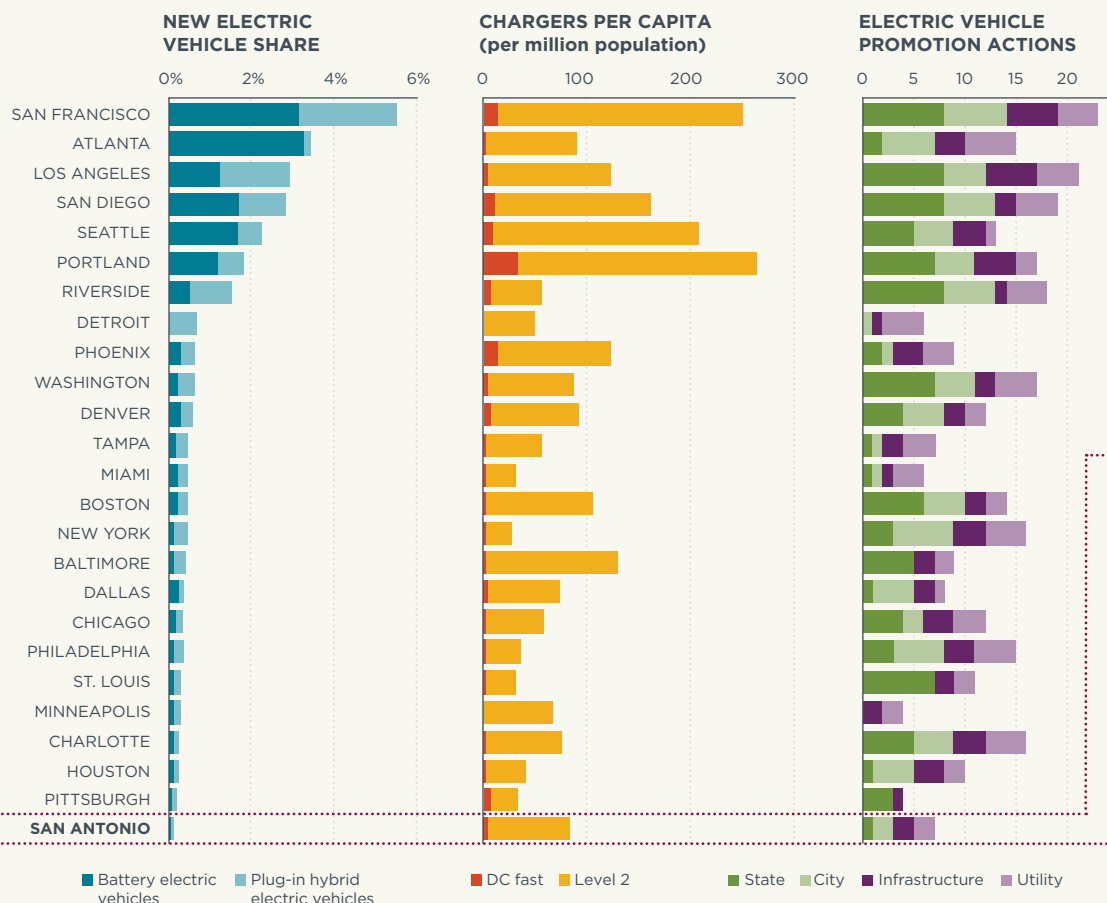
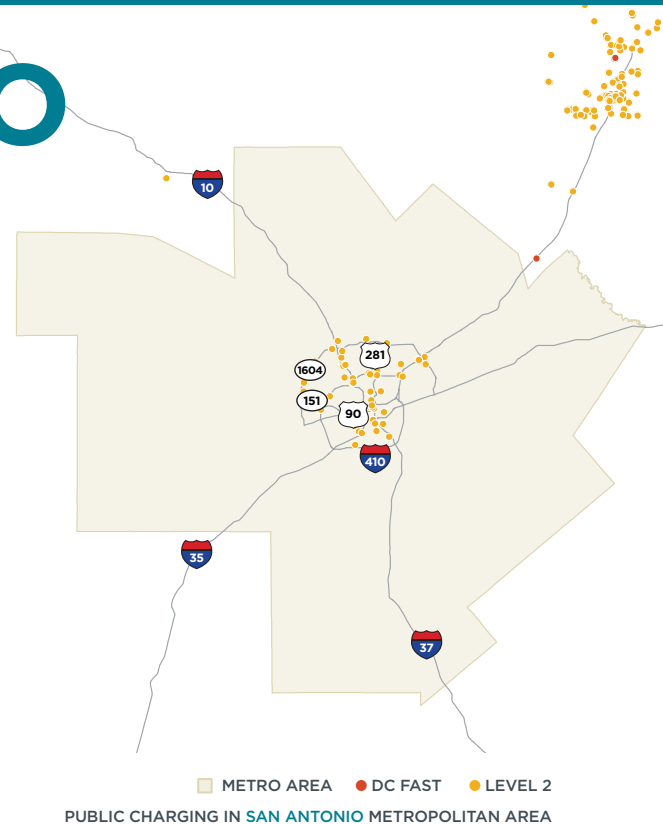


SAN ANTONIO

San Antonio, Texas, has substantially lagged other major metropolitan areas across the U.S. in terms of both electric vehicle promotion activities and sales. Electric vehicle buyers, for a time, benefited from an **incentive of up to \$2,500** per vehicle. **Re-instating this expired incentive** would help invigorate the electric vehicle market.

To date, the sales uptake of electric vehicles in San Antonio is well below the U.S. average. And with just seven of the 30 electric vehicle promotion actions already employed in other major U.S. metros, San Antonio lags in that area. To spur the market, San Antonio should consider **implementing more local-level actions and advocating for additional incentives from the state and public utilities**, as well as **expanding charging infrastructure** (public DC fast, multi-unit dwelling, and workplace). In addition, the electric vehicle model availability in the area is low, suggesting **greater dealer, automaker, and public awareness efforts are needed.**



SAN ANTONIO:

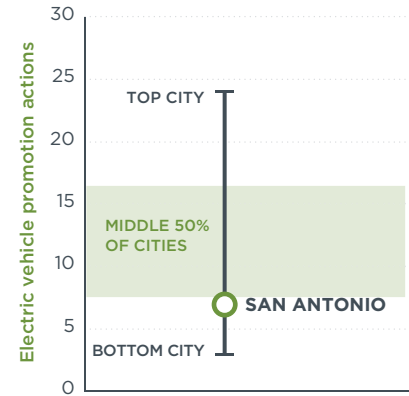
- » **25th highest** new electric-vehicle sales share
- » **12th most extensive** public electric charging infrastructure
- » **7 of the 30** electric-vehicle promotion actions

ACHIEVEMENTS

- » Emission test exemption for EVs
- » Installation of city-owned public chargers

OPPORTUNITIES

- » Advocate for reinstatement of purchase subsidies to increase consumer appeal
- » Extend, expand, and increase awareness about consumer incentives
- » Consider adopting more than 7 of 30 key EV promotion actions to attract a greater assortment of consumers
- » Work with dealers and automakers to make EVs more available and increase awareness



WHAT **SAN ANTONIO** IS DOING TO PROMOTE ELECTRIC VEHICLES

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