



THE STATE OF
ELECTRIC VEHICLES
ON LONG ISLAND

September 2019

Acknowledgements

Drive Electric Long Island is a coalition of stakeholders dedicated to encouraging and accelerating the adoption of electric vehicle usage and charging infrastructure on Long Island through advocacy, education and outreach efforts to local municipalities, companies, residents and industry stakeholders.

Led by the U.S. Green Building Council – Long Island Chapter (USGBC-LI), the coalition includes a broad range of electric vehicle (EV) stakeholders on Long Island including PSEG Long Island, Farmingdale State College, Suffolk County Community College, The Sustainability Institute at Molloy College, the Sierra Club, Emerald Alternative Energy Solutions, Cameron Engineering, Long Island municipalities, automakers, car dealerships, industry associations, business leaders and EV enthusiasts.

This 2019 State of Electric Vehicles on Long Island report is the result of the hard work of many people:

At the USGBC-LI, Rosemary Mascali, Chair of the Drive Electric Long Island Education and Outreach Subcommittee put together most of the report with the helpful ideas, comments and revisions of many other coalition members including Nicolas Palumbo, Michelle Somers, John Queenan, Ron Gulmi, Dan Busi, Jeff Williams, Marj Issapour and Sammy Chu.

The New York State Energy Research Development Authority (NYSERDA) Clean Transportation program provides technical and program support for electric vehicles. This report could not have been created without the wealth of electric vehicle statistics and tools provided by NYSERDA including the Drive Clean Rebate Program dashboard and the EValuateNY tool that compiles statistics on the electric car market.

The State of Electric Vehicles on Long Island

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I. State of Electric Vehicles on Long Island

It is well known that Long Islanders are car dependent. On Long Island, 75% of residents drive alone to work – 70% in Nassau County and 80% in Suffolk County. This dependency comes at a cost in terms of long commute times due to traffic congestion, poor air quality due to high ozone levels, and high greenhouse gas emissions.

The Cleaner, Greener Long Island Regional Sustainability Plan, developed in 2013 by the Cleaner Greener Consortium (CGC) of Long Island, identified transportation as a major source of greenhouse gas emissions (GHG) on Long Island. In fact, 28% of Long Island’s carbon emissions are from on-road transportation. While increasing mobility options such as mass transit, carpooling, bicycling and walking are important strategies, perhaps the most realistic strategy to reach our air quality and GHG goals is to aggressively move to electrify transportation.

This report details the current state of electric vehicle and supporting charging infrastructure adoption on Long Island and the opportunities that exist to accelerate this adoption. To that end, *Drive Electric Long Island* was formed in 2018, a coalition of electric vehicle stakeholders that are trying to make that a reality. Section II of this report includes the coalition’s mission, goals and planned strategies.

Section III of this report provides electric vehicle basics to provide a base level of knowledge to understand the rest of the report. Section IV of this report provides statistics on the state of electric vehicles and charging stations on Long Island.

Appendix A & B provide information on available rebates and incentives for electric vehicles and charging stations, and other electric vehicle information resources.

Key Findings

1. Long Island is New York State’s largest market for electric vehicles.

Long Island has almost 3 million residents and over one million households, with over 2 million registered vehicles - 2.3 vehicles per household in Suffolk County and 2.1 vehicles per household in Nassau County. Almost 22% of all standard vehicles and 23% of the buses registered in NYS are on Long Island.

2. Long Island is a leader in electric vehicle adoption in New York State.

With 12,833 registered electric vehicles, Long Island accounts for 30% of the state's total of 42,529, despite having just 15% of the state's population. Electric vehicles registrations have shown steady growth since 2012.

3. Plug-in hybrid vehicle models lead the way on Long Island.

Plug-in hybrid vehicles (PHEVs) and battery electric vehicles (BEVs) account for 62% and 38% respectively of the registered electric vehicles on Long Island. The three most popular registered models on Long Island are the Toyota Prius Prime PHEV (1813), the Ford Fusion Energi PHEV (1728) and Tesla Model 3 BEV (1686).

4. In 2018, Tesla vehicles were the most popular in Nassau County; Toyota Prius Prime was the most popular in Suffolk County.

According to analysis of NYSERDA electric vehicle rebate data, in 2018 the Toyota Prius Prime plug-in hybrid was the most popular model in Suffolk County (549), while the three Tesla models were predominant in Nassau County (302). In both counties, the Honda Clarity plug-in hybrid was the second most popular vehicle (223 in Nassau County; 324 in Suffolk County.) The Honda Clarity is a new model that only became available in 2018.

5. In 2018, there were wide differences in electric vehicles sold by dealership.

Submittal of rebate requests for electric vehicles varied greatly across Long Island dealerships in 2018. Wide disparities were even noted across dealerships of the same top selling EV manufacturers. For example, the top selling Toyota dealer had 168 rebates, while lower performing dealers had 20-25 rebates.

