# Electric Vehicle and Electric Vehicle Supply Equipment Tax Incentives by State, 2014

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## Summary

**Best and Worst States for EV and EVSE Support**

Best: California, Georgia, Illinois, Indiana, Maryland, New York , Louisiana

Worst: Arkansas, North Dakota, Idaho, Kansas, Wyoming, South Dakota, West Virginia

**EVSE Subsidies, Highest to Lowest (20 states + DC)**

California (several regional incentives too)

Up to $20,000 is available for each DC fast charger installed that meets program requirements

Illinois

Rebates cover 50% of the cost of equipment and installation (including materials and labor), up to $3,750 per networked single station; $3,000 per non-networked single station; $7,500 per networked dual station; and $6,000 per non-networked dual station. The maximum possible total rebate is the lesser of $49,000 or 50% of the total project cost for up to 15 EVSE

Ohio (Grants and loans for up to 80% of the cost of purchasing and installing fueling facilities)

Colorado **(**80% of the cost of EVSE, up to $6,260)

Louisiana (50% of the cost of alternative fueling equipment)

New York

Vouchers for private and non-profit fleets up to 80% of the cost of purchasing and installing emission reduction equipment for Class 3 through 8 diesel vehicles that are operated 70% of the time and garaged in New York City.

Income tax credit for 50% (max $5000) of the cost alternative fueling infrastructure

Georgia (Income tax credit of 10% up to $2,500 for EVSE installations)

Maryland

Income tax credit equal to 20% of the cost of qualified EVSE. The credit may not exceed the lesser of $400 or the state income tax imposed for that tax year. 1 EVSE system per individual and 30 EVSE systems per business

Rebates: $900/individual (up to 50% of the costs of acquiring and installing qualified EVSE); $5,000 for business or government (up to 50% of the costs of acquiring and installing qualified EVSE); and Retail Service Station Dealer $7.500 (Retail Service Station Dealer)

Indiana

Credit of up to $1,650 to purchase and install residential EVSE, as well as free plug-in electric vehicle (PEV) charging during off-peak hours for those enrolled in the Program. Funding is also available for up to 50% of the cost of public EVSE

**EV Subsidies, Highest to Lowest (23 States)**

Georgia

Income tax credit: $12,00 for medium duty AFVs; $20,000 for heavy duty AFVs ($250,000 max credit per taxpayer)
Income tax credit for AFV of 10% of cost up to $2,500 (NOT hybrids)
Income tax credit for ZEV of 20% up to $5,000

Colorado

Alternative Fuel, Advanced Vehicle, and Idle Reduction Technology Tax Credit (Up to $6000)

Credit amounts vary for each category and tax year with percentages applying to incremental cost for alternative fuel vehicle (AFV) purchases and power source replacements and actual cost for conversions and idle reduction technologies.

80% of the incremental cost of a qualified PEV, up to $8,260 (fleets only)

New York

Vouchers for public, private, and non-profit fleets for 80% of the incremental cost, up to $60,000, for the purchase or lease of all-electric Class 3 through 8 trucks operating 70% of the time and garaged in any non-attainment or maintenance area of New York State

Vouchers for private and non-profit fleets for 80% of the incremental cost, up to $40,000 for the purchase of compressed natural gas, hybrid electric and all-electric Class 3 through 8 trucks operating 70% of the time and garaged in New York City

Illinois

Rebate for 80%, up to $4,000, of the incremental cost of purchasing an AFV

Texas

Rebate of up to $2,500 to assist with the incremental cost (until June 26, 2015)

Vouchers in the amount of $3,500 are available toward the purchase of a hybrid electric, battery electric, or natural gas vehicle that is up to three model years old.

Louisiana

Tax credit of 10% of the cost of the motor vehicle, up to $3,000

Pennsylvania

Rebates of $3,000 are available for qualified EVs and PHEVs

California

Rebates of $2,500 for light-duty zero emission and plug-in hybrid vehicles

Maryland

Vehicles purchased new and titled for the first time between July 1, 2014, and July 1, 2017, are eligible for a credit up to $3,000, calculated as $125 per kilowatt hour of battery capacity

Purchasers of qualified PEVs may apply for a tax credit against the imposed excise tax. The tax credit is limited to one vehicle per individual and 10 vehicles per business entity ($600, $700, 0r $1000 based on battery size)

**EV Tax Exemptions (8 States)**

Arizona

Reduced license tax: AFV's assessed value is 1% of the manufacturer's base retail price (compared to 60% for conventional vehicles). For each succeeding year, the original value of the AFV is reduced by 15%.

Missouri (AFVs exempt from $0.17 per gallon state motor fuel tax)

California

(sales and use tax exclusion for qualified manufacturers of advanced transportation products, components, or systems that reduce pollution and energy use and promote economic development.

