

EV Purchase Incentives



Electrification
Coalition

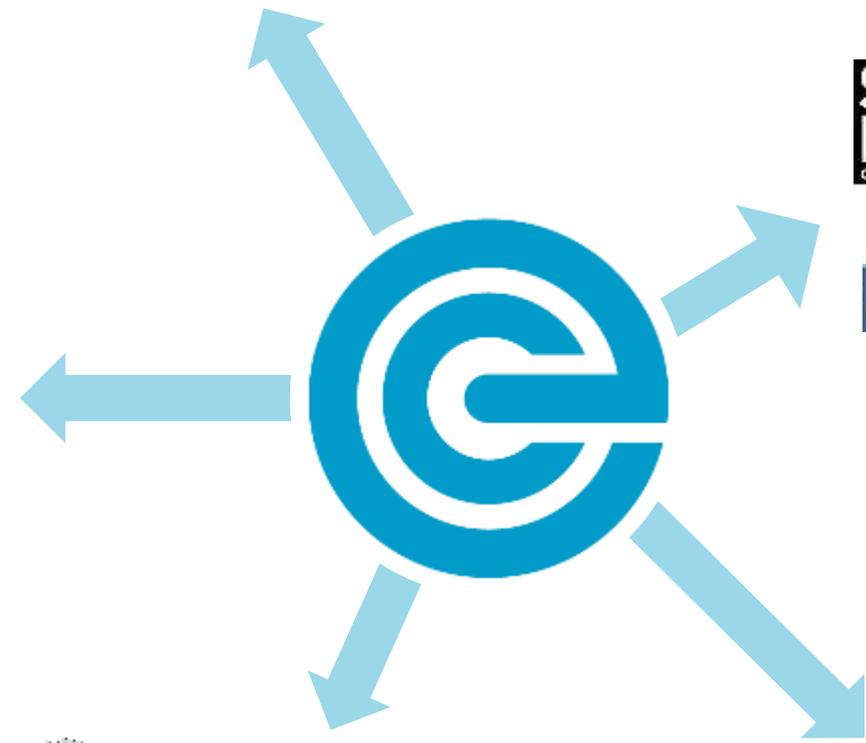
Anne Blair, Senior Policy Manager

American Cities Climate Challenge

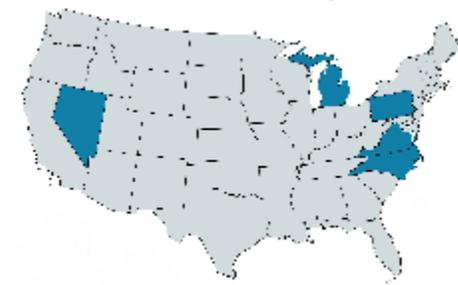
The Electrification Coalition (EC) is a nonpartisan, not-for profit organization committed to promoting policies and actions that facilitate the deployment of electric vehicles on a mass scale in order to combat economic, environmental, and national security dangers caused by our dependence on oil.



EV Purchasing Collaborative



Local EV Accelerators



State EV Policy Accelerator



Freight Electrification Pilot

Electrification Coalition

State Policy Accelerator

- Drive deep dive action in priority states: Virginia, Pennsylvania, North Carolina, Michigan, Nevada, Georgia, Florida, Illinois, Indiana, Ohio, Wisconsin
- Policy blueprints, toolkits, bootcamps, deployment
- Provide rapid response to legislative, regulatory and other opportunities in additional states
- Support technical assistance for states in partnership with organizations involved in regional and multi-state efforts



