

# California Vehicle Incentives

Green California Summit

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Kevin Wood, Clean Transportation Project Manager



Center for  
Sustainable Energy™

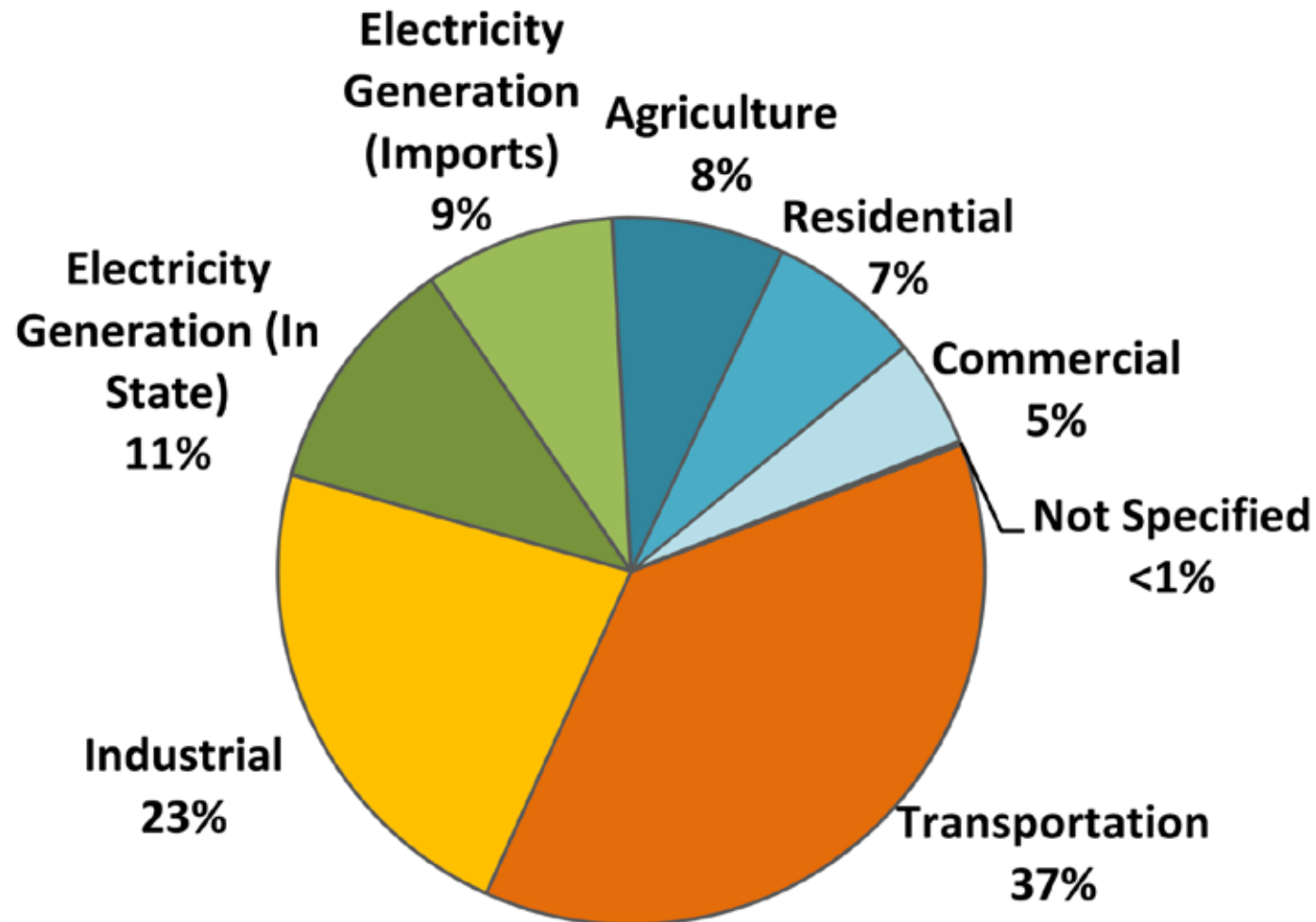
Our Mission:

Accelerate the transition  
to a sustainable world  
powered by clean energy

# Agenda

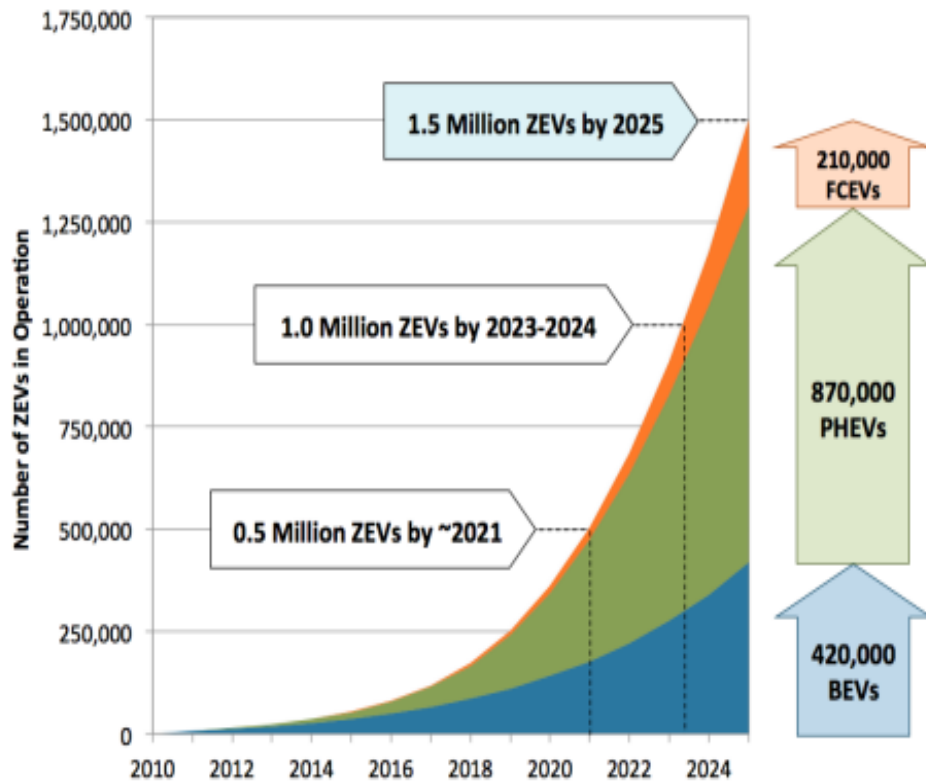
- Policy Context
- Light-Duty Incentives
- Medium-Heavy Duty Incentives
- Other Funding
- Conclusions