6. More EV Charging Stations are needed on Long Island.

While there has been a steady increase in the availability of electric vehicle charging infrastructure, more EV infrastructure is needed to keep up with the growing number of electric vehicles. In New York State there is an average .7 electric vehicles (EV) per available Level 2 Port, as compared to 42 EVs per Level 2 Port on Long Island. Furthermore, in New York State, there are an average 5.6 battery electric vehicles (BEVs) per DC Fast Charge (DCFC) location, compared to 267 BEVs per DCFC location on Long Island. Facilitating the expansion of public electric vehicle charging stations will also be a key focus of the Drive Electric Long Island coalition.

Overall, the state of electric vehicles on Long Island is promising. The increased variety of electric vehicle models, attractive incentives and increased awareness of the benefits of electric vehicles and expanding EV infrastructure all point to another high growth year in 2020.

II. Drive Electric Long Island Mission and Goals



Drive Electric Long Island is a coalition of electric vehicle stakeholders dedicated to accelerating the adoption of electric vehicles and charging infrastructure on Long Island. The coalition will:

- Support the Charge NY program, an initiative announced by Governor Andrew M. Cuomo in 2013 to help reduce greenhouse gas emissions in NYS by 40 percent by 2030 and 80 percent by 2050 through the acceleration of the electric vehicle market.
- Support the Multi-State ZEV Action Plan 2018-2021 and help New York State to meet its Zero-Emission Vehicle (ZEV) objective of 800,000 new ZEVs by 2025, which includes 200,000 new ZEVs for Long Island.

Mission, Goals, and Strategies

The Drive Electric Long Island coalition is dedicated to encouraging and accelerating the adoption of electric vehicle usage and charging infrastructure on Long Island through advocacy, education, and outreach efforts to local municipalities, companies, residents, and industry stakeholders.

The coalition, led by the U.S. Green Building Council - Long Island Chapter (USGBC-LI), includes a broad range of electric vehicle (EV) stakeholders on Long Island. These stakeholders include Farmingdale State College, PSEG Long Island, the Sustainability Institute at Molloy College, Suffolk County Community College, Emerald Alternative Energy Solutions, Cameron Engineering, the Sierra Club, NYSERDA, Long Island municipalities, automakers, car dealerships, EV infrastructure providers, industry associations, business leaders and EV enthusiasts.

Our vision is to accelerate the adoption of electric vehicles and infrastructure on Long Island, both consumer and commercial, by addressing the key barriers to widespread adoption, including awareness, charging infrastructure and cost. The proposed activities of the coalition follow a proven model developed and tested in other parts of the country which resulted in significant increases in EV sales.

To accelerate the adoption of electric vehicles and infrastructure on Long Island, Drive Electric Long Island will focus its efforts on consumer outreach and education, increased public and workplace EV infrastructure, conversion of commercial fleets, and advocacy for EV friendly policy. The following planned activities will enable the Coalition to achieve this goal:

- Conduct regular meetings of the steering committee and subcommittees of key stakeholders.
- Develop outreach, education and marketing strategies utilizing a wide range of media to reach as many consumers as possible, including events, advertising media, blog, website, newsletter, direct mail and social media.
- Build awareness by implementing multiple types of Ride and Drives to promote EV adoption, targeted to different audiences.
- Establish strong relationships with regional dealerships.
- Provide support, guidance, advocacy and collaboration to advance charging infrastructure in the areas of workplace charging, multi-unit dwellings, public charging (including parking facilities), consumer home charging and fleet charging.
- Coordinate with the village, town and county planners and building departments to produce high impact EV infrastructure policies. Support the adoption of codes and standards for building codes that will accelerate the adoption of infrastructure charging.
- Function as a resource to educate and inform stakeholders regarding the different technologies, incentives, rebates and funding for infrastructure and develop educational and marketing collateral supporting the infrastructure technology and solutions.

Drive Electric Long Island will accelerate the growth of the electric vehicle market on Long Island by simultaneously leveraging and strategically coordinating all the components of success, resulting in improved air quality, reduced greenhouse gases, reduced transportation costs, and a strengthened utility grid.

III. Electric Vehicle and Charging Basics

Battery Electric Vehicles (BEVs)

Battery electric vehicles use batteries to store the energy that powers the motor. The batteries are charged by plugging the vehicle into an electric power source. In addition, BEVs are charged in part by regenerative braking, which generates electricity from some of the energy normally lost when braking.

The mainstream BEV range target is approximately 100 miles on a fully charged battery, although some BEVs can reach ranges of up to 285 miles. The range depends on driving conditions and driver habits, among other factors. The time required for charging depleted batteries – which can range from 15 minutes to almost a full day – depends on the size and type of the batteries, as well as the type of charging equipment used.

Plug-In Hybrid Electric Vehicles (PHEVs)

PHEVs use batteries to power an electric motor and also use an internal combustion engine (ICE) powered by gasoline. Powering the vehicle with electricity from the grid reduces operating costs, cuts petroleum consumption and reduces tailpipe emissions compared with conventional vehicles. When driving distances are longer than the all-electric range, PHEVs perform like traditional hybrid vehicles, consuming less fuel and producing fewer emissions than similar conventional vehicles.

The PHEVs battery pack gives an all-electric driving range of about 10-80 miles. This enables the vehicle to travel a moderate distance without using its ICE. The ICE powers the vehicle when needed, such as when the battery is mostly depleted, during rapid acceleration, or when using the heating/air conditioning. Like the BEV, the PHEV is charged by plugging into the grid and also captures some energy from regenerative braking. Compared to the BEV, the PHEV takes less time to reach a full charge because of its smaller battery pack.

