



THE STATE OF ELECTRIC VEHICLES ON LONG ISLAND

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 DriveElectricLongIsland.org



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 Build Green Long Island, the coalition includes a broad range of electric vehicle (EV) stakeholders on Long Island including PSEG Long Island, Farmingdale State College, Suffolk County, Suffolk County Community College, Sustainability Institute at Molloy University, Sierra Club, NY League of Conservation Voters, Emerald Alternative Energy Solutions, Electrify America, Long Island EVs, IMEG, Long Island Clean Energy Hub, Built Well Solar, Empower Solar as well as other Long Island municipalities, automakers, car dealerships, industry associations, business leaders and EV enthusiasts.

This 2026 State of Electric Vehicles on Long Island is the result of the hard work of many people:

At Build Green Long Island, Rosemary Mascali, Chair of the Drive Electric Long Island Education and Outreach Committee put together most of the report with the helpful ideas, comments and revisions of many other coalition members including Ralph Infantino, Michael Pitzer, Ron Gulmi and Paul DiBenedetto.

This report could not have been created without the wealth of electric vehicle statistics and tools provided by New York State Energy Research and Development Authority (NYSERDA) including the Drive Clean Rebate Program dashboard and the EValuateNY tool that compiles New York State statistics on electric vehicle registrations and charging infrastructure. Links to these sites can be found in Appendix D.

The State of Electric Vehicles on Long Island

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State of Electric Vehicles on Long Island

It is well known that Long Islanders are car dependent. According to the American Community Survey (ACS), 72% of Long Islanders drive alone to work, 66% in Nassau County and 78% in Suffolk County. It's also well known that 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. Transportation is a major source of greenhouse gas emissions on Long Island. In fact, 28% of Long Island's carbon emissions are from transportation as identified in 2013 in the Cleaner, Greener Long Island Regional Sustainability Plan.

While increasing mobility options other than driving, such as mass transit, carpooling, bicycling, and walking are important strategies to reduce our overall car dependency, perhaps the most realistic strategy to reaching our air quality and greenhouse gas goals is to aggressively move to electrify transportation.

Drive Electric Long Island is a coalition of electric vehicle stakeholders formed in 2018 and 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. Since our first report published in September 2019, the number of EVs on the road has risen dramatically from 12,833 to 87,304 at year end 2025. In the past year alone, the total number of EV's on the road increased 23%.

This report details the current state of electric vehicles and supporting charging infrastructure adoption on Long Island including our findings based on detailed statistics on electric vehicle registrations and charging stations on Long Island. Appendix A includes Drive Electric Long Island's mission, goals, and planned strategies. Appendix B provides basic information on electric vehicles and charging stations to provide a base level of knowledge to understand our findings. Appendixes C and D provide information on available rebates and incentives for electric vehicles and charging stations, and other electric vehicle information resources.

I – Summary of Key Findings

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

Long Island has almost 3 million residents and one million households, with 2.4 million registered vehicles, 2.6 vehicles per household in Suffolk County and 2.3 vehicles per household in Nassau County. 21% of all light-duty vehicles in NYS are registered on Long Island.

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

With 87,304 electric vehicles registered as of 12/31/25, Long Island represents 27% of the NYS total of 322,382 electric vehicles, despite being only 15% of the state’s population. Registered electric vehicles on the road on Long Island grew 23% from 71,171 at year end 2024 to 87,304 at year end 2025. Among all registered electric vehicles, 67% are battery electric vehicles and 33% are plug-in hybrid vehicles. This is an increase in the share of battery electric vehicles from 64% at year-end 2024 to 67% at year-end 2025.

3. **Battery Electric vehicle models continue to be the most popular on Long Island led by the Tesla Model Y and Telsa Model 3.**

The top two battery electric models on Long Island are the Tesla Model Y (19,102) and the Tesla Model 3 (10,661). The top two plug-in hybrid models are the Jeep Wrangler plug-in hybrid (5,135), and the Toyota Prius Prime (3,495). Tesla is the most popular EV brand on Long Island with 39.7% of all EVs on the road, however this is down from 41.4% share at year-end 2024. The second most popular brand is Jeep with 9.2% of all EVs on the road, down from 11% at year-end 2024. The third most popular brand is Toyota with 8.7% of all the EVs on the road, down from 9.7% at year-end 2024.

4. **Total EVs on the road grew significantly in 2025 in many Long Island towns and cities.**

The number of EVs on the road grew significantly in many of Long Island’s towns and cities. The largest growth of more than 20% occurred in the towns of Hempstead, Islip and Smithtown, the City of Glen Cove, and the towns of Oyster Bay, Babylon and North Hempstead.

5. **Long Island dealers submitted 14,234 NYS rebate requests in 2025, about a third of the total 42,583 rebate requests in New York State in 2025.**

Long Island dealers submitted 14,234 NYS rebate requests in 2025, 7,267 in Nassau County

and 6,967 in Suffolk County, of which 77% were for battery electric vehicles and 23% were for plug-in hybrids.

6. In 2025, almost 100 electric vehicle models from 31 brands were sold on Long Island.

As measured by the number of NYS EV rebates submitted by electric vehicle manufacturers and dealers, Tesla vehicles continued to be the most popular EVs sold on Long Island with 47% of all EV rebates submitted in 2025. Toyota and KIA plug-in hybrid and battery electric vehicles were also popular on Long Island, each with 8% of all EV rebates submitted in 2025. The most popular EV models on Long Island were the Tesla Model Y, Tesla Model 3, Honda Prologue, Chevy Equinox EV and Toyota BZ battery electric vehicles, and the Kia Sportage, Toyota RAV4 Prime and Toyota Prius Prime plug-in hybrids.

7. In 2025, non-Tesla dealer rebates requests on Long Island fell by 12%.

In 2025, rebate requests from non-Tesla dealers fell 12% from 8,451 in 2024 to 7,539 in 2025. The overall drop was primarily from Jeep dealers who submitted 2,498 rebates in 2024, but only 481 in 2025. Almost 100 dealers on Long Island sold at least 20 electric vehicles, continuing the trend of wider availability of electric vehicle models and strong demand. Twenty-three dealers submitted over 100 EV rebates requests for vehicles registered in Nassau and Suffolk.

The top 10 non-Tesla dealerships in 2025 were Habberstad BMW of Bay Shore (273), Generation Kia (269), North Chevrolet of Smithtown (218), Kia of Huntington (202), Smithtown Kia (198), Rallye BMW (196), Rallye Motors (171), Smithtown Toyota (169), Westbury Toyota (167) and Smith Haven Vin Fast (153).