# Policy - Where we are at

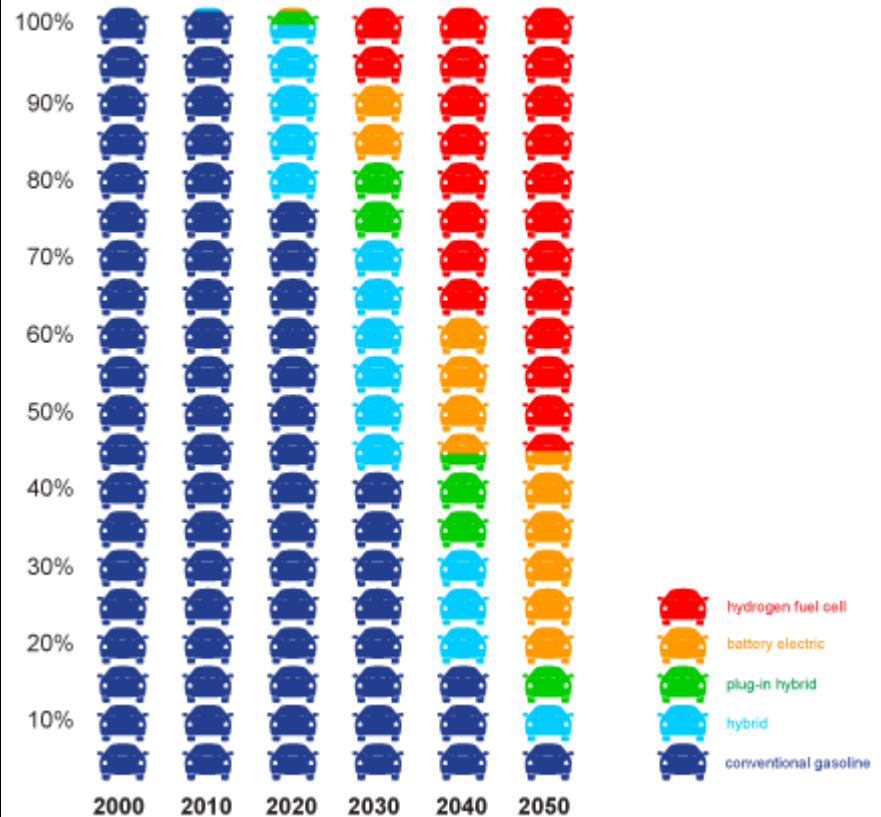


**2013 Total CA Emissions: 459.3 MMTCO<sub>2</sub>e**

# Policy- Where we need to go



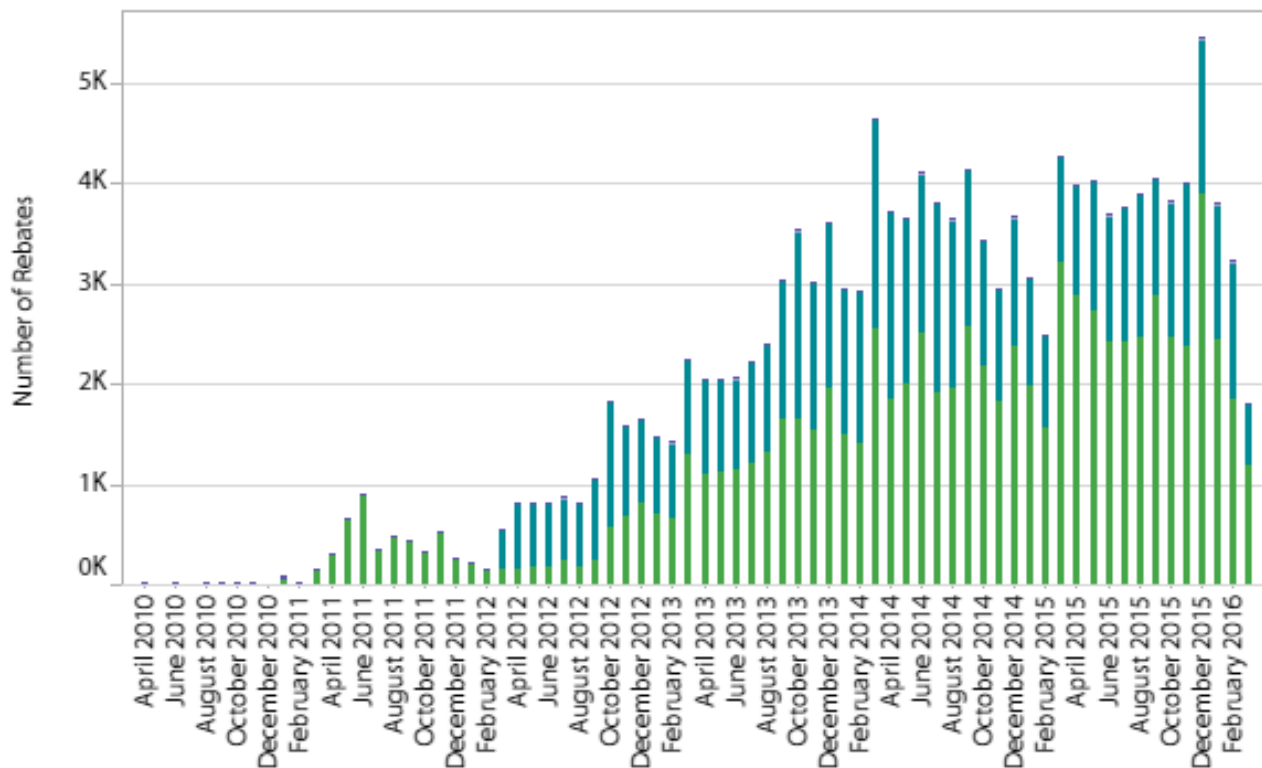
Makeup of California's on-road passenger vehicle fleet needed to reach 2050 goal





# Rebate Statistics

**CVRP Rebates by Month**



**Filter by Application Date**

March 18, 2010  April 8, 2016

## Vehicle Category

BEV PHEV FCEV Other

BEV	Highway capable, four-wheeled, all-battery electric vehicle
PHEV	Highway capable, four-wheeled, plug-in hybrid electric vehicle (electricity & gasoli..
FCEV	Fuel-cell electric vehicle
Other	Non-highway, motorcycle & commercial BEVs

