

# Electric Vehicle Permitting and Incentives

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**NYSERDA**

## Agenda:

Background on NYSERDA

Review key barriers during permitting and utility process

Suggest potential solutions

Provide general information about NYSERDA programs and EV incentives



# NYSERDA Background

- Founded in 1975 to advance clean energy investments and fight climate change
- CLCPA established CAC, codifies clean energy targets, sets a path to carbon neutrality, and commits to environmental justice
- Ambitious climate goals-2-3 million EVs on road by 2030, reduce greenhouse gases by 85% by 2050 as compared to 1990 levels
- Goal of at least 35% of investments going to DACs

# New York State Policy Initiatives

- Advanced Clean Cars-all new passenger cars and light duty trucks sold in NYS to be ZEV by 2035
- Developing programs for medium- and heavy-duty EV infrastructure
- EV Policies for multi-unit dwellings

# Permitting Guides and Best Practices

- NYSERDA began developing model permitting approach in 2011
- Incentives to municipalities for adoption
- More of a barrier with growth of DCFC and inc. federal investment
- Contracted with outside firms to develop model permitting and planning board guides
- Outreach is key

# EV Charging Permitting

- Mitigating delays is crucial with increased federal funding for EV charging, especially direct current fast charging (DCFC)
- Identified permitting as a key factor in install delays in conversations with industry cohort

# Key Barriers

- Varying review processes across AHJs
- Multiple subsequent review boards instead of concurrent reviews
- Utility delays-load studies, etc.
- Outdated code written before EVs became more widespread

**Problems Encountered in  
NYSERDA programs:**

**Error in utility load study  
delayed project by 6-8 weeks**

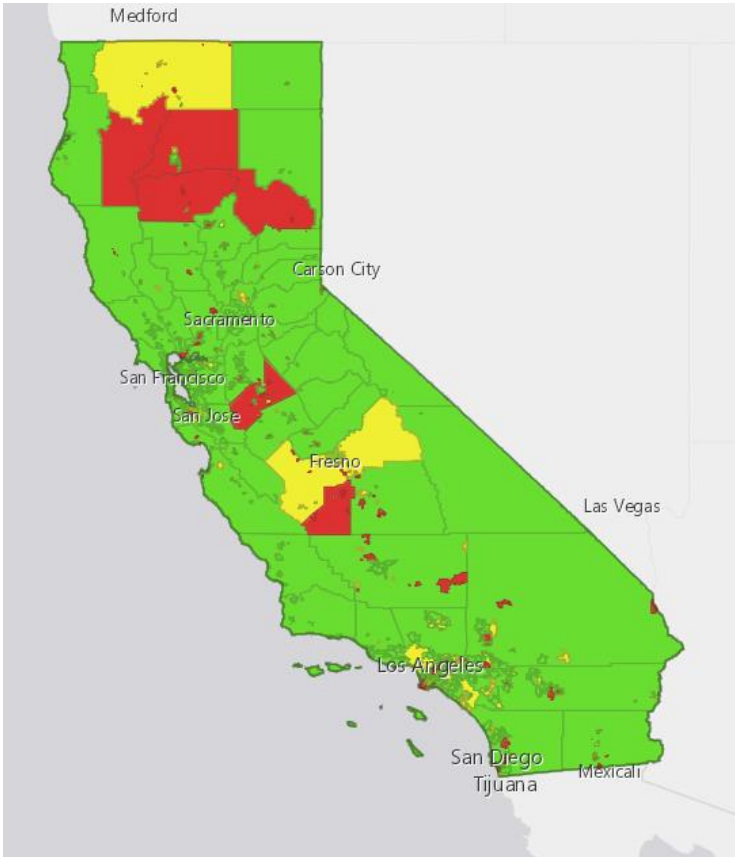
**Surprise accessibility and flood  
plain adjustments after project  
was nearly shovel-ready**

**Permit expires before work is  
completed due to scheduling  
difficulties**





# Solutions Implemented in Other States



**Statewide Universal Permitting Rules**-passed in NJ in 2021-mandatory Model Statewide EV Ordinance-requires EVSE to be designated as a permitted accessory use in all zoning districts

**Permit Streamlining**-California ordinances to streamline EVSE permits, AHJs are graded depending on compliance. Map available on CA government website to view status of each municipality.

# Other Possible Solutions

- Transparency about permitting process
- Extend permitting expiration date
- Concurrent review boards
- Code updates to reflect EV charging landscape
- Plan sites based on utility capacity maps, submit requests early
- Greater education and dissemination of best practices

# NYS and Federal Incentives

- NYSERDA Drive Clean Rebate for EVs
- NYS Alternative Fueling Infrastructure Tax Credit
- Make Ready utility incentives



# Resources

- [NYSERDA Charging Station Permitting Resources](#)
- [NJ Ordinance](#)
- [California Map](#)
- [NYS Joint Utility Capacity Maps](#)
- [NYS NEVI Program](#)