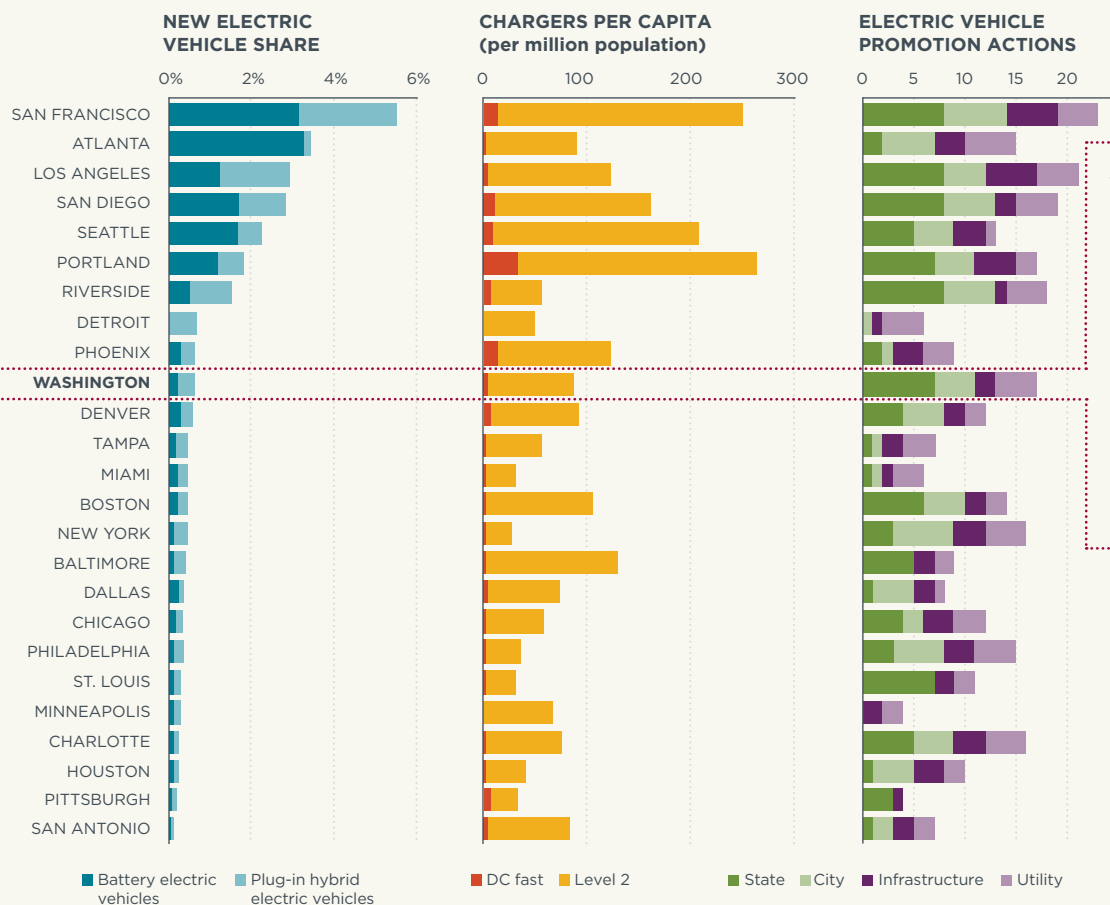
## WASHINGTON, DC

The **Washington, DC**, area has had **strong electric vehicle uptake** compared to other major U.S. metropolitan areas. Buyers can benefit from **available purchase subsidies** offered by both the District of Columbia as well as Maryland. Electric vehicle drivers also benefit from preferential **carpool lane access**.

To further spur the market in the area, policy makers should consider **expanding policy incentives** and **waiving the annual license fee in Virginia**. **Maintaining and strengthening current policy incentives** for electric vehicles in the District and Maryland is another strategy. Additional **local government and public utility incentives**, such as **local parking benefits, preferential rates for vehicle charging, streamlining electric vehicle service equipment permitting processes**, and integrating electric vehicles and their infrastructure into **building and zoning codes and land use planning**, would provide additional market stimulus.