## Rebates & Rebate Funding Issued & Approved to Date - Life of Project

	Rebates	Funding
BEV	85,040	216,323,208
PHEV	58,277	87,335,076
FCEV	178	812,500
Other	617	1,534,950
<b>Grand Total</b>	<b>144,112</b>	<b>306,005,734</b>

<https://cleanvehiclerebate.org/eng/rebate-statistics>

# Clean Vehicle Rebate Project (CVRP)

California Environmental Protection Agency



Post-delivery rebates for new electric vehicles (EVs) bought or leased statewide:

- **\$5,000** for fuel-cell EVs
- **\$2,500** for all-battery EVs
- **\$1,500** for plug-in-hybrid EVs
- **\$900** for motorcycle & neighborhood EVs

# CVRP Requirements

- Take delivery prior to application
- New vehicles only
- Registered with CA DMV
- Purchases or leases of at least 30 months



# CVRP – Public Fleets

- Federal, state or local government entity based in CA
- 30 rebates per fleet per calendar year
- “Fleet” defined by Taxpayer Identification Number
- Increased incentives available to **state and local public agencies** through the new Public Fleet Pilot Project

# Public Fleet Pilot Project

## Increased Incentives for Public Fleets in Disadvantaged Communities

- Local and state agencies in disadvantaged communities
- New vehicle **purchases** on or after July 1, 2014
- Reserve rebate funds up to 6 months prior to vehicle delivery

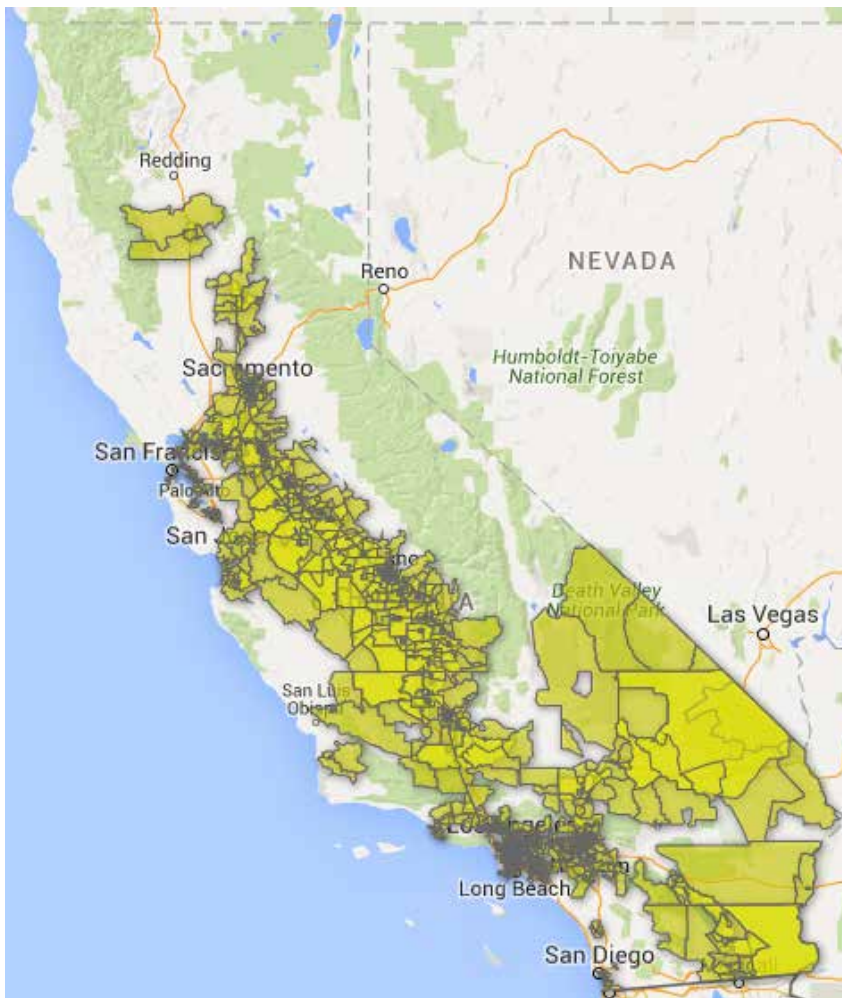
California Environmental Protection Agency  
 **Air Resources Board**

**\$15,000** for fuel-cell electric vehicles

**\$10,000** for battery-electric vehicles

**\$5,250** for plug-in-hybrid electric vehicles

# Public Fleet Pilot Project - Eligibility



- CalEPA's CalEnviroScreen model
- ZIP code of vehicle domicile facility
- Check your ZIP code at [cleanvehiclerebate.org/PFP](http://cleanvehiclerebate.org/PFP)

## Domicile Location Eligibility Check

Zip / Postal Code

Click the search button to see if your vehicle domicile location is eligible for increased rebates.

