



ELECTRIC TRUCK POLICY & INCENTIVE TOOLKIT

IN PARTNERSHIP WITH ELECTRIFYNY 

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AND HEAVY-DUTY TRUCK ELECTRIFICATION

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CHARGE READY NY

EV CHARGING INFRASTRUCTURE

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

Charge Ready NY offers public and private organizations that install Level 2 EV charging stations at public parking facilities, workplaces, and multifamily apartment buildings rebates of \$4,000 per charging port they install.

ENTITY

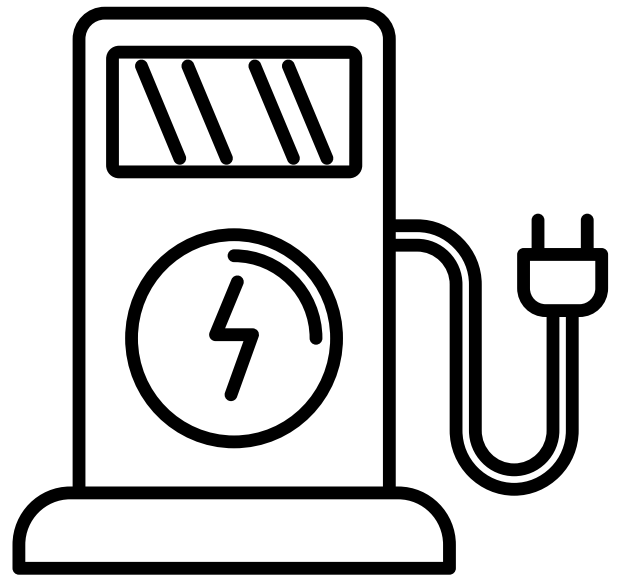
New York State Energy Research and Development Authority

AMOUNT/SCOPE

- NYSERDA has committed \$17 million for Charge Ready NY, \$8,456,500.00 remaining as of 11/08/2020.
- NYSERDA is providing \$5 million for this initiative for a total of 1,250 new charging ports.

TIMEFRAME

Available immediately, until funds run out.



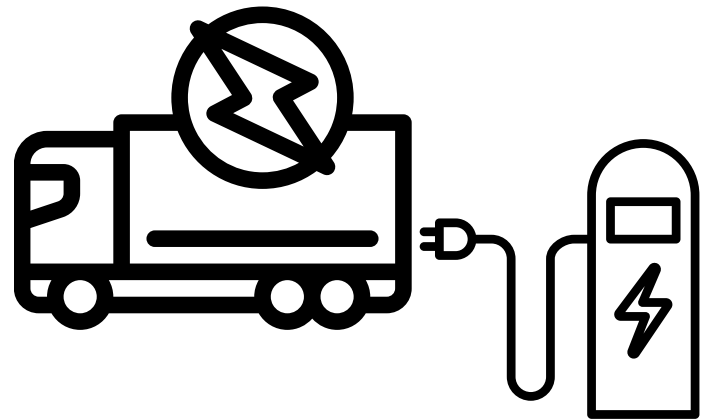
ALTERNATIVE FUELS AND ELECTRIC VEHICLE RECHARGING PROPERTY CREDIT

EV CHARGING INFRASTRUCTURE

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

- The credit for each installation of property is equal to the lesser of \$5,000 or 50% of the cost of property less any cost paid.
- Unused credits may be carried over into future tax years.

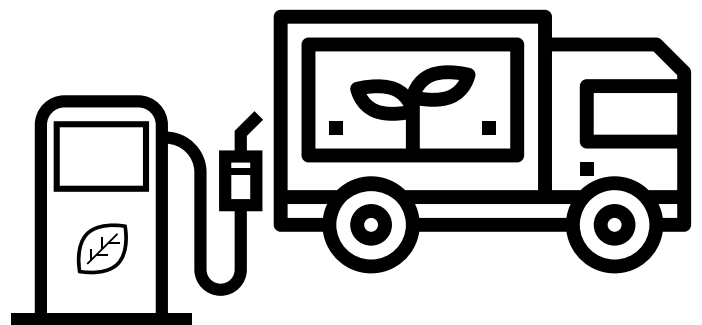


ENTITY

New York State Dept. of Taxation and Finance

AMOUNT/SCOPE

ITC for 50% of the cost of alternative fueling infrastructure, up to \$5,000.