8. The number of public DC Fast Charge and Type 2 electric vehicle charging ports grew significantly in 2025 on Long Island.

Based on public charging station data from the Department of Energy's Alternative Fuels Data Center, there was a significant increase in the availability of both Type 2 and DC Fast Charge public electric vehicle charging infrastructure on Long Island in 2025. Total public charging ports are up over 50% from 1,046 public charging ports at year-end 2024 to the current 1,580 public charging ports. In addition, the announcement by most manufacturers to support the Tesla NACS charging standard greatly increased access to public charging for non-Tesla electric vehicles on Long Island.

There was a sea change in federal policy in 2025 that negatively affected EVs.

- Recent legislation terminated the federal tax credits of \$7,500 for new and \$4,000 for used electric vehicles effective 9-30-25 for residential and commercial vehicles.
- The law also reduced to \$0 the penalty of car manufacturers that do not meet Corporate Average Fuel Economy (CAFÉ) standards. These rules set a target average miles per gallon for the automaker’s vehicles, which has now been effectively ended by eliminating the penalties for noncompliance. This may lead manufacturers to decrease investment in fuel economy systems including electric vehicles. This also can impact the profitability of EV only manufacturers who can no longer effectively sell credits to manufacturers who don’t meet the CAFÉ standards.
- Separately, Congress and this administration used the Congressional Review Act to override waivers granted by the EPA to the California Air Resources Board (CARB) by which OEMs would need to sell an increasing percentage of zero emission vehicles (ZEVs) into the state, commonly referred to as the “California mandate.” New York had also adopted that waiver.
- Congress also chose not to reauthorize the Clean Pass program that allowed EVs to use the HOV lane as a single occupant affecting 15 states including NY and LI.
- And lastly, the EPA is now seeking to rescind the “endangerment finding” that provided a legal basis for the regulation of greenhouse gases under the Clean Air Act.

These policy changes will certainly continue to challenge the growth of EVs on Long Island. However, falling EV prices, the increasing variety of available electric vehicle models at all price points, including an increased number of used EVs, attractive NYS and PSEG Long Island incentives, increasing awareness of the benefits of electric vehicles, and expanding EV infrastructure all point to continued growth of EVs on the road on Long Island in 2026.

II. Electric Vehicle Statistics for Long Island and NYS

Using data from the New York State Department of Motor Vehicles (DMV), the New York State Energy Research and Development Authority (NYSERDA) developed the tool EValuateNY that compiles statistics on the electric car market, including where vehicles are registered, and which 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 EV ownership and where charging stations are located. In addition, NYSEDA'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 statistics that were largely derived from the use of the above tools:

1. Long Island and NYS population and vehicle registrations
2. Long Island and NYS annual electric vehicle registrations
3. Long Island electric vehicles on the road by model
4. Long Island EV Registrations by Town and Community
5. Long Island electric vehicle 2025 NYS rebates
6. Long Island electric vehicle 2025 NYS rebates by model
7. Long Island top EV dealerships submitting NYS rebates in 2025
8. Long Island Public EV Charging Infrastructure

1. Long Island and NYS Population and Vehicle Registrations

Long Island has almost 3 million residents living in almost one million households. These households collectively have 2.4 million registered vehicles, an average of 2.6 vehicles per household in Suffolk County and 2.3 vehicles per household in Nassau County compared to only 1.5 per household in New York State. As such, Long Island represents the largest market for electric vehicles in New York State. In fact, 21% of all light-duty vehicles in New York State are registered on Long Island.

Vehicle Registrations

YE 2024	NYS	Nassau	Suffolk	Total LI	% of NYS
Light-Duty Vehicles	11,329,751	1,043,912	1,333,263	2,377,175	21%

Population, Households, Cars per person and Cars per household

	NYS	Nassau	Suffolk	Total LI	% of NYS
Population	20.1 million	1.4 million	1.55 million	2.95 million	15%
Households	7.67 million	.46 million	.51 million	.97 million	13%
Cars per person	.56	.75	.86	.81	145%
Cars per household	1.5	2.3	2.6	2.5	167%

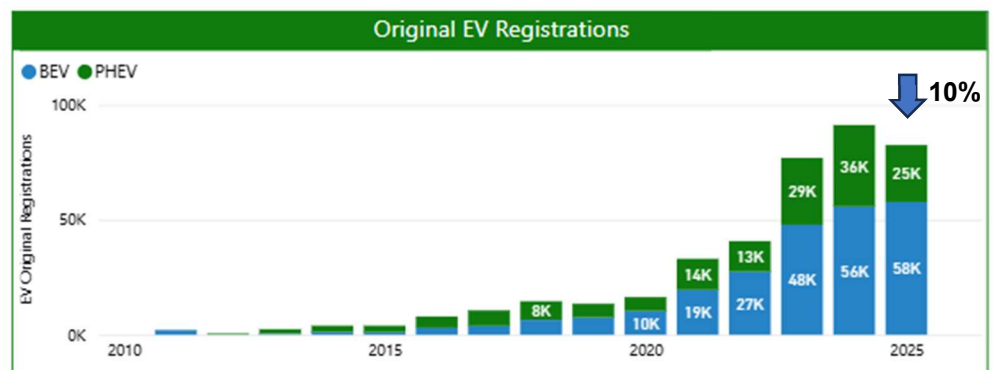
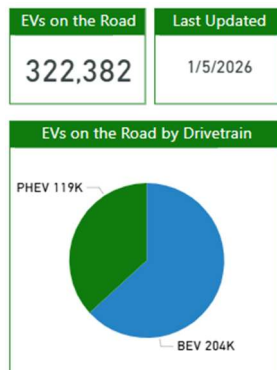
Beyond the sheer number of light-duty passenger vehicles and the average number of 2.5 vehicles per household, several other unique characteristics make Long Island a good market for electric vehicles, including 82% single-family homes allowing for convenient and economical home charging. In addition, 80% of Long Islanders live and work on Long Island, and because Long Island is geographically compact, the average distance travelled is less than 50 miles per day, a range that is easily handled by today’s electric vehicles.