Key Acronyms

EVs (all-electric vehicles) are powered by one or more electric motors. They receive electricity by plugging into the grid and store it in batteries. They consume no petroleum-based fuel and produce no tailpipe emissions. EVs are also referred to as battery-electric vehicles (BEVs).

EVSE (electric vehicle supply equipment) delivers electrical energy from an electricity source to charge a vehicle's batteries. EVSE communicates with the PEV to ensure that an appropriate and safe flow of electricity is supplied.

HEVs (hybrid electric vehicles) combine an ICE or other propulsion source with batteries, regenerative braking, and an electric motor to provide high fuel economy. HEVs rely on a petroleum-based or alternative fuel for power and are not plugged in to charge. HEV batteries are charged by the ICE and during regenerative braking.

ICEs (internal combustion engines) generate mechanical power by burning a liquid fuel (such as gasoline, diesel, or a biofuel) or a gaseous fuel (such as compressed natural gas). They are the dominant power source for on-road vehicles today.

PEVs (plug-in electric vehicles) derive all or part of their power from electricity supplied by the electric grid. They include EVs and PHEVs.

PHEVs (plug-in hybrid electric vehicles) use batteries to power an electric motor, plug into the electric grid to charge, and use a petroleum-based or alternative fuel to power the ICE. Some types of PHEVs are also called extended-range electric vehicles (EREVs).

WHY BUY ELECTRIC?

The technology-rich experience that an electric car presents is hard to beat. Electric cars deliver fast and smooth acceleration, they are quiet, and they offer an unmatched level of responsiveness. Electric cars also save time and money. Electric motors don't need oil changes, so they require less maintenance than conventional gas cars and the cost of fuel is about half that of ICE vehicles. Electric car owners make fewer or no trips to the gas station.

HOW CLEAN IS YOUR RIDE? CARS ARE POWERED IN MANY DIFFERENT WAYS.

CONVENTIONAL GAS	CONVENTIONAL HYBRID	PLUG-IN HYBRID	BATTERY-POWERED
POWERED BY Gas engine	POWERED BY Gas engine & electric motor	POWERED BY Electric motor & gas engine	POWERED BY Electric motor
BATTERY TRAVEL None	BATTERY TRAVEL Short distances	BATTERY TRAVEL Medium distances	BATTERY TRAVEL Long distances
FUEL SOURCE Gas	FUEL SOURCE Gas	FUEL SOURCE Electricity & Gas	FUEL SOURCE Electricity

TYPES OF CHARGING EQUIPMENT

Electric Vehicle Supply Equipment deliver electrical energy from an electricity source to charge a vehicle's batteries. The following chart summarizes that types of charging equipment:

EV CHARGING INFRASTRUCTURE

DC FAST CHARGE	AC LEVEL 2	AC LEVEL 1
<p>30 MINUTES CHARGE TIME</p>	<p>4-8 HOURS CHARGE TIME</p>	<p>8-20+ HOURS CHARGE TIME</p>
<ul style="list-style-type: none"> • Direct Current (DC) provided at 40-100 kW • 80% charge in 20 minutes • Requires 480V supply at 80-200Amps • J1772 Combo, CHAdeMO, or Tesla connector 	<ul style="list-style-type: none"> • Alternating Current (AC) provided at 3.3-19.2 kW (6.6 kW most common) • 10-20 electric miles per hour • Requires 208/240V supply at 20-80 Amps • J1772 or Tesla connector 	<ul style="list-style-type: none"> • Alternating Current (AC) provided at 1.4-1.9 kW • 2-5 electric miles per hour • Requires 120V supply at 12-16Amps • J1772 or Tesla connector

IV. Electric Vehicle Statistics for Long Island and NYS

Using data from the New York State Department of Motor Vehicles (DMV), NYSERDA developed the tool EValuateNY that compiles statistics on the electric car market, including where registrations are and what make and models are most popular. EValuateNY also incorporates additional data from U.S. Department of Energy, U.S. Census Bureau, and other sources to provide information about demographics of communities with high electric car ownership and where charging stations are located. In addition, NYSERDA's Drive Clean Rebate program dashboard includes aggregated information on which models and technologies are most popular in the program, when New Yorkers claimed their rebates, and which car dealers are making the most sales, among other statistics.