TIMEFRAME

- Tax years beginning on or after January 1, 2013
- Tax credit expires on December 31, 2022

EVOLVE NY

EV CHARGING INFRASTRUCTURE

POLICY OR INCENTIVE Policy/Program

BRIEF DESCRIPTION

- Evolve NY is investing up to \$250 million through 2025 to build a network of fast, affordable, and reliable public charging stations along major New York highways and at the airports.
- Evolve NY aims to install 200 chargers in 50 locations by the end of 2021.

ENTITY

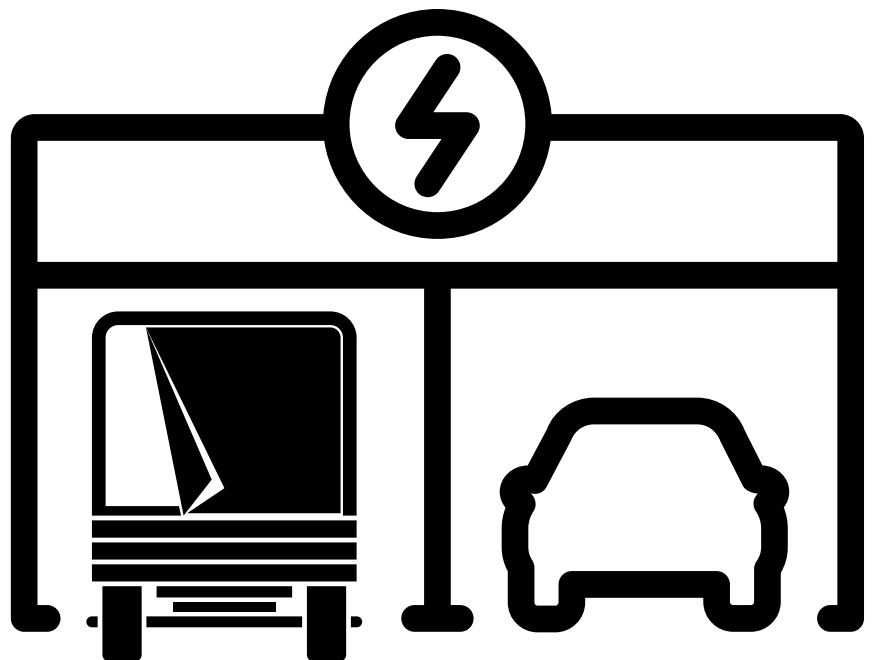
New York Power Authority

AMOUNT/SCOPE

\$250 Million through 2025

TIMEFRAME

Evolve NY is in operation through 2025



PLUG-IN ELECTRIC VEHICLE VOLUNTARY TIME OF USE (TOU) RATE PRICE GUARANTEE

RESIDENTIAL EV CHARGING

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

2 methods for saving on household electricity with a personal EV:

- Program participants will change their utility pricing structure based on when electricity is used. After the first year, ConEd will compare what was paid under ToU rate with what would have been paid under a standard residential rate. If the participant paid more under ToU rate, ConEd will credit their account for the difference.
- Participants can get a separate meter exclusively for their EV and separately meter their electric vehicle using a ToU rate, which can reduce off-peak charging cost.

ENTITY

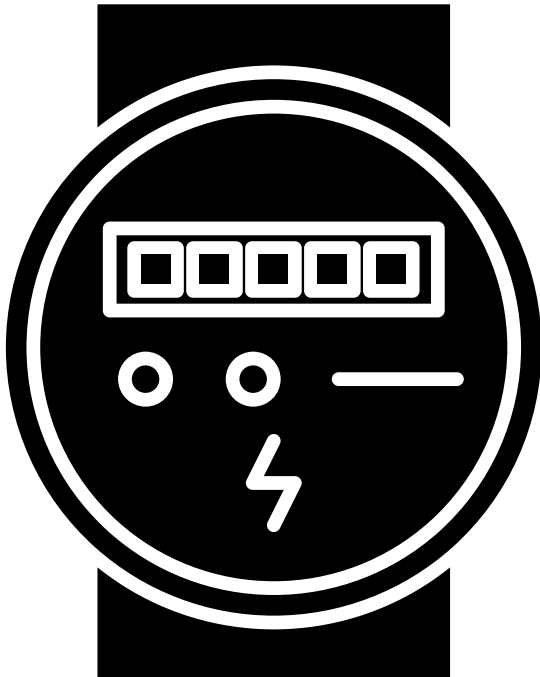
ConEdison

AMOUNT/SCOPE

Incentive amount is based on personal electricity use and is limited to ConEd customers:

Time-of-Use Periods	Peak Time-of-Use Rates 8 a.m. to Midnight	Off-Peak Time-of-Use Rates Midnight to 8 a.m.
June 1 to Sept 30	21.97 cents/kWh	1.55 cents/kWh
All other months	8.13 cents/kWh	1.55 cents/kWh

(Compared to current rates ~ 11 - 12 cents/kWh)



TIMEFRAME

Ongoing

ZEV INFRASTRUCTURE GRANT PROGRAM FOR MUNICIPALITIES

EV CHARGING INFRASTRUCTURE

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

ZEV Infrastructure Grant Program offers up to \$500,000 to municipalities (counties, cities, towns, and villages of the State of New York or boroughs of the City of New York) for the purchase and installation of electric vehicle supply equipment (EVSE) for public use.

Qualifying EVSE:

- Level 2 and Direct Current Fast Charge (DCFC) EVSE that appear in the New York State Energy Research and Development Authority (NYSERDA) list of qualified units for the Charge Ready NY Program at or appear on the Office of General Services EVSE and Network Services state contract.
- Equipment, installation, electricity, and site preparation are eligible.
- A minimum of 20% of the total project cost must be covered by the sponsor.

ENTITY

New York State Department of Environmental Conservation

AMOUNT/SCOPE

Maximum of \$250k at one facility, \$500k for one municipality; cannot be used on same equipment as ChargeReady

TIMEFRAME

Application period for 2020 yet to be announced



NYC CLEAN TRUCKS PROGRAM

EV TRUCKS

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

The NYC Clean Trucks Program incentivizes local commercial fleet operators to transition away from diesel trucks by using rebate incentives for new, electric trucks.

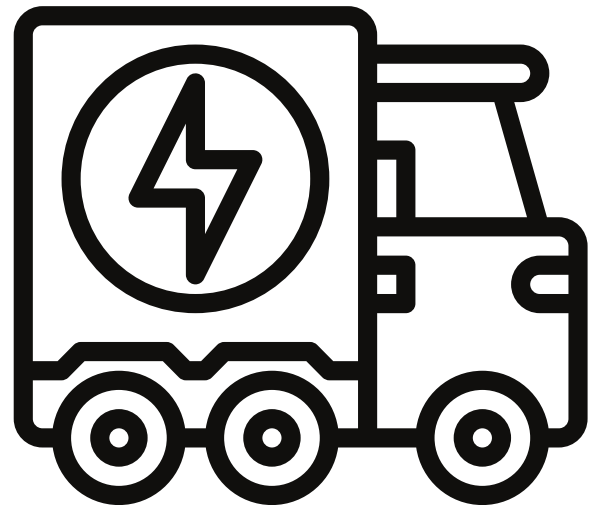
ENTITY

New York City Department of Transportation and New York State Department of Environmental Conservation.

AMOUNT/SCOPE

Rebate incentive funding for all-electric, or EPA emission compliant alternative fueled and diesel replacement trucks varies from \$12,000 to \$185,000. Participants in the NYCCTP must meet the following eligibility criteria:

- Provide proof of service in an approved NYC Industrial Business Zone (IBZ) or operate within 0.5 miles of an approved IBZ at least two times per week
- IBZs: 5 neighborhoods in the Bronx (including Hunts Point), 6 neighborhoods in Brooklyn, 7 neighborhoods in Queens and 2 neighborhoods in Staten Island.
- Trucks to be replaced must be registered within the nine-county New York Metropolitan Area (Bronx, Kings, Nassau, New York, Queens, Richmond, Rockland, Suffolk and Westchester).
- At least 70% of the total vehicle miles traveled must be within the Tri-State area.
- Class 4-8 trucks which have operated for at least 5,000 miles annually over the previous 24 months. Model year engine 1992-2009.
- Not applicable to trucks that would have been replaced through normal attrition (i.e., normal fleet turnover) or trucks that are non-functional (e.g., a non-working engine).