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

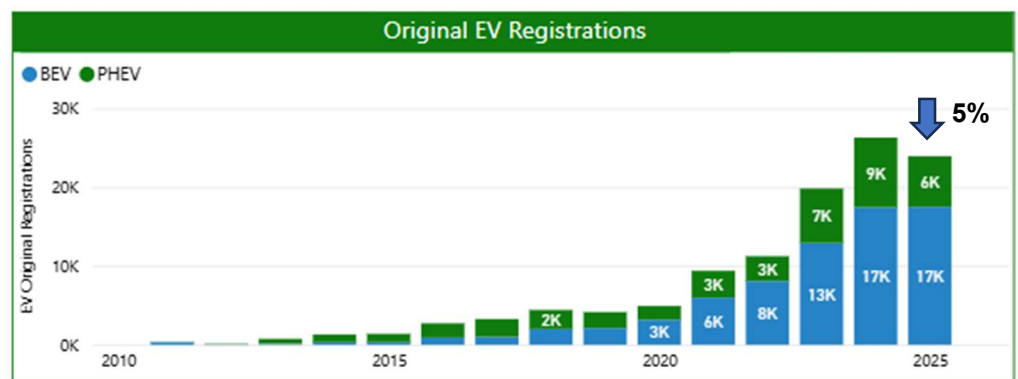
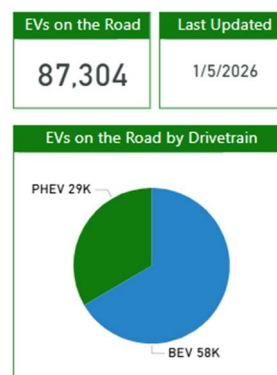
Long Island has been a leader in electric vehicle adoption in New York State, with electric vehicles registrations showing steady growth since 2012. With a total of 87,304 electric vehicles registered at year-end 2025 (up 23% from year-end 2024), Long Island represents 27% of the New York State total of 322,382, despite having only 15% of the state’s population. There has been steady growth in EV original registrations in both New York State and Long Island, with accelerating growth in the last few years, just falling off slightly in 2025 despite current policy headwinds.

Among all registered electric vehicles on Long Island, 67% are battery electric vehicles and 33% are plug-in hybrid vehicles. This is an increase in the share of battery electric vehicles from 64% at year-end 2024 to 67% at year-end 2025.

New York State Electric Vehicle on the Road by Technology and Original EV Registrations by Year



Long Island Electric Vehicle on the road by Technology and Original Registrations by Year



3. Long Island Electric Vehicles on the Road by Model and Brand

The top two battery electric models on the road on Long Island are the Tesla Model Y (19,102) and the Tesla Model 3 (10,661). The top two plug-in hybrid models are the Jeep Wrangler plug-in hybrid (5,135), and the Toyota Prius Prime (3,495).

Tesla is the most popular EV brand on Long Island with 39.7% of all EVs on the road, however this is down from 41.4% share at year-end 2024. The second most popular brand is Jeep with 9.2% of all EVs on the road, down from 11% at year-end 2024. The third most popular brand is Toyota with 8.7% of all the EVs on the road, down from 9.7% at year-end 2024. The remaining EV brands represent 42.3% of the EVs on the road on Long Island led by GM (5.6%), BMW (4.8%), Ford (4.3%), Mercedes-Benz (3.3%), Kia (3.2%), and Hyundai (2.8%).

List of Top Long Island EVs on the Road by Vehicle Model

Vehicle Name	BEV	PHEV
TESLA MODEL Y	19,102	
TESLA MODEL 3	10,661	
JEEP WRANGLER		5,135
TOYOTA RAV4 PRIME		3,125
TOYOTA PRIUS PRIME		3,112
JEEP GRAND CHEROKEE		2,574
TESLA MODEL X	2,229	
TESLA MODEL S	1,882	
HONDA PROLOGUE	1,878	
FORD MUSTANG MACH-E	1,521	
CADILLAC LYRIQ	1,338	
KIA SPORTAGE		1,315
MAZDA CX-90		1,011
TOYOTA BZ4X	971	
BMW X5		937
FORD FUSION		925
VOLVO XC90		906
CHEVROLET EQUINOX EV	889	
BMW IX	879	
BMW I4	871	
HYUNDAI IONIQ 5	866	
TESLA CYBERTRUCK	806	
RIVIAN R1S	756	
ACURA ZDX	736	
FORD F-150	625	
VOLVO XC60		622

Vehicle Name	BEV	PHEV
MERCEDES-BENZ GLC-CLASS		614
MERCEDES-BENZ GLE-CLASS		564
KIA NIRO	312	221
VOLKSWAGEN ID.4	497	
CHEVROLET BLAZER EV	494	
LEXUS RZ	488	
LUCID AIR	463	
CHRYSLER PACIFICA		462
PORSCHE TAYCAN	445	
ALFA ROMEO TONALE		419
LEXUS NX		401
MERCEDES-BENZ EQE-CLASS SUV	398	
KIA EV6	397	
HYUNDAI IONIQ	88	289
HYUNDAI TUCSON		367
AUDI Q5 E		359
DODGE HORNET		359
HONDA CLARITY		353
JEEP WAGONEER S	345	
TOYOTA PRIUS PLUG-IN		339
CHEVROLET BOLT EV	331	
CHEVROLET VOLT		329
RIVIAN R1T	325	
NISSAN LEAF	316	
BMW I5	306	
MINI COOPER SE		305
FORD C-MAX		304

Vehicle Name	BEV	PHEV
CHEVROLET BOLT EUV		301
CADILLAC OPTIQ		295
BMW 530E		288
MERCEDES-BENZ EQS-CLASS SUV		285
MERCEDES-BENZ EQB-CLASS		283
KIA EV9		280
MERCEDES-BENZ EQS-CLASS SEDAN		270
FORD ESCAPE		267
SUBARU SOLTERRA		264
PORSCHE CAYENNE		261
GMC HUMMER EV SUV		252
KIA SORENTO		244
HYUNDAI SANTA FE		241
AUDI Q4		230
HYUNDAI IONIQ 6		230
HYUNDAI KONA ELECTRIC		228
AUDI Q6		221
MAZDA CX-70		211
NISSAN ARIYA		209
BMW I7		205
LEXUS RX		198
CADILLAC VISTIQ		197
LINCOLN CORSAIR		188
LAND ROVER RANGE ROVER		185
AUDI Q8		176

4. EV Registrations on Long Island by Town and Community

The number of EVs on the road grew significantly in many of Long Island’s towns and cities. The largest growth of more than 20% occurred in the towns of Hempstead, Islip and Smithtown, the City of Glen Cove, and the towns of Oyster Bay, Babylon, North Hempstead and Huntington.