This section includes the following statistics that were largely derived from the use of these tools:

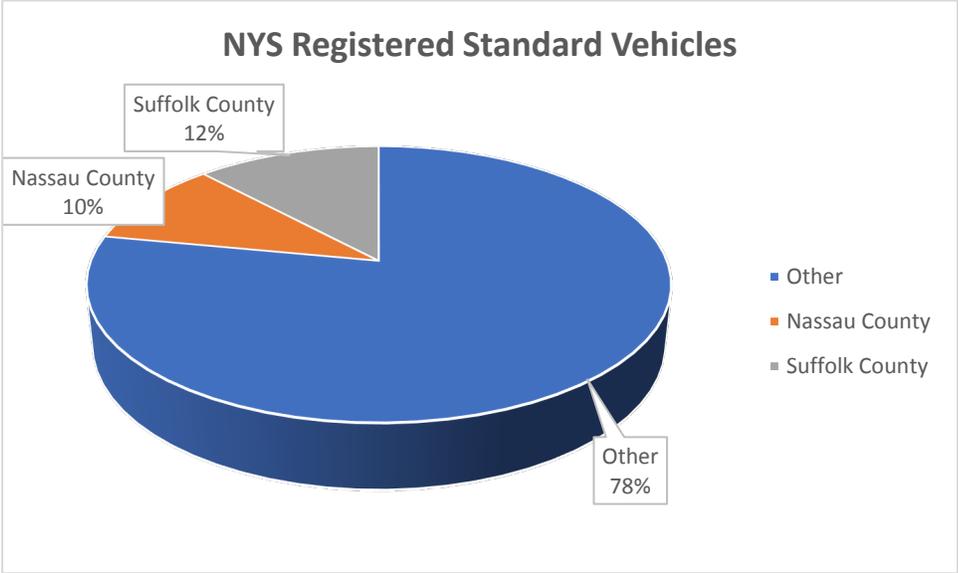
1. Long Island and NYS population and vehicle registrations
2. Long Island and NYS electric vehicle annual registrations
3. Long Island and NYS electric vehicle registrations by model
4. Long Island electric vehicle rebates for 2018 sales*
5. Long Island electric vehicle rebates for 2018 electric sales by model*
6. Long Island top EV dealerships submitting rebates for 2018 sales*
7. Long Island and NYS public electric vehicle charging stations

* Note: Because of the probable one-month delay in processing rebate requests to NYSERDA, 2018 sales of electric vehicles on Long Island were estimated using NYSERDA rebate request data from the twelve-month period of 1/29/18 - 1/29/19.)

Data in this report was obtained from the NYSERDA websites on 8/16/19.

1. Long Island and NYS Population and Vehicle Registrations

Long Island has almost 3 million residents living in over one million households. These households collectively have over 2 million registered vehicles – an average of 2.3 vehicles per household in Suffolk County and 2.1 vehicles per household in Nassau County compared to only 1.3 per household in New York State. As such, Long Island represents the largest market for electric vehicles in New York State. In fact, almost 22% of all standard vehicles in New York State are registered on Long Island. In addition, Long Island has over 23% of the registered buses in New York State.



Vehicle Registrations

YE 2018	NYS	Nassau	Suffolk	Total LI	% of NYS
Standard	9,530,838	947,754	1,135,036	2,082,790	21.9%
Commercial	775,400	34,492	73,109	107,601	13.9%
Bus	26,363	1,918	4,200	6,118	23.2%
Motorcycle	347,536	18,455	32,288	50,743	14.6%

Cars per person and per household

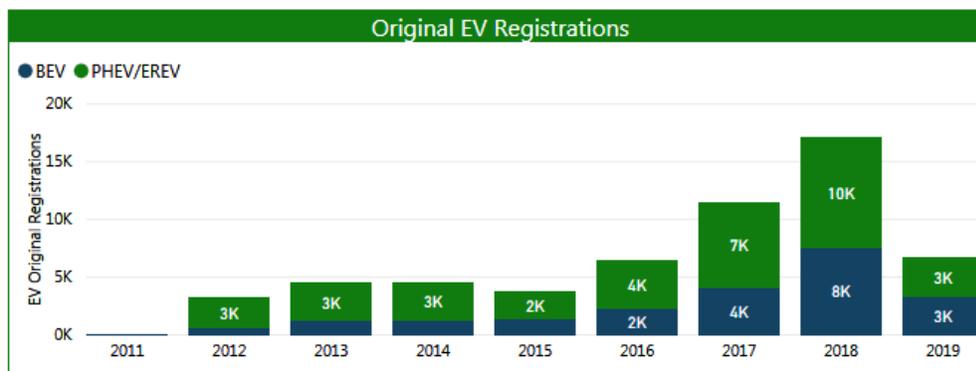
YE 2018	NYS	Nassau	Suffolk	Total LI	% of NYS
Population	19,542,000	1,370,000	1,493,000	2,863,000	14.7%
Households	7,302,700	444,100	489,300	933,464	12.8%
Cars per person	.49	.69	.76	.72	
Cars per household	1.3	2.13	2.32	2.2	

2. Long Island and New York State Annual Electric Vehicle Registrations

Long Island has been a leader in electric vehicle adoption in New York State, with electric vehicles registrations showing steady growth since 2012. With a total of 12,833 electric vehicles registered, Long Island represents 30% of the New York State total of 42,529, despite having only 15% of the state’s population, and having 22% of the state’s registered standard vehicles.