TIMEFRAME

Ongoing

NY TRUCK VOUCHER INCENTIVE PROGRAM

EV TRUCKS

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

The Truck Voucher Incentive Program works through a network of approved dealers (“Contractors”) that receive voucher payments after providing fleets with a discount on their vehicle purchases at the point of sale. This allows fleets to avoid having to pay upfront and apply for reimbursement later.

ENTITY

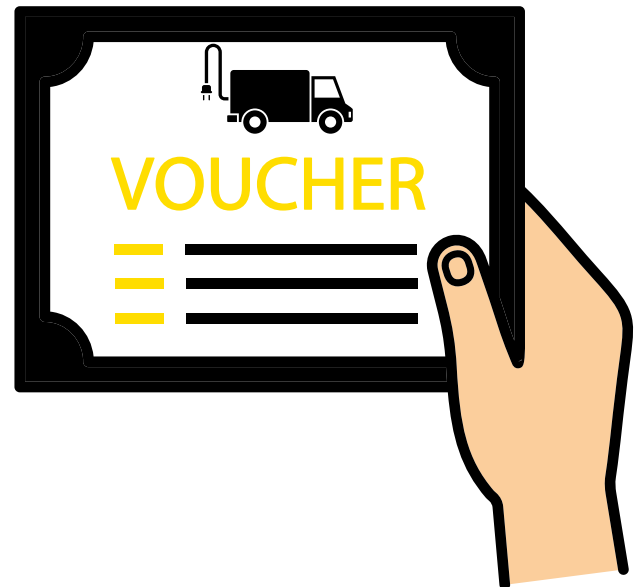
New York State Energy Research and Development Authority

AMOUNT/SCOPE

- Voucher amounts are based on a percentage of the incremental cost of the vehicle, which is the difference in cost between the alternative fuel vehicle and a comparable diesel vehicle, up to a per-vehicle cap. Voucher incentive amounts may differ by vehicle technology, vehicle weight class, and location where the vehicle is domiciled. Voucher amounts are subject to funding availability and applicable per-project caps. For more information about program eligibility and rules, consult the Program Implementation Manual.
- Funding is for class 3-8 vehicles (>10,000 lbs).
- An eligible fleet is a commercial fleet, non-profit agency, or public fleet entity (excluding the federal government) that operates eligible vehicles that are domiciled in New York State.
- Eligible vehicles purchased by a leasing or rental company and leased to an eligible fleet are allowable under the Program as long as the term of the vehicle lease is at least five years from the date of Voucher Approval.
- Trucks must operate in CMAQ -Eligible Counties

TIMEFRAME

Ongoing



CON EDISON'S ELECTRIC VEHICLE CHARGING PER-PLUG INCENTIVE

EV CHARGING INFRASTRUCTURE

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

Each direct current, fast-charge connector (i.e., plug) that meets the requirements of the program is eligible for an annual incentive payment. The full incentive is available for plugs rated with power capacity of 75kW and higher. Payments are made annually from the date equipment is placed in service, from the initial program year through the end of the program in 2025.

EVSE must meet the following requirements:

- Charger connection with a minimum output of 50 kW in a single- or parallel-output configuration.
- Charger connector using a commonly accepted non-proprietary standard, or a proprietary standard in the case where it is co-located with a commonly accepted non-proprietary standard.
- Publicly accessible electric vehicle charging, which includes access available to the general public without restriction or fees for parking.

