



Commercial Electric Vehicle (EV) Charger 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 more affordable. Below is a list of resources currently available to Humboldt County businesses (**last updated 12/12/2024**). There are a multitude of programs and resources out there so this list is not meant to be definitive. It is just intended to be a useful resource.

Federal Refueling Infrastructure Tax Credit

Incentive Type:
Tax Credit

This federal tax credit was an addition inspired by the 2022 Inflation Reduction Act. A business tax credit, it can be used for the purchase of qualifying **Light Duty (LD) or Medium Duty/Heavy-Duty (MD/HD) charging infrastructure**. It can be taken advantage of by **businesses and public state, tribal, local, or other tax-exempt organizations** alike. The Credit for each piece of electric vehicle service equipment is generally **the lesser of 6% (30% if certain prevailing wage and apprenticeship requirements are met) of the equipment's cost**. The credit shall be capped at **\$100,000** per applying entity. Qualifying service equipment must have been placed in service **after Dec. 31, 2022**. All equipment placed in service **after Jan. 1, 2033** would also not be eligible. To learn more please visit [Refueling Infrastructure Tax Credit | Argonne National Laboratory \(anl.gov\)](#).

EnergIIZE Commercial Vehicles

Incentive Type:
Grant
(Four Separate Funding Lanes)

Funded and endorsed by the California Energy Commission (CEC), EnergIIZE provides commercial vehicle owners with reimbursement-style funding grants for projects involving **charging and refueling infrastructure for Medium/Heavy Duty Zero Emission Vehicles (ZEV) fleets**. Funding is dispersed between the following **four incentive lanes**:

- **EV Fast Track Lane:** This lane is specifically for shovel ready projects. The grant covers **50%** of adjusted project costs incurred and is capped off at **\$500,000** for any standard project. However, if the project meets EnergIIZE's equity standards it will be eligible to receive an extra **\$250,000**, setting the total project cap at **\$750,000!** Please review the [Energize EV Fast Track Fact Sheet](#) to find out if you qualify.
- **EV Jump Start Funding Lane:** Projects in this lane can qualify for a grant of up to **\$750,000** that covers **75%** of all eligible equipment and software costs! In order to qualify each project must meet at least one of the EV Jump Start criteriums. For more information on equipment eligibility, project criteria, and the application process see the [EV Jump Start Fact Sheet](#).
- **EV Public Charging Station Lane:** **This funding lane is closed to new applicants at this time (11/13/2024). For any further updates on this lane please visit the EnergIIZE website linked at the bottom of this section.**
- **Hydrogen Funding Lane:** This lane offers a grant of up to **\$3,000,000** for hydrogen projects at a **50%** funding rate. The grant applies to all eligible equipment and software! The project must meet a set of criteria points for hydrogen projects in order to qualify. Also, fleet users/station owners who meet at least one of the EV Jump Start criteria points as well could be eligible for a grant of up to **\$4,000,000** with **75%** of all costs covered! Visit the [Hydrogen Fact Sheet](#) for more information on equipment/software eligibility, qualifying criteria, and the application process.

To find even more information on EnergIIZE and its incentive programs please visit energize.org.

DISCLAIMER: RCEA does not recommend any one program or piece of service equipment; rather our goal is to see installation of at home electric vehicle service equipment 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 entity to confirm whether their incentive applies to you. RCEA can make no assurances about customer eligibility or program availability. We also recommend receiving an electrical assessment of your home and panel before purchasing any service equipment. Many homes in Humboldt County lack the infrastructure required to host a personal Level 2 charger. Please note that many, but not all of these incentives, are stackable.

DATE OF PUBLICATION: 12/12/2024

PG&E Multifamily Housing and Small Business EV Charger Program
Incentive Type:
Grant

In the world of residential EV charging, this program is only available to **the property owners of multifamily housing complexes**. It pays for the full installation of Level 1 or Level 2 chargers at the housing site at no cost to the property owner, for sites located in a **priority community** (see all listed communities [here](#)). For sites located outside of a priority community a cost share is required. Please note that this program will pay for the installation only. It won't cover any electrical or panel upgrades that may be required. This PG&E rebate is available to RCEA customers. Find more information and apply at [Multifamily Housing and Small Business EV Charger Program \(pge.com\)](#).

Electricity Rates (RCEA)
Incentive Type:
Optimal Commercial Electricity Rates for ZEV Fleet Owners

To help you save even more, RCEA offers a few different rate options to help our commercial fleet owner customers save on their electricity bills. Cheaper vehicle charging is available through the special **BEV-1, BEV-2-S** and **BEV-2-P** rates. Compare different rate plans at [redwoodenergy.org](#). To determine exact potential cost savings and to change your rate, you will need to **contact PG&E directly**.

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