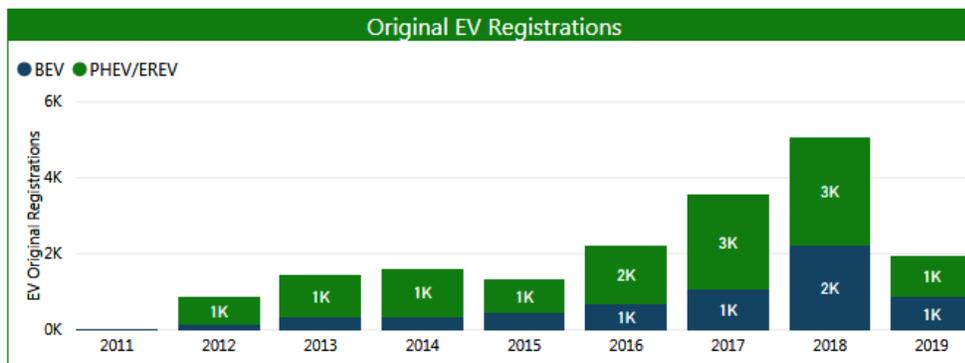
Plug-in hybrid electric vehicle models accounted for the vast majority of total EV registrations on Long Island until 2018, the first year that the Tesla Model 3 was available in New York.

New York State Electric Vehicle Registrations by Year and Technology



EVs on the Road
42,529

Long Island Electric Vehicle Total Registrations by Year and Technology

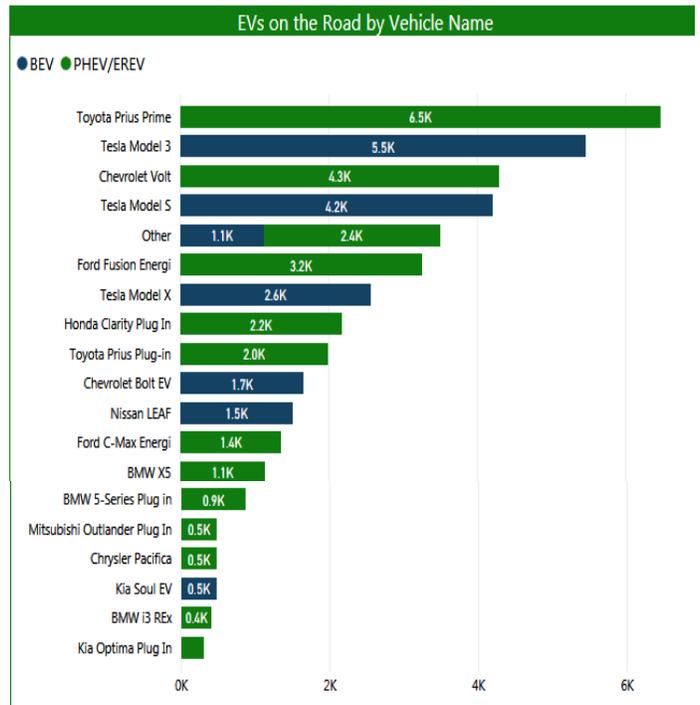
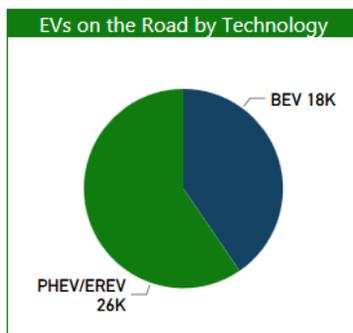


EVs on the Road
12,833

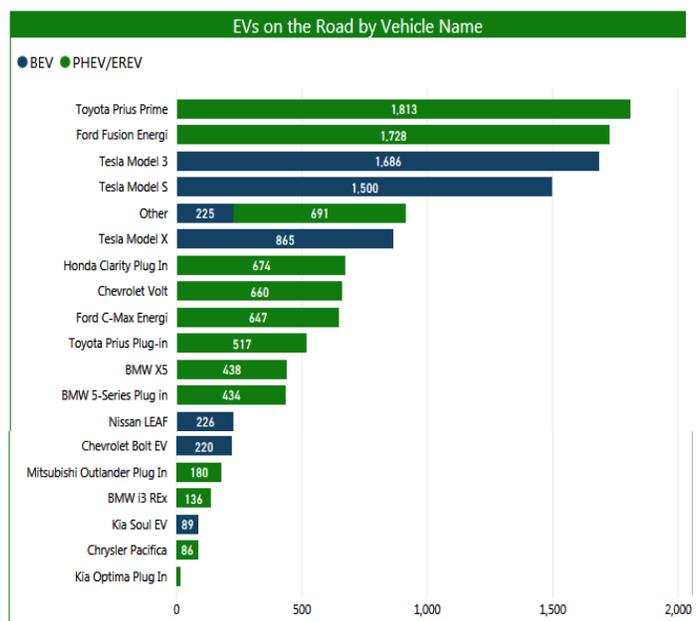
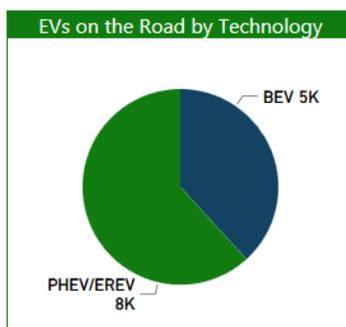
3. Long Island and NYS Electric Vehicle Registrations by Model

Among all registered electric vehicles on Long Island, the three most popular models are the Toyota Prius Prime plug-in hybrid with 1,813 registrations, followed by the Ford Fusion Energi, also a plug-in hybrid, with 1,728 registrations and the Tesla Model 3 battery electric vehicle with 1,686 registrations. In New York State, the three most popular models are the Toyota Prius Prime, Tesla Model 3 and Chevrolet Volt.