ENTITY

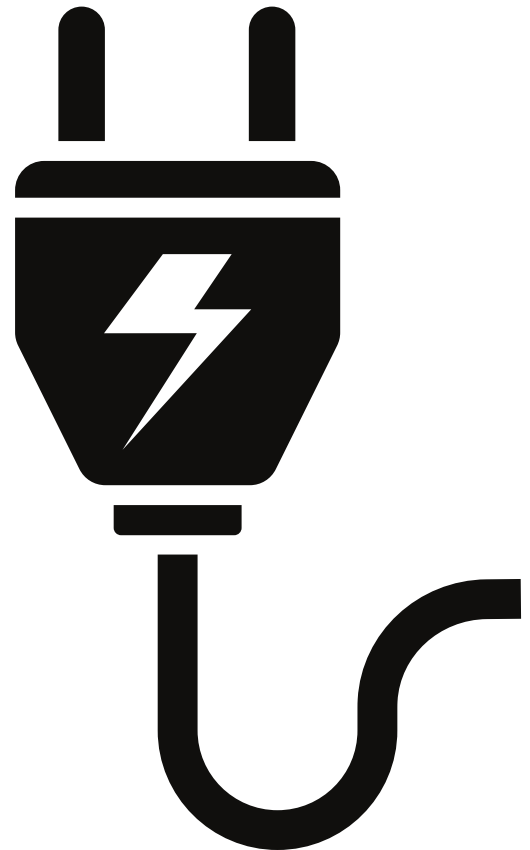
Con Edison

AMOUNT/SCOPE

- The program is approved for up to \$6.4 million or up to 400 individual EVSE plugs enrolled over seven years. Incentives are available on a first-come, first-served basis. For the 2021 program year, up to \$14,286 is available per each charging unit (\$10,286 for 2022, \$6,857 for 2023, \$4,000 for 2024, and \$1,714 for 2025)
- No single station developer or operator may seek incentives for installation of greater than 50 percent of the plugs per utility service area.

TIMEFRAME

Ongoing through 2025



CHARGE NY

EV CHARGING INFRASTRUCTURE

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

ChargeNY is focused on raising awareness of technology and supporting the installation of EV charging infrastructure to make it easy to travel anywhere in New York in an electric car.

ENTITY

New York State Energy Research and Development Authority (NYSERDA), the New York Power Authority (NYPA) and the New York State Department of Environmental Conservation (NYSDEC)

AMOUNT/SCOPE

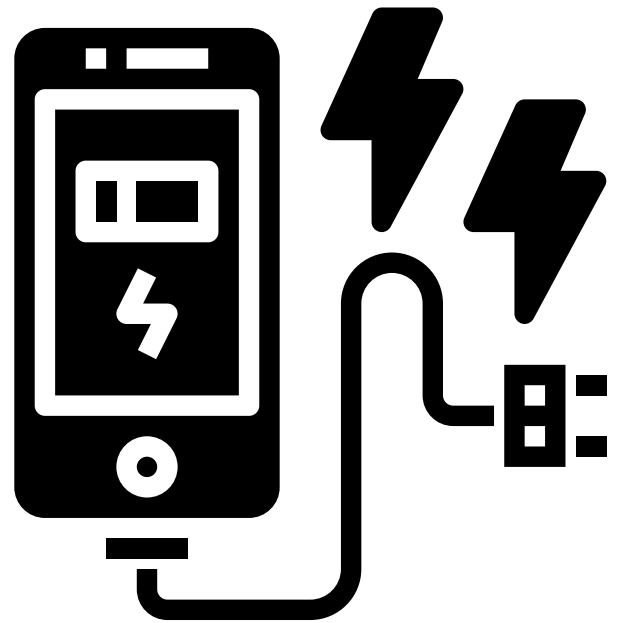
ChargeNY offers a rebate of \$2,000 for the purchase of a new plug-in hybrid electric car, all-electric car or hydrogen fuel cell car (applied directly at the time of purchase) and \$4,000 for the installation of an EV charging port for a wide range of site owners.

Program Eligibility:

- Businesses and fleets that operate and/or domicile vehicles in NYS
- Municipalities in New York
- Non-profit and tax exempt entities
- Leases qualify if the initial lease is for a duration of 36 months or longer.

TIMEFRAME

Ongoing through 2025



ELECTRIC VEHICLE CHARGING BUSINESS INCENTIVE RATE (BIR)

EV CHARGING INFRASTRUCTURE

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

The program offers businesses special, reduced energy rates for businesses who construct a publicly accessible electric vehicle quick charging station.

ENTITY

Con Edison

AMOUNT/SCOPE

Participants will receive an electric rate delivery reduction between 34% and 39%.