Long Island Towns and Cities Ranked by % YTD Growth in EVs on the Road

	Town	Total EVs 2024	Total EVs 2025	% YTY Growth
1	Hempstead	14,481	18,301	26%
2	Islip	5,224	6,534	25%
3	Smithtown	3,781	4,725	25%
4	City of Glen Cove	541	672	24%
5	Oyster Bay	10,818	13,386	24%
6	Babylon	2,920	3,597	23%
7	North Hempstead	10,517	12,897	23%
8	Huntington	7,284	8,731	20%
9	East Hampton	1,070	1,278	19%
10	Brookhaven	9,865	11,755	19%
11	Southampton	2,302	2,711	18%
12	Riverhead	933	1,089	17%
13	City of Long Beach	543	625	15%
14	Southold	751	850	13%
15	Shelter Island	123	131	7%
	Total Long Island	71,153	87,304	23%

Many communities in both Nassau and Suffolk counties on Long Island have significant numbers of electric vehicles on the road. The top 10 communities with the most EVs on the road on Long Island are Huntington Station, Syosset, Huntington, New Hyde Park, Plainview, Port Washington, Hicksville, Manhasset, Massapequa and Merrick. A complete list of EVs on the road in all Long Island communities is available on the Drive Electric LI website at <https://driveelectriclongisland.org/ev-registrations-map/>.

Top 25 Long Island communities with the most EVs on the road

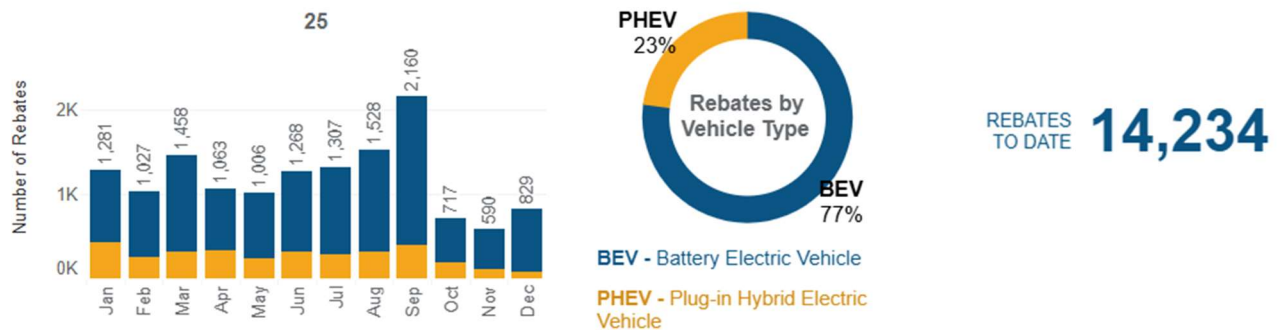
	Community	Town	EVs on the Road YE 2024	YTY % Growth
1	Huntington Station	Huntington	2,824	19.3%
2	Syosset	Oyster Bay	2,161	24.1%
3	Huntington	Huntington	1,991	20.2%
4	New Hyde Park	North Hempstead	1,934	20.9%
5	Plainview	Oyster Bay	1,830	22.5%
6	Port Washington	North Hempstead	1,483	22.2%
7	Hicksville	Oyster Bay	1,441	23.6%
8	Manhasset	North Hempstead	1,335	21.4%
9	Massapequa	Oyster Bay	1,310	26.1%
10	Merrick	Hempstead	1,293	26.1%
11	Westbury	North Hempstead	1,290	22.7%
12	Melville	Huntington	1,268	21.1%
13	Roslyn	North Hempstead	1,255	20.7%
14	Smithtown	Smithtown	1,202	25.3%
15	Commack	Smithtown	1,166	26.6%
16	Jericho	Oyster Bay	1,158	18.5%
17	Levittown	Hempstead	1,130	27.7%
18	East Meadow	Hempstead	1,078	23.8%
19	Great Neck	North Hempstead	1,037	32.1%
20	Garden City	Hempstead	1,013	26.9%
21	Roslyn Heights	North Hempstead	997	28.0%
22	Valley Stream	Hempstead	982	26.7%
23	Lake Ronkonkoma	Islip	982	26.2%
24	East Setauket	Brookhaven	963	16.0%
25	Bellmore	Hempstead	957	19.3%

5. Long Island Electric Vehicle 2025 NYS Rebates

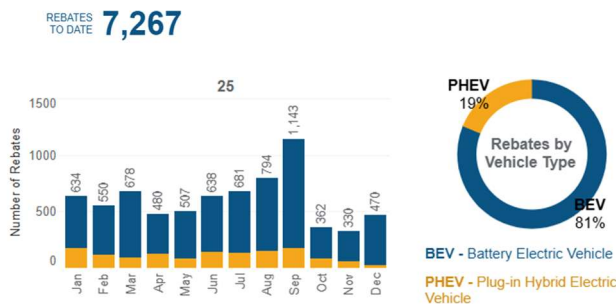
Long Island dealers submitted 14,234 NYS rebate requests in 2025, 7,267 for vehicles registered in Nassau County and 6,967 in Suffolk County. This represents 33% of the total 42,583 rebate requests in New York State in 2025, about a third of the market for EVs.

In 2025 on Long Island, 77% of the rebates were for battery electric vehicles and 23% were for plug-in hybrids. In Nassau County, 81% of the rebates were for battery electric vehicles while in Suffolk County, 73% of the rebates were for battery electric vehicles.

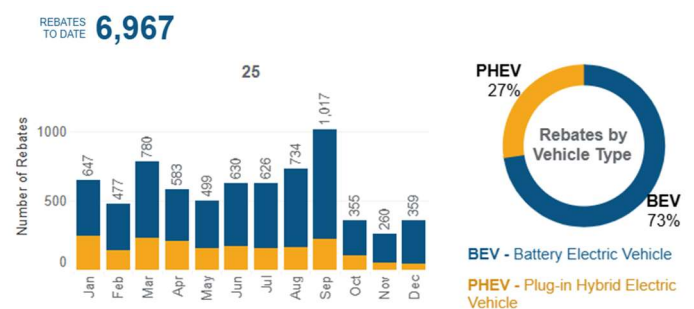
Total Long Island 2025 EV Rebates



Nassau County 2025 EV Rebates



Suffolk County 2025 EV Rebates



6. Long Island Electric Vehicle 2025 NYS Rebates by Model

In 2025, almost 100 electric vehicle models from 31 brands were sold on Long Island. As measured by the number of NYS EV rebates submitted by electric vehicle manufacturers and dealers, Tesla vehicles continued to be the most popular EVs sold on Long Island with 47% of all EV rebates submitted in 2025. Toyota and KIA plug-in hybrid and battery electric vehicles were also popular on Long Island, each with 8% of all EV rebates submitted in 2025. The most popular EV models on Long Island were the Tesla Model Y, Tesla Model 3, Honda Prologue, Chevy Equinox EV and Toyota BZ battery electric vehicles, and the Kia Sportage, Toyota RAV4 Prime and Toyota Prius Prime plug-in hybrids.