New York State EV Registrations



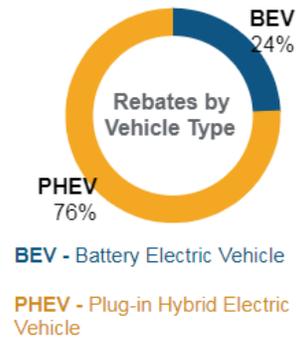
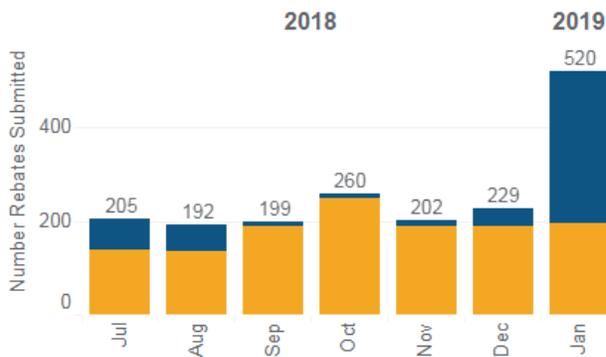
Long Island EV Registrations



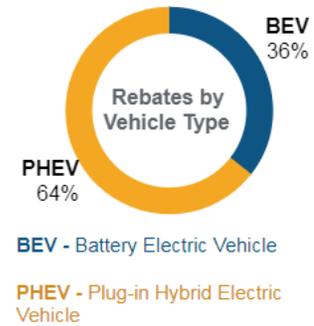
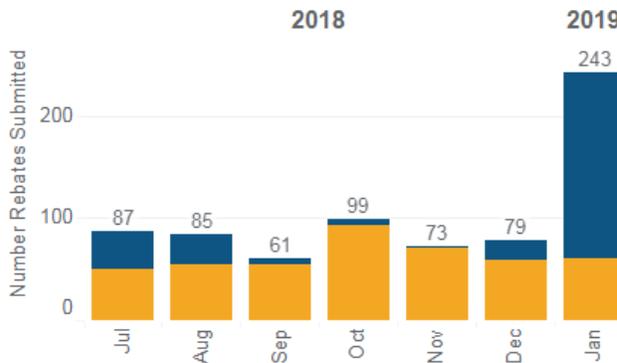
4. Long Island Electric Vehicle Rebates for 2018 Sales

Long Islanders purchased 2,770 electric vehicles in 2018 of which 76% were plug-in hybrids and 24% were battery electric vehicles; 1,091 in Nassau County and 1,679 in Suffolk County.

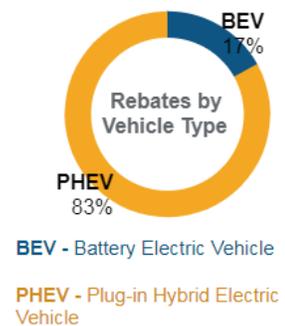
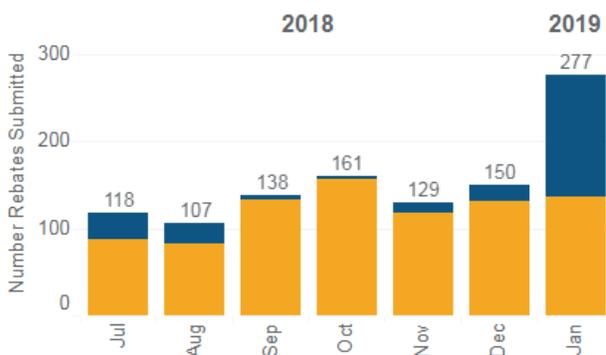
Total Long Island Rebates for 2018 sales **2,770**



Nassau County Rebates for 2018 sales **1,091**



Suffolk County Rebates for 2018 sales **1,679**



5. Long Island Electric Vehicle Rebates by Model for 2018 Sales

In 2018, the Toyota Prius Prime was the most popular model in Suffolk County (549), while the three Tesla models were predominant in Nassau County (302). In both counties, the Honda Clarity plug-in hybrid was the second most popular electric vehicle (223 in NC; 324 in SC.)

Nassau County

Rebates by Make and Model		
Tesla	Model 3	189
	Model S	71
	Model X	52
Honda	Clarity	223
Toyota	Prius Prime	189
BMW	530e	57
	X5	29
	i3 REx	20
	i8	5
	i3	4
	740e	1
Chevrolet	Volt	40
	Bolt	37
Ford	Fusion Energi	70
Mitsubishi	Outlander	47
Kia	Soul EV	14
	Niro	5
Nissan	LEAF	15
Chrysler	Pacifica	8
Smart	Electric Fortwo ..	5
Hyundai	Ionic Plug-In Hy..	2
	Ionic_Electric	1
	Sonata Plug-in	1
Mercedes-Benz	GLC350e	3
Volkswagen	e-Golf	2
Volvo	XC60 T8	1
Grand Total		1,091

