

# Electric Vehicle Incentives



For many consumers, the upfront cost of electric vehicles, along with necessary charging equipment, keeps EVs out of reach. Fortunately, there are a number of incentives available to make switching to electric much less shocking.

**Federal Tax Credit** The federal government wants to see you in an EV. They offer a tax credit of \$2,500 for purchasing a new electric vehicle (EV), with an additional \$417 for every kilowatt hour of juice the vehicle's battery has above the 5 kilowatt hour minimum. This adds up quickly in most new EVs, with the credit capped at **\$7,500**. Visit [irs.gov](https://www.irs.gov) for more info.

**Qualifications:**  
battery ≥ 5kW

**CVRP Rebate** Unlike the Fed's tax credit, which is applied to taxes owed at the end of the year, the Clean Vehicle Rebate Project's **\$2,500 rebate** provides instant savings. The process is simple: purchase a new battery electric vehicle (BEVs get a \$2,500 rebate) or a plug-in hybrid electric vehicle (PHEV's get a \$1,500 rebate). Residents making under \$35k are eligible for an additional \$1,500. Fill out an online form and receive a check in the mail. Head to [cleanvehiclerebate.org](https://cleanvehiclerebate.org) for more details and compare qualifying vehicles. *As of June 2019, a waitlist is in effect for higher-income applicants.*

**Qualifications:**  
California Resident  
Income under \$250k

**California Clean Vehicle Assistance Program** Invest in a standard hybrid, EV, or PHEV and receive \$2,500 or \$5,000. This incentive program offers a grant and optional low-interest loan to lower-income single- and multi-family households. Visit [cleanvehiclegrants.org](https://cleanvehiclegrants.org) to see if you are eligible to receive this awesome deal. *Application period opens in late 2019.*

**PG&E Rebate** Electric utilities also want to help new BEV/PHEV drivers with a **\$800 rebate!** PG&E provides this rebate to Community Choice Aggregator (like Redwood Coast Energy Authority) and non-CCA customers alike. To apply, please visit [pge.com](https://pge.com)

**Electricity Rates** When it's finally time to plug in, EV owners can often take advantage of lower rates for electricity. For CCA customers, cheaper night time charging is available through the special **EV-A** rate. Compare different rate plans at [redwoodenergy.org](https://redwoodenergy.org). To determine potential cost savings and to change your rate, you will need to contact PG&E.

**HOV Lane Access** EV owners are eligible for a limited number of "Clean Air Vehicle" stickers which grant access to High Occupancy Vehicle (HOV) lanes and provide discounts for tolls in High Occupancy Toll (HOT) lanes to qualified vehicles. Visit [DMV.ca.gov](https://dmv.ca.gov) for more details.

**Equipment Incentive** Most EV owners agree a level 2 charger in the garage is essential, and businesses can increase foot traffic by providing EV charging for customers. Prices range from \$400 to \$5,000, plus installation costs from \$200 to several thousand dollars. California offers a variety of equipment incentives that are listed [here \(https://www.clippercreek.com/evse-rebates-and-tax-credits-by-state/\)](https://www.clippercreek.com/evse-rebates-and-tax-credits-by-state/).

**Insurance Discount** Even after driving off the lot, the saving continues. Farmers Insurance offers a **10% discount** to drivers of Alternative Fuel Vehicles (AFVs). Guess what? That new battery powered car is pretty alternative. See details at [farmers.com/california](https://farmers.com/california).

**DISCLAIMER:** RCEA does not recommend any one electric vehicle; rather our goal is to see adoption increase across the board. The availability of the above incentives is subject to change, along with the value of each incentive. We suggest checking with each organization to confirm whether their incentive applies to you and the vehicle you are considering.

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## Sample Costs After Incentives

**Used Nissan  
Leaf (2016)**  
(Battery electric)



**Toyota Prius  
Prime (2019)**  
(Plug-In Hybrid  
Electric)



**Chevy Bolt  
EV (2019)**  
(Battery electric)



**Honda Civic  
(2019)**  
(Internal combustion  
engine)



<b>MSRP</b>	\$11,190	\$28,280	\$37,495	\$21,145
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<b>Federal Tax Credit<sup>1</sup></b>	None (new only)	-\$4502	-\$3750	None
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<b>CA CVRP Rebate<sup>2</sup></b>	None (new only)	-\$1,500	-\$2,500	None
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<b>PG&amp;E Rebate</b>	-\$800	-\$800	-\$800	None
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<b>Cost<sup>3</sup></b>	<b>\$10,390</b>	<b>\$21,478</b>	<b>\$30,446</b>	<b>\$21,145</b>
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<b>Range (miles)<sup>4</sup></b>	80-100 all-electric	25 all-electric 640 total	238 All-electric	520
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<sup>1</sup> Valid through September 2019, then reduced to a maximum of 25% of initial credit amount.

<sup>2</sup> Assumes Individual income is between \$35,000 and \$250,000.

<sup>3</sup> California Vehicle Assistance Program \$5,000 grant is not included. Values obtained from Kelly Blue Book. Does not include fuel and maintenance savings. On average, drivers can expect to pay half the cost in fuel (DOE, 2019), and \$2100 less on maintenance by going electric ([Union of Concerned Scientists, ?date?](#)).

<sup>4</sup> Battery electric vehicles (BEVs) rely exclusively on a battery, while plug-in hybrid electric vehicles (PHEVs) incorporate an internal combustion engine (ICE). Range calculations for PHEVs reflect the combined battery/electric range and ICE range.

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