Search

Apply Now

# Increase Your Savings

The Public Fleet Pilot Project rebate **can** be combined with:

- Local air district funding
  - State or federal grants
- (more info at [driveclean.ca.gov](http://driveclean.ca.gov))

It **cannot** be combined with:

- Standard CVRP rebate
- Federal tax credit

# CVRP and PFP Requirements

<b>Project Parameter</b>	<b>Standard CVRP</b>	<b>Public Fleet Pilot Project</b>
Eligible Fleet Types	Public and Private	Public - State and Local
Locations eligible	Statewide	Disadvantaged Communities
Pre-delivery reservations	No	Optional
NEVs/ZEMs eligible	Yes	No
Leases eligible	Yes	No

# CVRP and PFP Incentives

Technology Type	Standard CVRP	Public Fleet Pilot Project
Fuel-cell EV	\$5,000	\$15,000
All-battery EV	\$2,500	\$10,000
Plug-in hybrid EV	\$1,500	\$5,250
NEV/ZEM	\$900	N/A



# HVIP

The California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is a streamlined program to help speed the early market introduction of clean, low-carbon hybrid and electric trucks and buses.



# HVIP Incentives- Zero Emissions

GVWR (lbs)	Base Vehicle Incentive		
	1 to 100 vehicles <sup>1</sup>		101 to 200 vehicles
	Outside DC <sup>2</sup>	Within DC <sup>2</sup>	
5,001 – 8,500	\$20,000	\$25,000	\$12,000
8,501 – 10,000	\$25,000	\$30,000	\$18,000
10,001 – 14,000 <sup>3</sup>	\$50,000	\$55,000	\$30,000
14,001 – 19,500	\$80,000	\$90,000	\$35,000
19,501 – 26,000	\$90,000	\$100,000	\$40,000
> 26,000	\$95,000	\$110,000	\$45,000

1 - The first three vouchers received by a fleet, inclusive of previous funding years, are eligible for the following additional funding amount: \$2,000/vehicle if below 8,501 lbs; \$5,000/vehicle if 8,501 to 10,000 lbs; and \$10,000/vehicle if over 10,000 lbs.

2 – ‘DC’ refers to a disadvantaged community.

3 - This weight range is not intended for vehicles utilizing a pick-up truck chassis/platform typically found in vehicles below 10,001 lbs GVWR. Vehicles at the lower end of the 10,001 to 14,000 lbs weight range will be evaluated on a case-by-case basis to determine eligibility for the full Base Vehicle Incentive.

# HVIP Incentives- Hybrids

GVWR (lbs) <sup>1</sup>	Base Vehicle Incentive	
	1 to 100 vehicles <sup>2</sup>	101 to 200 vehicles
6,001 – 8,500 (plug-in hybrids only) <sup>3</sup>	\$ 8,000	\$ 6,000
8,501 – 10,000 (plug-in hybrids only) <sup>3</sup>	\$10,000	\$ 8,000
10,001 – 19,500	\$15,000	\$10,000
19,501 – 33,000	\$20,000	\$12,000
33,001 – 38,000	\$25,000	\$15,000
> 38,000	\$30,000	\$20,000

1 - Tractor trailers utilize Gross Combined Vehicle Weight for purposes of determining Base Vehicle Incentive.

2 - The first three HVIP vouchers received by a fleet, inclusive of previous funding years, are eligible for the following additional funding amount: \$2,000/vehicle if below 8,501 lbs; \$5,000/vehicle if 8,501 to 19,500 lbs; and \$10,000/vehicle if over 19,500 lbs.

3 - Vehicle must be ARB-certified as an Ultra-Low Emission Vehicle. Voucher amount is increased by \$2,000 for each of the following: ARB-certification as a Super Ultra Low Emission Vehicle and ARB-certification for zero-evaporative emissions.