Suffolk County

Rebates by Make and Model		
Toyota	Prius Prime	549
Honda	Clarity	324
Tesla	Model 3	156
	Model S	39
	Model X	21
Ford	Fusion Energi	183
	C-MAX Energi	3
	Focus	2
BMW	530e	97
	X5	35
	i3 REx	21
	i3	6
	i8	3
	330e	2
	740e	1
Chevrolet	Volt	60
	Bolt	42
Mitsubishi	Outlander	84
BMW	530e	97
	X5	35
	i3 REx	21
	i3	6
	i8	3
	330e	2
	740e	1
Chevrolet	Volt	60
	Bolt	42
Mitsubishi	Outlander	84
Kia	Niro	15
	Soul EV	5
Nissan	LEAF	17
Chrysler	Pacifica	9
Hyundai	Ionic Plug-In Hy..	3
Mercedes-Benz	GLE 550e	1
Porsche	Panamera 4 E-H..	1
Grand Total		1,679

6. Long Island Top EV dealerships submitting rebates for 2018 sales

Submittal of rebate requests for electric vehicles varied greatly across Long Island dealerships in 2018. The top 10 performing dealerships included Tesla Motors (527), Riverhead Toyota (168), Smithtown Toyota (156), Huntington Honda (98), Rallye BMW (85), Atlantic Honda (78), Sunrise Toyota (77), Nardy Honda (63), Sunrise Toyota North (63), and Wantagh Mitsubishi (62) of Smithtown.

Wide disparities were also noted across dealerships of the same top selling EV manufacturers. For example, Riverhead Toyota submitted 168 rebate requests for 2018 sales to Long Island residents, while Advantage Toyota in Valley Stream and Atlantic Toyota in West Islip submitted only 20 and 25, respectively. Disparities were also noted in Honda dealerships. For example, Huntington Honda submitted 98 rebate requests for 2018 sales to Long Island residents, while Babylon Honda and Advantage Honda in Manhasset submitted only 23 and 14, respectively.

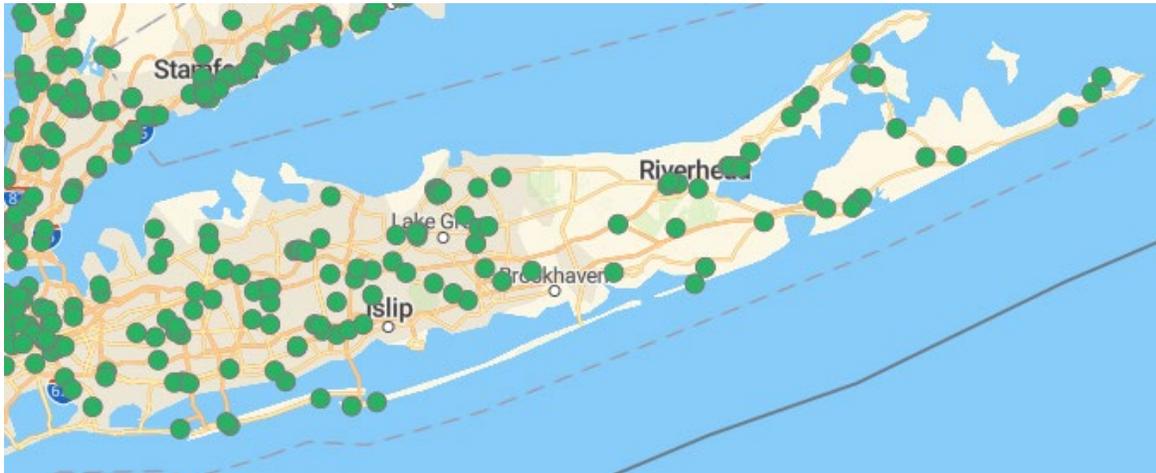
Further research is planned to better understand the reasons for these disparities.

Rebates by Dealer		
Tesla Motors New York LLC	527	
Riverhead Toyota	168	
Smithtown Toyota	156	
Huntington Honda	98	
Rallye BMW	85	
Atlantic Honda	78	
Sunrise Toyota	77	
Nardy Honda	63	
Sunrise Toyota North	63	
Wantagh Mitsubishi	62	
Competition BMW of Smithtown	59	
Habberstad BMW	58	
Penn Toyota	54	
Honda City	48	
Baron Honda	47	
Millennium Toyota Scion	46	
Huntington Toyota	44	
Sayville Ford	44	
Plaza Kia	42	
Toyota of Massapequa	41	
112 Mitsubishi	34	
Hempstead Ford Lincoln	34	
Westbury Toyota	32	
Apple Honda	31	
Millennium Honda	29	
North Shore Honda	28	
Ramp Motors Inc	28	
Smith Haven Mitsubishi	28	
Atlantic Chevrolet Cadillac	26	
Atlantic Toyota	25	
Habberstad BMW of Bay Shore	25	
North Shore Chevrolet of Smit..	24	
Babylon Honda	23	
Chevrolet of Huntington	22	
East Hills Chevrolet of Doula..	21	
Advantage Toyota	20	
East Hills Chevrolet of Freeport	20	
Ford of Smithtown	20	
Smithtown Kia	19	
Huntington Ford Lincoln	18	
Newins Bay Shore Ford	18	
Tower Ford	17	
Levittown Ford LLC	16	
Riverhead Ford Lincoln Buick ..	16	
Stevens Ford	16	
Paragon Honda	15	
Advantage Honda	14	
BMW of Freeport	14	
112 Mazda Nesenger, Mazda 1..	13	
Robert Chevrolet Inc	12	
Karp Kia	11	
Otis Ford Inc	11	

7. Long Island and New York State Public EV Charging Infrastructure

Electric Vehicle Stations on Long Island

Public Level 2 and DC Fast Charge electric vehicle stations on Long Island.