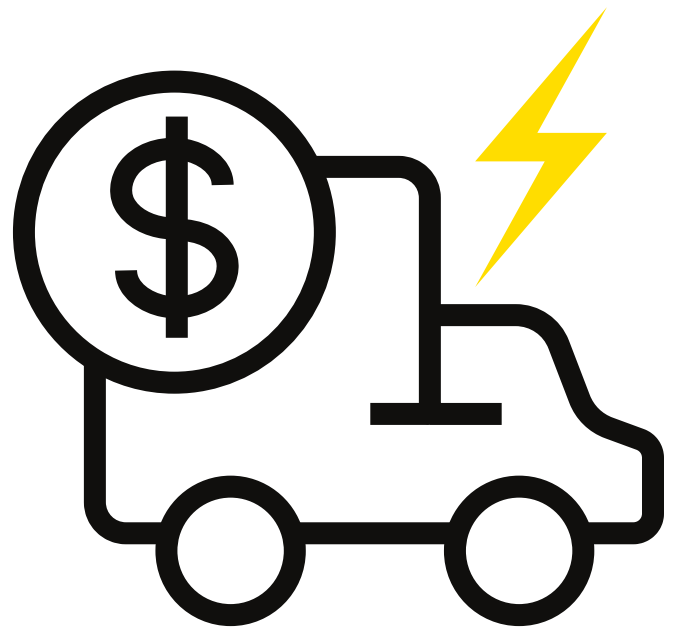
Eligibility:

- Con Edison customers in New York City and Westchester
- Electric vehicle charging stations must have a minimum 100kW publicly accessible aggregate charging capacity.

To qualify, businesses must be receiving economic incentives from the city, county or state, such as a substantial real property tax incentive from New York City or Westchester County, or participating in the New York City Energy Cost Savings Program. Businesses may also require an energy efficiency survey.

TIMEFRAME

Ongoing through 2025



SMARTCHARGE NEW YORK

EV CHARGING INFRASTRUCTURE

POLICY OR INCENTIVE Incentive

BRIEF DESCRIPTION

Program designed to help EV owners reduce the cost of charging and enhance electric grid efficiency and resiliency. Users will be able to track their EV stats and automatically earn rewards each month by charging in the Con Edison service territory and charging their EV during off-peak hours.

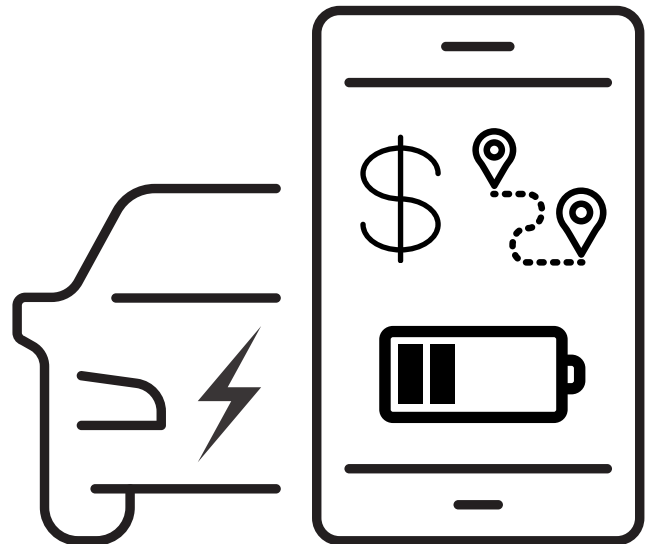
ENTITY

Con Edison

AMOUNT/SCOPE

Participants receive 150,000 points (equivalent to \$150 in rewards) when they install and activate their device, and complete their first charge in the Con Edison Service Area.

- Off-peak Charging Rewards: Earn 10 cents per kWh for off-peak charging (every day 12 midnight – 8 AM).
- Summer Peak Rewards: Earn \$20 per month to not charge during Summer Peak hours (weekdays 2 PM– 6 PM, June – September).
- Refer-A-Friend Rewards: Earn \$25 for each EV Driver successfully referred to SmartCharge New York.
- Participants can earn up to \$1,000 per year.
- Rewards are paid monthly via PayPal.
- The program is open to private EV owners as well as commercial fleets.



TIMEFRAME

Ongoing