

MWCOG Electric Vehicle Forum, April 29, 2011

Electric Vehicle Incentives: State and Federal....



State Incentives

✓ In Place

State	Incentive Amount or Rate	Rebate or Income Tax Benefit	Sales Tax Exemption	Conversions Included?	Carpool Lane Access	Infrastructure Incentives	Additional
District of Columbia		✓ Excise tax exemption with vehicles with fuel economy > 40 MPG and reduced vehicle registration fees. (District of Columbia Code 50-2201.03(j))					✓ AF V exemption from driving restrictions - Certified clean fuel vehicles are exempt from time-of-day and day-of-week restrictions and commercial vehicle bans; exemption does not permit unrestricted access to HOV lanes, except for covered fleet vehicles that have been certified by the EPA as ILEV and continue to be in compliance with applicable ILEV emission standards. (District of Columbia Code 50-702 and 50-714) . ✓ AFV Acquisition Requirements - Fleets that operate at least 10 vehicles in an ozone non-attainment area, as defined by the Clean Air Act, must ensure that 70% of newly purchased vehicles with a GVWR of 8,500 lbs. or <, and 50% of vehicles with a GVWR between 8,500 lbs. and 26,000 lbs., are clean fuel vehicles; (District of Columbia Code 50-702/703) .
Maryland	Up to \$3000	✓				✓	
Virginia					✓ HOV lane exemption	✓ Legislation allowing businesses to charge for providing EVSE services without being a utility (ex. Coulomb could charge someone \$1 to recharge their vehicle)	✓ EV off-peak lower electric rate pilot for individuals

Sources: <http://www.pluginamerica.org/why-plug-vehicles/state-federal-incentives>; District Department of Transportation; Virginia Clean Cities

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Federal Incentives

Cars	2 or 3 Wheelers	Conversions*	Charge Stations
<ul style="list-style-type: none"> • \$2,500 to \$7,500 tax credit, depending on size of battery (4 kWh to 16 kWh), for electric-drive vehicles (EVs and PHEVs) sold after December 31, 2008. • Best and biggest new incentive brought on by the American Recovery and Reinvestment Act of 2009 (stimulus bill), and applies to at least 200,000 units per auto manufacturer before it phases out. 	<ul style="list-style-type: none"> • 10% consumer tax credit for 2- or 3-wheeled vehicles (up to a max of \$2,500 tax credit on vehicles costing \$25,000 and above). • This incentive further lowers the cost on the most affordable EVs -- electric motorcycles and enclosed 3-wheelers. • Vehicles must have a minimum of 2.5 kWh of batteries. • Ends the last day of 2011, with possibility for renewal. 	<ul style="list-style-type: none"> • 10% tax credit for plug-in conversions with a maximum credit of \$4,000 (on a \$40,000 conversion expense). • Available until December 31, 2011. This applies to both PHEV conversions and conversions from combustion engines to EVs. 	<ul style="list-style-type: none"> • Extended for one year until 12/31/11 at prestimulus levels. • Means that the tax credit on an EV charge station is 30% up to \$1000 for consumers and 30% up to \$30,000 for businesses rather than 50% up to \$2,000/50% up to \$50,000 as it has been for the past two years. • Applies to equipment installed before the end of 2011. **

** Plug-in America is currently working to extend and raise this tax credit.

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