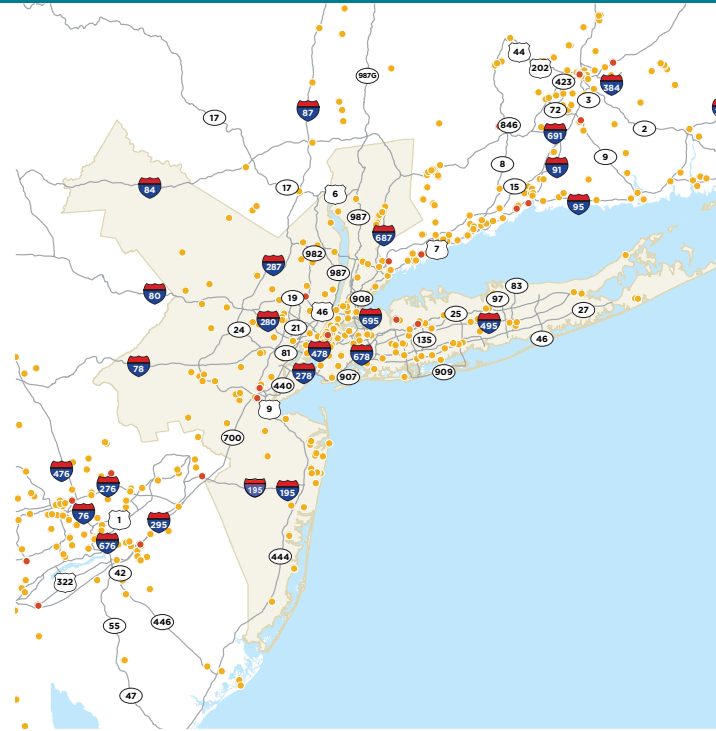


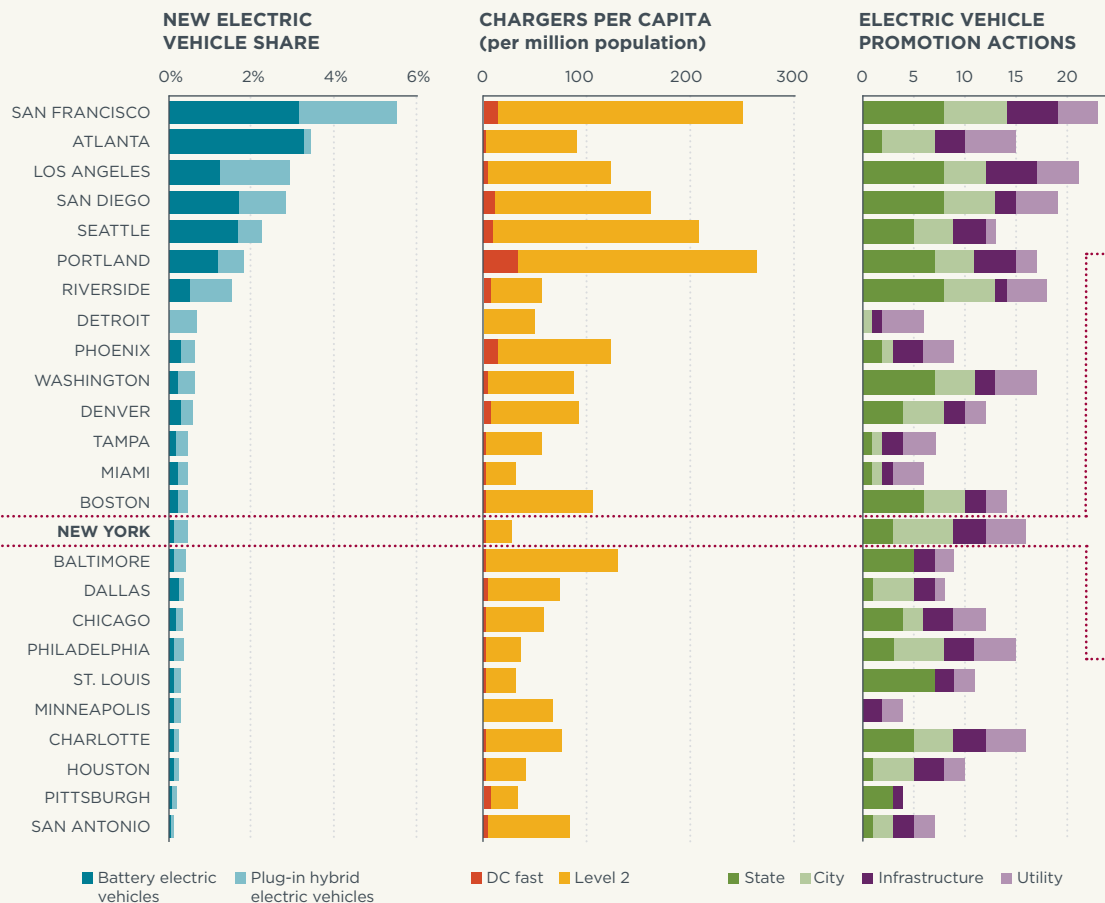
NEW YORK

The **New York City** metropolitan area has implemented an **above-average number of electric vehicle promotion actions** compared to other major U.S. metropolitan areas. Electric vehicle owners benefit from **preferential electricity rates for charging** as well as **local parking incentives**.

However, to date the sales uptake of electric vehicles in the New York city area is below the U.S. average. Public charging infrastructure in the area is also lagging. To spur the market, New York should consider **expanding charging infrastructure** (public, multi-unit dwelling, and workplace) and **carpool lane access** to enhance consumer interest. Additionally, the metropolitan area would greatly benefit from state-level electric vehicle **purchase incentives**.



■ METRO AREA ● DC FAST ● LEVEL 2
PUBLIC CHARGING IN NEW YORK METROPOLITAN AREA



NEW YORK:

- » **15th highest** new electric-vehicle sales share
- » **25th most extensive** public electric charging infrastructure
- » **16 of the 30** electric-vehicle promotion actions

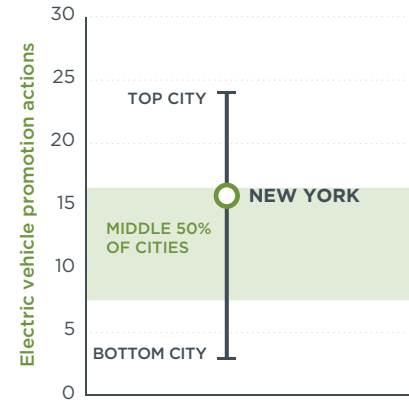
■ Battery electric vehicles ■ Plug-in hybrid electric vehicles ■ DC fast ■ Level 2 ■ State ■ City ■ Infrastructure ■ Utility

ACHIEVEMENTS

- » Employing 16 of 30 key EV promotion actions to attract an assortment of consumers
- » Existing city EV strategy, informational materials, education, and outreach
- » Above-average model availability
- » Support for EVs from major utility provider
- » Local parking benefits

OPPORTUNITIES

- » Work to implement state and/or city purchase subsidies
- » Expand public EV charging infrastructure to increase the value and range of EVs
- » Consider expanding carpool lane access to increase consumer appeal



WHAT **NEW YORK** IS DOING TO PROMOTE ELECTRIC VEHICLES

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

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.

<http://www.theicct.org/us-city-electric-vehicle-profiles-2015>

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