Rebates by Make and Model		
Tesla	Model Y	4,935
	Model 3	1,415
	Model X	224
	Model S	121
Toyota	bZ	409
	RAV4	393
	Prius Plug-in Hy..	177
	Prius Prime	153
Kia	Sportage	770
	Sorento	100
	Niro	84
	EV9	76
	Kia EV6	55
Honda	Prologue	844
BMW	BMW i4	229
	X5	162
	BMW iX	158
	i5	101
	550e xDrive	50
	i7	33
	750e xDrive	15
	XM	13
	M5	3
	M5 Touring	1
Chevrolet	Equinox EV	533
	Blazer EV	138
Jeep	Wrangler	360
	Grand Cherokee	84
	Wagoneer	37
Ford	Mustang Mach-E	310
	F-150 Lightning	104
	Escape	15
Lexus	Lexus NX450h+	129
	RZ	99
	RX 450h+	76
	RZ300e	17
	TX 550h+	5

Rebates by Make and Model			
Hyundai	Ioniq 5	96	
	Tucson	63	
	Ioniq 9	28	
	Ioniq 6	23	
	Kona Electric	23	
	Ioniq 5 N	4	
Volvo	XC60 T8	107	
	XC90 T8	71	
	EX90	24	
	EX30	22	
	V60	3	
	Volvo C40	3	
	XC40	3	
Acura	S60	1	
	S90 T8	1	
	ZDX	203	
Cadillac	Lyriq	84	
	Optiq	73	
	VISTIQ	39	
Mazda	CX-90	140	
	CX-70	46	
Mercedes-Benz	GLE 450e	48	
	GLC350e	44	
	EQE	21	
	EQB	19	
	EQS	13	
	G 580 w/ EQ Te..	13	
	S580e 4M	9	
	AMG	1	
	Audi	Q6 e-tron	75
		Q5	40
Audi Q4 e-tron		18	
S e-tron GT		5	
e-tron		3	
SQ6		3	
Vinfast	S6 Sportback e.t..	1	
	VF 8	106	
	VF 9	1	

Rebates by Make and Model		
Alfa Romeo	Tonale	73
Subaru	Solterra	50
Lincoln	Lincoln Corsair ..	48
Volkswagen	ID.4	34
	ID. Buzz	12
Dodge	Charger Daytona	23
	Hornet	17
Nissan	Ariya	13
	LEAF	5
MINI	Cooper	13
Genesis	GV60	6
	GV70	3
Mitsubishi	Outlander	8
Fiat	500e	6
Chrysler	Pacifica	5
Porsche	Macan Electric	3
	Cayenne E-Hybri..	1
	Taycan	1
Grand Total		14,234

7. Long Island Top EV Dealerships Submitting NYS Rebates in 2025

In 2025, rebate requests from non-Telsa dealers fell 12% from 8,451 in 2024 to 7,539 in 2025. The overall drop was primarily from Jeep dealers who submitted 2,498 rebates in 2024, but only 481 in 2025.

Almost 100 dealers on Long Island sold at least 20 electric vehicles, continuing the trend of wider availability of electric vehicle models and strong demand. Twenty-three dealers submitted over 100 EV rebates requests for vehicles registered in Nassau and Suffolk.

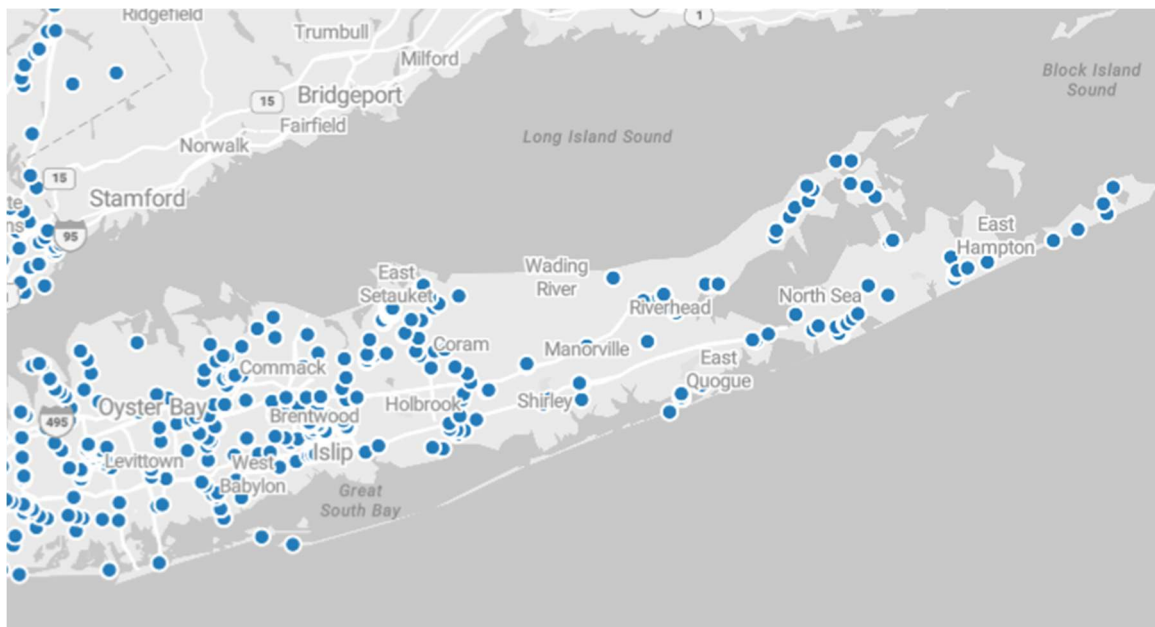
The top 10 non-Tesla dealerships in 2025 were Habberstad BMW of Bay Shore (273), Generation Kia (269), North Chevrolet of Smithtown (218), Kia of Huntington (202), Smithtown Kia (198), Rallye BMW (196), Rallye Motors (171), Smithtown Toyota (169), Westbury Toyota (167) and Smith Haven Vin Fast (153).