■ METRO AREA 
 ● DC FAST 
 ● LEVEL 2  
 PUBLIC CHARGING IN WASHINGTON, DC METROPOLITAN AREA



### WASHINGTON, DC:

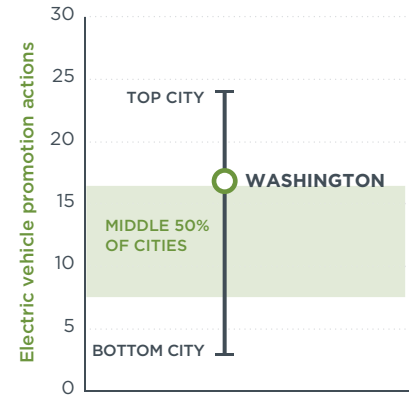
- » **10th highest** new electric-vehicle sales share
- » **11th most extensive** public electric charging infrastructure
- » **17 of the 30** electric-vehicle promotion actions

## ACHIEVEMENTS

- » Employing 17 of 30 key EV promotion actions to attract an assortment of consumers
- » Carpool lane access increasing consumer appeal (Maryland)
- » Support for EVs from major utility provider
- » Use of EVs in local car sharing programs

## OPPORTUNITIES

- » Work to lock in purchase incentives in DC, Maryland, and Virginia for future years
- » Extend, expand, and increase awareness about consumer incentives
- » Advocate to maintain carpool lane access
- » Consider adopting more key EV promotion actions – especially in Virginia
- » Continue to expand public charging infrastructure, including DC fast
- » Accelerate EVSE permitting and integrate EV infrastructure into building codes



## WHAT WASHINGTON, DC IS DOING TO PROMOTE ELECTRIC VEHICLES

	STATE		CITY		UTILITY
Policy Foundation	State ZEV Program	✓	City EV strategy	○	
	State low carbon fuel policy	○	Streamlined EVSE permitting process	○	
			EV-ready building codes	○	
Consumer Benefits	State BEV purchase subsidy	✓	City vehicle purchase subsidy	○	Utility charging pilot or other research ✓
	State PHEV purchase subsidy	✓	City parking support	○	Utility preferential rates for charging ○
	State fee reduction or testing exemption	✓	City EV supply equipment financing	○	Utility home charger support ○
	State home charger incentive, support	✓	City carpool lane (HOV) access	✓	
	State public charging	○	City-owned EV chargers	○	
	State parking benefit	○	US DOE EV Project key area	✓	
Visibility and Outreach	State fleet purchasing incentive	✓	Workplace charging partners	✓	Utility website, information materials ✓
	State manufacturing incentive	✓	City car sharing program link	✓	Utility cost comparison tool ✓
			City website or info materials	✓	Other utility outreach activity ✓
			City outreach or education events	○	
			City fleet purchasing	✓	

## WHAT CAN BE DONE TO BETTER PROMOTE ELECTRIC VEHICLES? EVERYONE HAS A ROLE...

**STATES** Lock in electric vehicle support policies for several years into the future

**CITIES AND REGIONAL GROUPS** Optimize infrastructure roll-out; create dedicated EV parking; adopt EVs in fleets

**LOCAL BUSINESSES** Install workplace-charging equipment; encourage employees to drive EVs to work

**AUTOMAKERS** Make more models more widely available; enhance marketing outreach, and education

**CAR DEALERS** Promote electric vehicle models; help consumers understand total cost of ownership and education on charger availability

**UTILITIES** Continue to inform potential EV consumers of benefits; promote low-cost off-peak charging

**CONSUMERS** Test drive new electric vehicle models; calculate the potential fuel savings

EV = Electric Vehicle; BEV = Battery Electric Vehicle; PHEV = Plug-in Hybrid Electric Vehicle; EVSE = Electric Vehicle Service Equipment; DC = Direct Current  
 Based on "Assessment of leading electric vehicle promotion activities in US cities," available at <http://theicct.org/leading-us-city-electric-vehicle-activities>.  
**Note on sources:** Vehicle share data based on IHS Automotive 2014 registrations. Electric charger data is from the US DOE Alternative Fuel Data Center.  
 The U.S. City Electric Vehicle Profile Project is an initiative of the 11th Hour Project, sponsored by the Schmidt Family Foundation.  
 Collaborators include the C40 Cities Climate Leadership Group and the Center for Climate and Energy Solutions.

