

# 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.

<b>Federal Tax Credit</b> <b>Qualifications:</b> battery ≥ 5kW	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 <b>\$7,500</b> . Visit <a href="http://fuelconomy.gov">fuelconomy.gov</a> for more info.
<b>CVRP Rebate</b> <b>Qualifications:</b> California Resident Income under \$250k	Unlike the Fed's tax credit, which is applied to taxes owed at the end of the year, the Clean Vehicle Rebate Project's <b>\$2,000 rebate</b> provides instant savings. The process is simple: purchase a new battery electric vehicle (\$2,000 rebate) or a plug-in hybrid electric vehicle (\$1,000 rebate), fill out an online form, and receive a check in the mail. Income-qualifying residents are eligible for an additional \$2,500. Head to <a href="http://cleanvehiclerebate.org">cleanvehiclerebate.org</a> for more details and to compare qualifying vehicles.
<b>California Clean Vehicle Assistance Program</b>	Invest in a standard hybrid, EV, or PHEV and receive <b>\$2,500</b> or <b>\$5,000</b> . This incentive program offers a grant and optional low-interest loan to lower-income single- and multi-family households. Visit <a href="http://cleanvehiclegrants.org">cleanvehiclegrants.org</a> to see if you are eligible to receive this awesome deal.
<b>PG&amp;E Rebate</b>	Electric utilities also want to help new BEV/PHEV drivers with a <b>\$800 rebate!</b> PG&E provides this rebate to Community Choice Aggregator (like Redwood Coast Energy Authority) and non-CCA customers alike. To apply, please visit <a href="http://pge.com">pge.com</a>
<b>Electricity Rates</b>	When it's finally time to plug in, EV owners can often take advantage of lower rates for electricity. For CCA customers, cheaper nighttime charging is available through the special <b>EV-A</b> rate. Compare different rate plans at <a href="http://redwoodenergy.org">redwoodenergy.org</a> . To determine potential cost savings and to change your rate, you will need to contact PG&E.
<b>HOV Lane Access</b>	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 <a href="http://DMV.ca.gov">DMV.ca.gov</a> for more details.
<b>Equipment Incentive</b>	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. California offers a variety of equipment incentives that are listed at <a href="http://energy.gov/eere/electricvehicles">energy.gov/eere/electricvehicles</a> .
<b>Insurance Discount</b>	Even after driving off the lot, the saving continues. Check with your insurance provider to determine if they offer a discount or benefits to drivers of alternative fuel vehicles.
<b>Hybrid and Zero-Emission Truck and Bus Voucher</b>	The Hybrid & Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) aims to get owners of medium- and heavy-duty vehicles to go electric. Voucher amounts are based on vehicle weight, with more money available for disadvantaged communities, and can range from \$20,000-\$315,000 for an electric truck or \$80,000-\$315,000 for an electric bus. Visit <a href="http://californiahvip.org">californiahvip.org</a> for more details and for application instructions.

**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. **DATE OF PUBLICATION:** 1/7/2020

## 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	-\$1875	None
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<b>CA CVRP Rebate<sup>2</sup></b>	None (new only)	-\$1,000	-\$2,000	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>\$21,978</b>	<b>\$32,820</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> For the Chevy Bolt, this federal tax credit amount is valid only until March 31, 2020.

<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 and \$2100 less on maintenance by going electric (DOE, 2019).

<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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