Source: <https://www.nyserda.ny.gov/All-Programs/Programs/Drive-Clean-Rebate/Charging-Options/Electric-Vehicle-Station-Locator#>

While there has been a steady increase in the availability of electric vehicle charging infrastructure, more EV infrastructure is needed to keep up with the growing number of electric vehicles and to help alleviate “range anxiety”. In New York State there is an average 0.70 electric vehicles (EV) per available Level 2 Port, as compared to 42 EVs per Level 2 Port on Long Island. Furthermore, in New York State, there are an average 5.59 battery electric vehicles (BEVs) per DC Fast Charge (DCFC) location, compared to 267 BEV per DCFC location on Long Island.

(Note: See the Electric Vehicle and Charging Basics section of this report on page 8 for a description of the various types of charging station equipment.

Type	NYS Charging Stations Density	Long Island Charging Station Density
EV’s per Level 2 Port	0.70	42.49
BEV’s per DCFC Location	5.59	267.28

Appendix A - Available Rebates and Incentives for EVs Charging Stations

For Electric Vehicles

- **Federal Tax Credit: \$2500 to \$7500**
 - The federal IRS tax credit ranges from \$2,500 to \$7,500 for new EVs purchased for use in the U.S. The size of the tax credit depends on the size of the vehicle and its battery capacity. This tax credit will be available until 200,000 qualified EVs have been sold in the United States by each manufacturer, at which point the credit begins to phase out for that manufacturer.
- **New York State Rebate: Up to \$2000**
 - Open to all New York State residents, the Drive Clean Rebate offers a point-of-sale rebate towards the purchase or lease of a new electric car. Discount of up to \$2,000 is applied at dealership.

For Charging Stations

- **Charge Ready NY**
 - Through Charge Ready NY, NYSERDA provides rebates of \$4,000 per charging port for Level 2 charging stations installed at public, workplace, and multi-unit dwelling parking lots.
- **New York State Tax Credit for Public and Workplace Charging**
 - NYS income tax credit of up to \$5,000 for the purchase and installation of an electric vehicle charging station. The credit is targeted at commercial and workplace charging stations. The tax credit is available through the end of 2022.
- **NYS Department of Environmental Conservation (DEC) Municipal ZEV Rebate Program**
 - Provides rebates for costs associated with the purchase or lease (for at least 36 months) of eligible clean vehicles, and installation of eligible infrastructure that supports public use of clean vehicles. Note: Round 3 is closed; Round 4 is expected.
- **PSEG Long Island**
 - \$500 rebate for a Type 2 residential charging station
 - Provides rebates of \$4,000 per charging port for Level 2 charging stations installed at the workplace. Note: This rebate is expires December 31, 2019.

Clean Pass

- Allows eligible low-emission, energy efficient vehicles to use LIE/HOV lanes regardless of number of occupants in the vehicle.

Appendix B - Electric Vehicle Information Resources

- Compare Electric Cars and Plug-in Hybrids by Features, Price, Range
<https://www.plugincars.com/>
- NYSERDA electric vehicle and infrastructure Toolkit
<https://www.nyserda.ny.gov/Researchers-and-Policymakers/Electric-Vehicles/Tools>
- Tax credits and rebates
<https://www.nyserda.ny.gov/All-Programs/Programs/Drive-Clean-Rebate/How-it-Works>
- Convenient charging options
<https://www.nyserda.ny.gov/All-Programs/Programs/Drive-Clean-Rebate/Charging-Options>
- Plug-In Electric Vehicle Handbook for Consumers
https://www.afdc.energy.gov/uploads/publication/pev_consumer_handbook.pdf
- US Department of Energy (DOE) Alternative Fuels Data Center (AFDC) – Alternative Fuels Station Locator
<https://afdc.energy.gov/stations/#/find/nearest?fuel=ELEC>
- US Department of Energy (DOE) Alternative Fuels Data Center (AFDC) – Electricity
<https://afdc.energy.gov/fuels/electricity.html>
- Electrify NY Electric Vehicle Municipal Toolkit
<https://electrify.ny.org/ev-municipal-toolkit>



About Drive Electric Long Island

The Drive Electric Long Island is a coalition of stakeholders dedicated to encouraging and accelerating the adoption of electric vehicle usage and charging infrastructure on Long Island, through advocacy, education and outreach efforts to local municipalities, companies, residents and industry stakeholders.

For more information about the coalition or to download a copy of this report, visit our website at DriveElectricLongIsland.org