2025 Rebates by Dealer			
Tesla Motors New York LLC	6,695	Lexus of Freeport	73
Habberstad BMW of Bay Shore	273	Huntington Toyota	71
Generation Kia	269	Chevrolet of Huntington	70
North Shore Chevrolet of Smit..	218	Advantage Honda	68
Kia of Huntington	202	Paul Conte Cadillac	68
Smithtown Kia	198	Hassett Ford Lincoln Mercury I..	66
Rallye BMW	196	Westbury Imports LLC	66
Rallye Motors	171	Advantage Toyota	62
Smithtown Toyota	169	BMW of Bayside	62
Westbury Toyota	167	Levittown Ford LLC	60
Smith Haven Vin Fast	153	East Hills Chrysler Jeep Dodge	59
112 Mazda Nesenger, Mazda 1..	148	Empire Volvo Cars Smithtown	56
Sunrise Toyota	144	Plaza Kia	55
BMW of Freeport	133	Atlantic Kia	53
Millennium Toyota Scion	133	Empire Mazda of Huntington	53
Millennium Honda	124	Riverhead Ford Lincoln Buick ..	53
Lexus Buick of Smithtown	118	Stoler Lexus	51
Riverhead Toyota	116	Centereach Hyundai	47
Atlantic Honda	115	Otis Ford Inc	47
Atlantic Chevrolet Cadillac	112	The New Babylon Honda	47
South Shore Kia	112	Empire Chevrolet Of Hicksville	46
Autoworld Kia	103	Atlantic Hyundai	45
Mariano Rivera Honda	103	Merrick Jeep Chrysler Dodge ..	44
Acura of Bay Shore	102	King O'Rourke Cadillac Oldsm..	43
Volvo Cars of Huntington	96	Security Dodge Chrysler Jeep ..	43
Hempstead Ford Lincoln	84	Mercedes-Benz of Huntington	42
Huntington Honda	81	Town & Country Jeep Chrysler..	42
Westbury Jeep Chrysler Dodg..	80	Garden City Jeep Chrysler Do..	41
Honda City	79	Apple Honda	39
Toyota of Massapequa	78	East Hills Chevrolet of Freeport	39
Sunrise Toyota North	76	Garden City Mazda	38
Karp Kia	74	Sarant Cadillac	38
		Smith Haven Chrysler Jeep Do..	38
		Atlantic Toyota	37
		Competition BMW of Smithtown	37
		Atlantic Chrysler Jeep Dodge ..	35
		Ford of Port Jeff	35
		Audi of Smithtown	34
		Honda of Valley Stream	33
		Acura of Valley Stream	32
		Browns Jeep Eagle Chrysler P..	32
		Audi Great Neck	31
		Huntington Ford Lincoln	31
		Paragon Honda	31
		Advantage Acura	30
		Ray Catena BMW of Westches..	29
		Riverhead Mazda	29
		Millennium Hyundai	28
		Crown Ford Inc.	27
		Audi Brooklyn	26
		Island Acura	26
		North Shore Honda	26
		Sayville Ford	26
		Eagle Kia of Riverhead	25
		Volvo Care Glen Cove	25
		Advantage Hyundai	24
		Baron Honda	24
		Millennium Chevrolet	24
		Smith Haven Mazda	24
		Route 110 Hyundai Route 110 ..	23
		South Shore Hyundai	23
		Volvo Cars of Queens	22
		Buzz Chew Chevrolet Cadillac ..	20
		Penn Toyota	20

8. Long Island Public EV Charging Infrastructure

Based on public charging station data from the Department of Energy’s Alternative Fuels Data Center, there was a significant increase in the availability of both Type 2 and DC Fast Charge public electric vehicle charging infrastructure on Long Island in 2025. Total public charging ports are up over 50% from 1,046 public charging ports at year-end 2024 to the current 1,580 public charging ports. In addition, the announcement by most manufacturers to support the Tesla NACS charging standard greatly increased access to public charging for non-Tesla electric vehicles on Long Island. This will be particularly important for residents of multi-family dwellings without easy access to home charging.

Public Electric Vehicle Charging Stations on Long Island



Source: <https://atlaspolicy.com/evaluateny/>

Electric Vehicle Charging Stations on Long Island by County and Type

	Level 2 Ports	Level 2 Locations	DC Fast Charge Ports	DC Fast Charge Locations
Nassau County	364	124	221	31
Suffolk County	630	262	365	71
Long Island	994	386	586	102

Electric Vehicle Charging Stations by Town and City

The following table lists the number of EVs and EV charging ports located within each Town and City on Long Island. The Town of Hempstead has the largest number of EV charging ports located within the town boundaries, followed by the Town of Brookhaven and the Town of Islip.

Long Island Towns and Cities ranked by the total number of public charging ports

	Town	Total EVs on the Road	Number of Level 2 Ports	Number of DCFC Ports	Total Charging Ports
1	Hempstead	18,301	212	112	324
2	Brookhaven	11,755	150	75	225
3	Islip	6,534	149	37	186
4	North Hempstead	12,897	100	68	168
5	Huntington	8,731	72	38	110
6	Southampton	2,711	51	52	103
7	Smithtown	4,725	32	69	101
8	Riverhead	1,089	62	29	91
9	Oyster Bay	13,386	48	41	89
10	East Hampton	1,278	44	28	72
11	Babylon	3,597	44	25	69
12	Southold	850	19	12	31
13	Shelter Island	131	7	0	7
14	City of Glen Cove	672	4	0	4
15	City of Long Beach	625	0	0	0
	Total Long Island	87,282	994	586	1,580

Charging for Multi-Unit Dwellings

Long Island’s one million housing units are predominantly single-family dwellings with 82% of housing units being single family homes. Charging electric vehicles for these households is both convenient and inexpensive as EV owners can either charge with a Type 1 120V outlet or a Type 2 208V/240V charger and take advantage of PSEG LI Time-of-Day Rate plans for deeply discounted super off-peak electricity rates.

Despite this predominance of single-family homes, 180,000 households on Long Island are multi-unit dwellings without easy access to EV charging. These units include co-ops, condos and apartment rental properties.