# Energy Commission Funding

Table 3: Previous ARFVTP Awards as of December 31, 2015

Category	Funded Activity	Cumulative Awards to Date (in millions)*	# of Projects or Units
Alternative Fuel Production	Biomethane Production	\$50.9	16 Projects
	Gasoline Substitutes Production	\$27.2	14 Projects
	Diesel Substitutes Production	\$57.4	20 Projects
Alternative Fuel Infrastructure	Electric Vehicle Charging Infrastructure	\$40.7	7,490 Charging Stations
	Hydrogen Refueling Infrastructure	\$96.0	49 Fueling Stations
	E85 Fueling Infrastructure	\$13.7	158 Fueling Stations
	Upstream Biodiesel Infrastructure	\$4.0	4 Infrastructure Sites
	Natural Gas Fueling Infrastructure	\$21.0	65 Fueling Stations
Alternative Fuel and Advanced Technology Vehicles	Natural Gas Vehicle Deployment**	\$56.4	2,809 Vehicles
	Propane Vehicle Deployment**	\$6.0	514 Trucks
	Light-Duty Electric Vehicle Deployment	\$25.1	10,700 Cars
	Medium- and Heavy-Duty Electric Vehicle Deployment	\$4.0	150 Trucks
	Medium- and Heavy-Duty Vehicle Technology Demonstration and Scale-Up	\$93.7	44 Demonstrations
Related Needs and Opportunities	Manufacturing	\$57.0	22 Manufacturing Projects
	Emerging Opportunities	†	†
	Workforce Training and Development	\$27.7	83 Recipients
	Fuel Standards and Equipment Certification	\$3.9	1 Project
	Sustainability Studies	\$2.1	2 Projects
	Regional Alternative Fuel Readiness and Planning	\$7.6	34 Regional Plans
	Centers for Alternative Fuels	\$5.8	5 Centers
	Technical Assistance and Program Evaluation	\$5.6	n/a
<b>Total</b>		<b>\$606.0</b>	



# Energy Commission Funding

Table 4: Most Recent and Current Proposed Investment Plan Allocations (in millions)

Category	Funded Activity	2014-2015	2015-2016	2016-2017 (Proposed)
Alternative Fuel Production	Biofuel Production and Supply	\$20	\$20	\$20
Alternative Fuel Infrastructure	Electric Charging Infrastructure	\$15	\$17	\$17
	Hydrogen Refueling Infrastructure	\$20	\$20	\$20
	Natural Gas Fueling Infrastructure	\$1.5	\$5	\$2.5
Alternative Fuel and Advanced Technology Vehicles	Natural Gas Vehicle Incentives	\$10	\$10	\$10
	Light-Duty Electric Vehicle Deployment	\$5	-	-
	Medium- and Heavy-Duty Vehicle Technology Demonstration and Scale-Up	\$15	\$20*	\$23*
Related Needs and Opportunities	Manufacturing	\$5		
	Emerging Opportunities	\$6	\$3	\$3
	Workforce Training and Development Agreements	\$2.5	\$3	\$2.5
	Regional Alternative Fuel Readiness and Planning	-	\$2	\$2
<b>Total</b>		<b>\$100</b>	<b>\$100</b>	<b>\$100</b>

Source: California Energy Commission. \*See the text of these respective sections in Chapters 5 and 6 for details on the combination of these funding allocations.

<http://www.energy.ca.gov/contracts/transportation.html>

# Available Incentives

Federal Programs	Details
Alternative Fuel Infrastructure Tax Credit	Commercial fueling equipment eligible for a 30% tax credit up to \$30,000.
CARB Programs	Details
Carl Moyer Memorial Air Quality Standards Attainment Program	Funding for cleaner on-road, off-road, marine, locomotive, agricultural vehicles being scrapped
Proposition 1B: Goods Movement Emissions Reduction Program	Financial incentives to owners of cleaner technology equipment used in freight movement
Light duty pilot projects in disadvantaged communities	EEFMP plus-up, car sharing, financing, vanpools
Heavy Duty investments	Advanced technology demonstrations, pilot deployments, low NOx engines, financing



# Conclusions

- California has aggressive clean vehicle policies
  - Driven by climate and air quality concerns
- High level of consumer adoption of Light Duty ZEV, but more is needed
- Generous incentives for MD/HD ZEVs
- Fleets must get ready to take advantage of programs before they become mandates.



Center for  
Sustainable Energy™

Kevin Wood

[Kevin.Wood@energycenter.org](mailto:Kevin.Wood@energycenter.org)

858-244-7295

[Cleanvehiclerebate.org](http://Cleanvehiclerebate.org)