ECBC Partners

AECOM

AMPLIFY
FLEET CHARGING SIMPLIFIED

*

ARRIVAL

COX AUTOMOTIVE

EVgo

FedEx

Ford

gm

KIA



PARSONS



Rhombus
Energy Solutions



RIVIAN

PROTERRA

ROUSH
CLEANTECH

Sourcewell

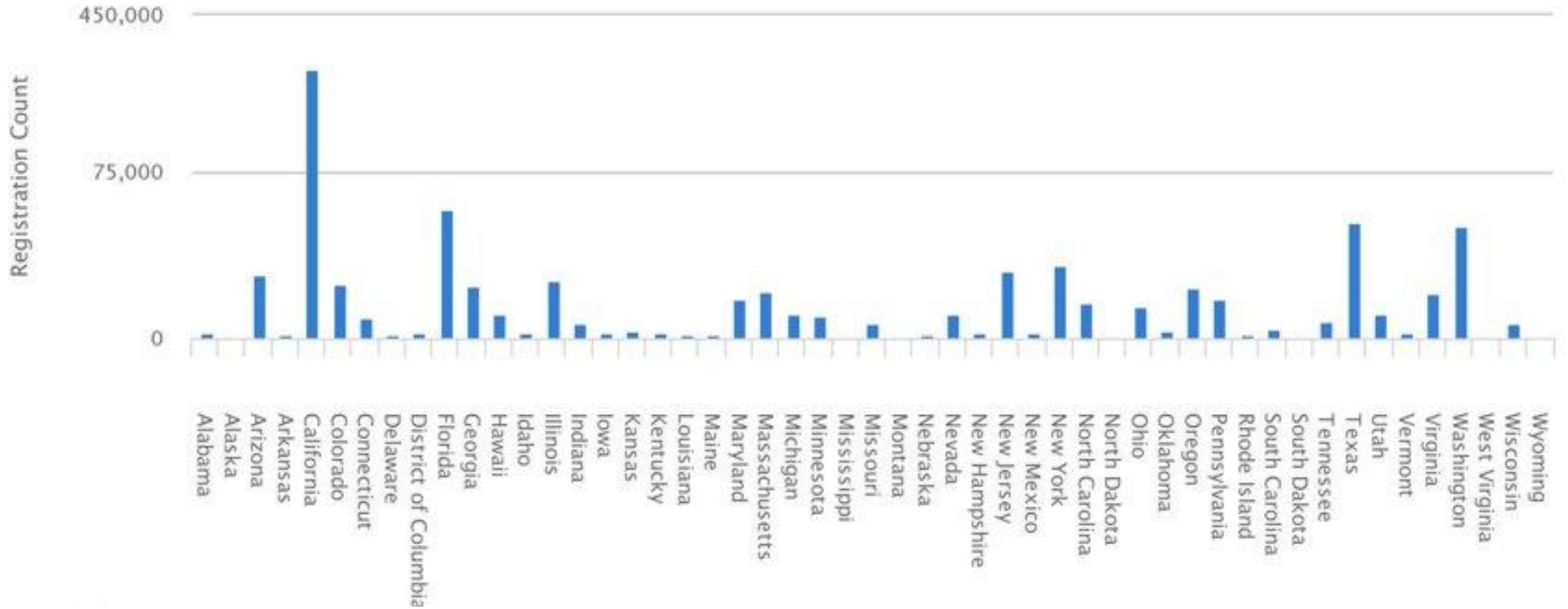
Uber

VOLVO
VOLVO GROUP



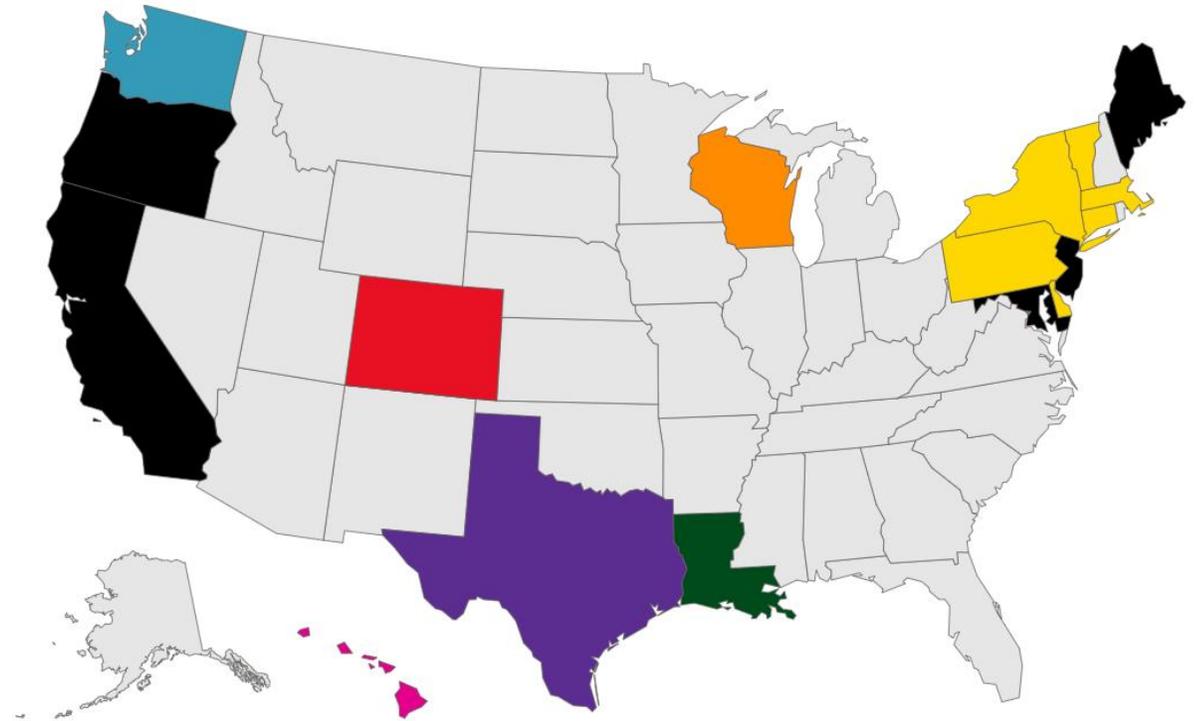
EV Registrations by State

Electric Vehicle Registrations by State



Overview of State EV Incentives

- Rebates or Grants – 3 states (CA, OR, WI)
- Loans – 2 states (HI, ME)
- Rebate – 11 states (CA, CT, DE, MA, MD, ME, NJ, NY, OR, PA, VT)
- Sales Tax Exemption – 3 states (WA, NJ & DC)
- Assignable Income Tax Credit – 1 state (CO)
- Income Tax Credit – (*expired - GA, LA)



Colorado & Oregon EV Incentives

Colorado Plug In Electric Vehicle Tax Credit

- Applies to purchased, leased, or converted vehicles.
- Expires January 1, 2026.

Category	2021-2022	2023-2025
Light-duty PEV	\$2,500 for purchase or conversion; \$1,500 for lease	\$2,000 for purchase; \$1,500 for lease
Light-duty electric truck	3,500 for purchase or conversion; \$1,750 for lease	\$2,800 for purchase; \$1,750 for lease
Medium-duty electric truck	\$5,000 for purchase or conversion; \$2,500 for lease	\$4,000 for purchase; \$2,500 for lease
Heavy-duty electric truck	\$10,000 for purchase or conversion; \$5,000 for lease	\$8,000 for purchase; \$5,000 for lease

Oregon Charge Ahead Plug-In Electric Vehicle Rebate

- \$5,000 rebate for the purchase or lease of a new or used PEV for
- Offered to low- and medium-income Oregon residents (households with income levels that do not exceed 400% of the federal poverty line.)
- [Charge Ahead Rebate Program](#)

California Vehicle Rebate Programs



- Electric Vehicle (EV) Rebate Program – Point of Sale: \$750
- Clean Vehicle Rebate Project (CVRP) – Purchase or Lease - \$2000 for all electric vehicles; \$1000 for plug-in hybrids
- Used Battery-Electric Vehicle (BEV) Rebate - Alameda Municipal Power (AMP) - \$1500