To address the needs of this important market segment, Drive Electric LI recommends a multi-tiered charging strategy including community Direct-Current Fast Charger (DCFC) locations for fast charge capability, complemented with Type 1 and Type 2 charging on premises at condo, co-op and rental property locations. This approach could minimize the cost of installation and ongoing electricity usage by using Type 1 and Type 2 charging for appropriate use cases yet providing easy access to DCFC fast charging when needed.

Drive Electric Long Island performed an in-depth analysis using census data and DMV vehicle registration data to identify Long Island communities with a higher percentage of multi-unit dwellings where gaps in DCFC service exist. The following table lists ten communities that were identified that can benefit from community DCFC stations to meet the future charging needs of their multi-family dwelling residents.

Long Island Communities that can benefit from Community DCFC Stations

	Community	Town/City	% Single Family Homes	Estimated Number of Vehicles in Multi-Unit Dwellings
1	Patchogue / East Patchogue	Brookhaven	62%	13,000
2	City of Long Beach	Long Beach	44%	12,500
3	Huntington Station	Huntington	80%	10,300
4	City of Glen Cove	Glen Cove	57%	8,700
5	Rockville Centre	Hempstead	63%	6,700
6	North Amityville / Amityville	Babylon	68%	6,200
7	Uniondale	Hempstead	75%	4,200
8	Great Neck Plaza	North Hempstead	67%	3,700
9	Middle Island	Brookhaven	63%	3,700
10	Oakdale	Islip	71%	2,200

APPENDIX A - Drive Electric Long Island Mission and Goals

Goals

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

The coalition goals are to:

- Support the goals of the Climate Leadership & Community Protection Act to reduce greenhouse gas emissions from 1990 levels by 40 percent by 2030, and no less than an 85 percent reduction by 2050, through the acceleration of the electric vehicle market toward the goal of 100% light duty zero-emission vehicle sales by 2035.
- Improve Long Island's air quality by reducing pollutants released from the combustion of fuel, including harmful gases like carbon monoxide (CO), nitrogen oxides (Nox), hydrocarbons (HC) and particulate matter (PM) through the electrification of transportation.

Mission

Drive Electric Long Island 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.

Led by Build Green Long Island, the coalition includes a broad range of electric vehicle (EV) stakeholders on Long Island including PSEG Long Island, Farmingdale State College, Suffolk County, Suffolk County Community College, Sustainability Institute at Molloy University, Sierra Club, NY League of Conservation Voters, Emerald Alternative Energy Solutions, Long Island EVs, IMEG, LI Regional Clean Energy Hub, Built Well Solar, Empower Solar as well as other Long Island municipalities, automakers, car dealerships, 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.

Strategies

Key priorities of the coalition include consumer outreach and education, increased public and workplace EV infrastructure, conversion of commercial fleets, and advocacy for EV friendly policy. The Coalition accomplishes this through the following activities:

- Regular meetings of the committees of key stakeholders including municipal administrators, local car dealerships, business leaders, PSEG Long Island, infrastructure providers, current EV owners and educational institutions, to offer ideas, provide demonstration vehicles, make introductions within the community and monitor progress.
- Evaluate existing codes, policies, and regulations to determine what is already in place to support EV adoption on Long Island, how these policies can be leveraged, and which new ones should be implemented.
- Build awareness by conducting EV 101 events, EV Showcases and Ride and Drives to promote EV adoption, with each event type targeting a different group of participants.
- Establish strong relationships with local and regional dealerships including providing electric vehicle sales training.
- Coordinate with 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 infrastructure development.
- Collaborate with infrastructure manufacturers and network/software solutions to assist in promoting the various alternatives available.
- Promote and support the various NYSERDA and PSEG Long Island EV programs to advance the Drive Electric Long Island mission.
- Function as a resource to educate and inform stakeholders regarding the different technologies, incentives, rebates and funding for infrastructure. Conduct informational sessions at existing infrastructure to increase awareness and understanding about the various infrastructure 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.

APPENDIX B - 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 EV range target is approximately 250-300 miles on a fully charged battery, although some BEVs can reach ranges of over 400 miles. The range depends on the size of the battery, driving conditions and driver habits, among other factors. The time required for charging depleted batteries – which can range from 15 minutes to over 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 20-50 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, or during rapid acceleration. Like the BEV, the PHEV is charged by plugging into the grid and captures some energy from regenerative

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).

braking. Compared to the BEV, the PHEV takes less time to reach a full charge because of its smaller battery pack.

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 and have fewer parts that can fail compared to conventional gas cars. The cost of fuel is about half that of ICE vehicles. Electric car owners make fewer or no trips to the gas station.

TYPES OF CHARGING EQUIPMENT

Electric Vehicle Supply Equipment deliver electrical energy from an electricity source to charge a vehicle's batteries. There are several types of charging equipment:

LEVEL 1 Charging

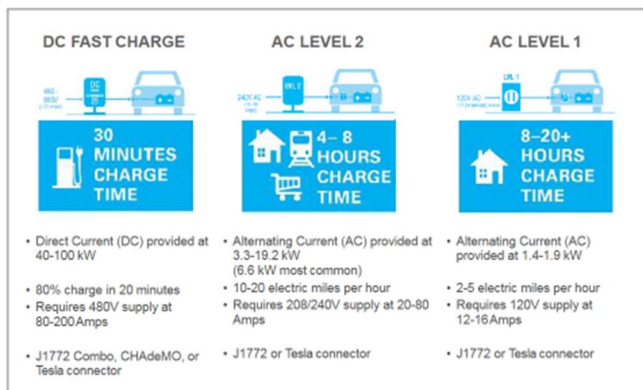
- Cord and Plug connected, single-phase 110V/120V, up to 16A (1.9 kW)
- 8-20+ hours for a full charge

LEVEL 2 Charging

- Wired to individual branch circuit, single-phase 208V/240V, up to 80A (19.2kW)
- 4-8 hours for a full charge

DC Fast Charging

- 400-900V DC, up to 200 A (50-350 kW) taking as little as 20-30 minutes to charge.
- Tesla Supercharging V3 Units charge at a rate of 250kW delivering about 75 miles in 5 minutes.