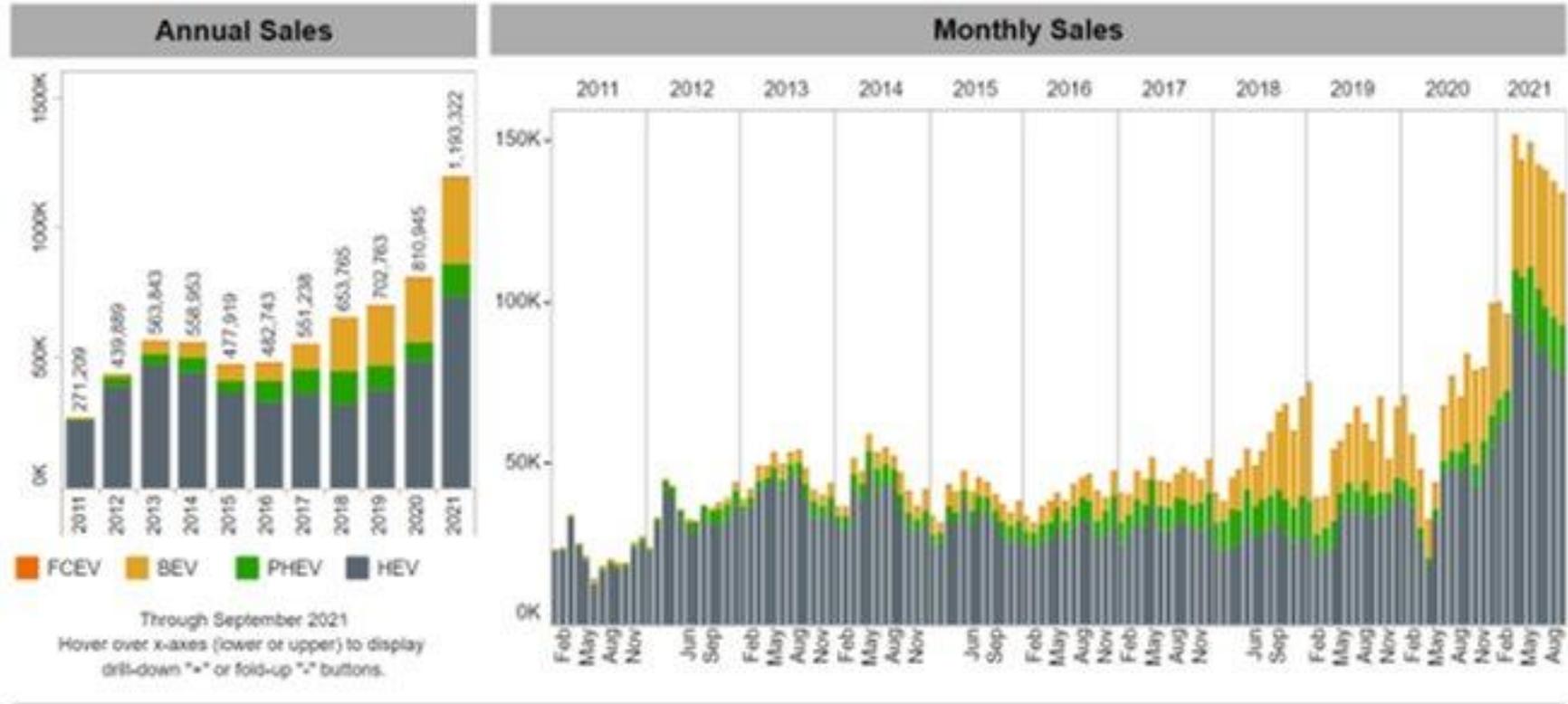
Washington EV Incentives

- 6.5% tax exemption
- Apply to the sale or lease of new or used passenger vehicles, light-duty trucks, and medium-duty passenger AFVs
- Value must be less than \$45K for new vehicles & \$30K for used vehicles



Georgia EV Tax Credit

- \$5000 for purchase or lease
- 2000-2015
- Repealed in 2015



Addressing Equity

Vehicle eligibility:

- MSRP caps
- Used vehicles

Consumer eligibility:

- Income qualifications

Access:

- Point of sale, rebate, exemptions
- Tax liability criteria
- Lease or Purchase

Federal EV Incentives and the Build Back Better Act

Federal EV tax credit (now 36C) – Long term extension

- Shall not exceed 50% of the purchase price of the vehicle,
- Limited to 1 per taxpayer per taxable year.
- \$4000, plus an additional \$3500 based on battery capacity.
- An additional credit amount of \$4500 for domestic assembly + \$500 if the EV meets domestic content qualifications.
- Income limitations - the credit is reduced by \$200 for each \$1000 by which the lesser of the taxpayer's modified AGI for the taxable year or the preceding taxable year exceeds the threshold amount of \$500k not \$800k filing jointly / \$375 not \$600k head of household / \$250 not \$400k other cases;
- MSRP caps: Vans - \$80k, SUVs - \$80k, pick-up trucks \$80k, other vehicles \$55k.
- Extended until Dec. 31, 2031

New Used EV credit

- \$2000 plus a supplemental credit amount = to \$2000 if the vehicle is placed in service before Jan. 1, 2027. Battery capacity restrictions
- Must not exceed 50% of the sale price of the EV
- Must be at least 2 years old and MSRP must not be above \$25k.
- Expires Dec. 31, 2031

New commercial EV credit

- Equal to 30% of the cost of such vehicle.
- Tax-exempt entities have the option of electing to receive direct payments

EV Registration Fees

- Only 1.29% of light-duty vehicles sold are EVS
- Even with rapid EV adoption, EV fees would only generate 0.3% of state revenue for highway funding
- Considering 29% of state revenue for highway funding comes from state gas taxes, alternate funding mechanisms must be considered to meet the gap that will eventually be left by fuel taxes

Thank you!

Anne Blair

Senior EV Policy Manager

ablair@electrificationcoalition.org

ElectrificationCoalition.org



**Electrification
Coalition**

1111 19TH STREET NW
SUITE 406
WASHINGTON, DC 20036

TEL: 202-461-2360
FAX: 202-318-8934
ELECTRIFICATIONCOALITION.ORG

EV Growth (2011-2021)