Appendix C - Rebates and Incentives Available for EVs and Charging Stations

Rebates and Incentives for Electric Vehicles

- **New York State Drive Clean Rebate: Up to \$2,000**
 - Open to all New York State residents, the Drive Clean Rebate offers a point-of-sale rebate of up to \$2,000 towards the purchase or lease of a new electric car. The amount of rebate depends on all electric range and suggested retail price of vehicle.
<https://www.nyserda.ny.gov/Drive-Clean-Rebate>

Rebates and Incentives for Charging Stations

- **New York State Charge Ready 2.0**
 - Charge Ready NY 2.0 offers incentives to public, private and not-for-profit organizations that install Level 2 EV charging stations at workplaces, multi-unit dwellings (multifamily properties), or hotels & motels. NYSERDA provides rebates on a per-port basis at varying amounts, based on property type and whether a site is located within a disadvantage community.
 - Rebate Amounts:
 - Workplaces, Multifamily and Hotel Properties: \$3,000 per charging port.
 - Properties located in a DAC are eligible for an additional rebate of \$1,000 per charging port
 - Bonus rebates are available for sites that complete additional actions to promote EV adoption
<https://www.nyserda.ny.gov/All-Programs/Charge-Ready-NY>
- **New York State Tax Credit for Public and Workplace Charging**
 - State tax credits of up to \$5,000, or 50% of the cost, for businesses that install public or workplace electric vehicle chargers.
https://www.tax.ny.gov/pit/credits/alt_fuels_elec_vehicles.htm

- **Federal IRS Alternate Fuel Infrastructure Tax Credit up to \$100,000**
 - Federal tax credit in designated rural or low-income census tracts. EV chargers are eligible for a tax credit of 30% of the cost, not to exceed \$100,000. Consumers who purchase qualified residential chargers for installation at their principal residence in qualified locations may receive a tax credit of up to \$1,000. (Note: Expires June 30, 2026.)
<https://afdc.energy.gov/laws/10513>

- **PSEG Long Island Residential Charger Rebate**
 - Qualified PSEG Long Island customers can receive a \$100 rebate off a qualified Level 2 EV charger. Customers located in Disadvantaged Communities (DAC) and on their Household Assistance Program can receive an additional \$300, totaling \$400 in rebates.
<https://www.psegliny.com/saveenergyandmoney/GreenEnergy/EV/ResidentialCustomers/ChargerRebate>

- **PSEG Long Island Time-of-Day Rate Plans**
 - Electric vehicle owners can save automatically on all Time-of-Day Rate Plans by charging during off-peak hours.
<https://www.psegliny.com/TimeOfDay/timeofdaytips/EVcharging>

- **PSEG Long Island EV Make Ready Programs and DC Fast Charging Credit for Businesses**
 - **PSEG Long Island EV Make Ready Program**
 - The EV Make Ready Program offers incentives for the infrastructure needed to power Level 2 and DCFC across Long Island. This program is available for all commercial customers including Multi-Unit Dwellings, Retail/Offices, Parking Facilities/Lots, and more.
<https://www.psegliny.com/en/saveenergyandmoney/GreenEnergy/EV/CommercialCustomers/MakeReady>

➤ **PSEG Long Island Fleet Make Ready Program**

- The Fleet Make Ready program is intended to support the development of EV charging infrastructure for public fleets and public transportation fleets. This includes light duty, medium duty, and heavy-duty vehicle segments. The Fleet Make Ready program provides infrastructure incentives that can cover up to \$150,000 for public transportation, \$120,000 for public fleets and \$70,000 for private fleets. Projects located in Disadvantaged Communities (DAC) may receive enhanced incentives.

<https://www.psegliny.com/en/saveenergyandmoney/GreenEnergy/EV/FleetOwners/FleetMR>

- **The Direct Current Fast Charge Incentive Program** offers a demand charge rebate incentive to owner/operators of DCFC for public use on Long Island and in the Rockaways.

<https://www.psegliny.com/saveenergyandmoney/GreenEnergy/EV/Basics/ChargingBasics/DCFC>

- **EV Phase-In Rate** is a new commercial tariff available for Rate 285 customers that have electric vehicle charging stations and fleets. Rate 281 customers will be eligible to apply for the rate in January 2027. The DCFC Incentive program will be made available until the EV Phase-In Rate is made available for Rate 281 customers.

<https://www.psegliny.com/saveenergyandmoney/GreenEnergy/EV/Definition>

- **NYS Department of Environmental Conservation (DEC) Municipal ZEV Vehicle Rebate and Infrastructure Grant Programs**

- Provides rebates and grants to cities, towns, villages, and counties for costs associated with the purchase or lease of eligible clean vehicles, and installation of eligible infrastructure that supports public use of clean vehicles. (Current funding round applications are due by February 27, 2026.)

<https://dec.ny.gov/sites/default/files/2024-09/zevinfactsheetgen.pdf>

Appendix D - Electric Vehicle Information Resources

1. Compare Electric Cars and Plug-in Hybrids by Features, Price, Range
<https://plugstar.com/>
2. Convenient charging options
<https://www.nyserda.ny.gov/All-Programs/Drive-Clean-Rebate-For-Electric-Cars-Program/Charging-Options>
3. US Department of Energy (DOE) Alternative Fuels Data Center (AFDC) – Alternative Fuels Station Locator
<https://afdc.energy.gov/stations/#/find/nearest?fuel=ELEC>
4. Electric Vehicle Charger Finder Apps – available on Google Play and the Apple App Store
 - PlugShare – <https://www.plugshare.com>
 - Chargeway – <https://www.chargeway.net>
5. US Department of Energy (DOE) Alternative Fuels Data Center (AFDC) – Electricity
<https://afdc.energy.gov/fuels/electricity.html>
6. Used Electric Vehicle Buyers Guide
<https://www.nyserda.ny.gov/Featured-Stories/Used-Electric-Vehicle-Buyers-Guide>
7. Drive Clean Rebate Program Dashboard
<https://www.nyserda.ny.gov/All-Programs/Drive-Clean-Rebate-For-Electric-Cars-Program/Rebate-Data/Rebate-Stats>
8. NYSERDA Electric Vehicle Registration Map and EVALuateNY tool that compiles NYS statistics on the electric vehicle registrations and charging infrastructure.
<https://www.nyserda.ny.gov/All-Programs/Drive-Clean-Rebate-For-Electric-Cars-Program/Rebate-Data/Map-of-EV-Registrations>
9. PSEG Long Island Exploring Electric Vehicles
<https://www.psegliny.com/saveenergyandmoney/greenenergy/ev>
10. NYSERDA WattPlan EV Savings Calculator
<https://nyserda.wattplan.com/ev/>



About Drive Electric Long Island

The Drive Electric Long Island electric vehicle 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.

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