New Jersey

10% discount on off-peak New Jersey Turnpike and Garden State Parkway toll rates

ZEVs sold, rented, or leased in New Jersey are exempt from state sales and use tax.

North Carolina (AFVs exempt from the state retail sales and use tax)

Utah (AFVs exempt from state fuel tax)

Washington (AFVs are exempt from state motor vehicle sales and use taxes)

Wisconsin (No excise tax on AFVs)

Illinois (Exemption from a $20/vehicle tax for AFV fleets of over 10 cars)

**States with Electricity discounts (17)**

Alabama, Arizona, California (6), Colorado, Delaware, Florida, Georgia, Hawaii, Indiana, Kentucky (pilot), Maine, Maryland (pilot), Michigan (3), Minnesota, Nevada, Pennsylvania, Virginia

**Alternative Fuel taxes and other Financial Penalties**

Arizona (AFV license tax of $4 for every $100 of assessed value)

Arkansas (Excise taxes on alternative fuels are imposed on a gasoline gallon equivalent basis)

New Mexico

> Beginning July, 1 2014, the excise tax imposed on CNG and LNG is $0.133 and $0.206 per gallon, respectively, and the excise tax imposed on propane remains at $0.12 per gallon.)

Oregon (HEV and PEV registration fee ($43/vehicle/year)

Pennsylvania (Alternative fuels taxed on gasoline gallon equivalent basis)

Virginia ($0.175 per gallon tax)

Washington (Annual vehicle registration renewal fee of $100)

West Virginia

> Excise tax at a rate of $0.205 per gasoline gallon equivalent, with a variable component equal to at least 5% of the average wholesale price of the fuel.

**States with mandates to buy AFVs (11)**

Alaska, Arizona, Hawaii, Kentucky (plan in process), Ohio, Oregon, Rhode Island, Texas, Utah, West Virginia

Partially:

> Alabama
>
> > requires greater fuel efficiency, lower emissions, and less petroleum dependence
>
> Minnesota

no mandate if price is more than 10% above price of non AFV alternative

## Alabama

Plug-in Electric Vehicle (PEV) Charging Rate Incentive - Alabama Power

Alabama Power offers a Business Electric Vehicle Time-of-Use (BEVT) rate for electricity purchased to charge PEVs used for non-residential purposes. The electricity used for vehicle charging is metered separately from all other electricity use. Alabama Power offers a Residential PEV rate for customers that can verify possession of a qualified PEV. Residential PEV rate*(PDF)*

Fuel-Efficient Green Fleets Policy and Fleet Management Program Development

The Alabama Legislature will establish a Green Fleets Policy (Policy) outlining a procedure for procuring state vehicles based on criteria that includes fuel economy and lifecycle costing. These plans must reflect a 4% annual increase in average fleet fuel economy for light-duty vehicles, a 3% annual increase in average fleet fuel economy for medium-duty vehicles, and a 2% annual increase in average fleet fuel economy for heavy-duty vehicles per fiscal year. The Policy will also require that government entities manage and operate their fleets in a manner that is energy efficient, minimizes emissions, and reduces petroleum dependency by using specified proven technology the Green Fleet Review Committee identifies. (Reference Code of Alabama 41-17A-1 through 41-17A-6, and Executive Order 38, 2013)

## Alaska

Alternative Fuel Vehicle Acquisition Requirement

The Alaska Department of Transportation and Public Facilities (Department) must evaluate the cost, efficiency, and commercial availability of alternative fuels for automotive purposes every five years, and purchase or convert to vehicles that operate using alternative fuels whenever practical. The Department may participate in joint ventures with public or private partners to foster the availability of alternative fuels for consumers. (Reference Alaska Statutes 44.42.020)

## Arizona

Residential Electric Vehicle Supply Equipment (EVSE) Tax Credit

A tax credit of up to $75 is available to individuals for the installation of EVSE in a house or housing unit that they have built. (Reference Arizona Revised Statutes 43-1090 and 43-1176)

Reduced Alternative Fuel Vehicle (AFV) License Tax

The AFV license tax is $4 for every $100 in assessed value. During the first year after initial registration, the AFV's assessed value is 1% of the manufacturer's base retail price (compared to 60% for conventional vehicles). For each succeeding year, the original value of the AFV is reduced by 15%. AFVs include those powered exclusively by propane, natural gas, electricity, hydrogen, or a blend of hydrogen with propane or natural gas. (Reference Arizona Revised Statutes 28-5805 and 28-5801)

Plug-In Electric Vehicle (PEV) Charging Rate - APS

The Arizona Public Service Company (APS) offers an electricity rate option to residential customers who own a qualified PEV. To be eligible, customers must have an Advanced Metering Infrastructure meter in place. The rate will be available through December 31, 2014.

State Vehicle Acquisition and Fuel Use Requirements

Arizona state agencies, boards, and commissions must purchase hybrid electric vehicles (HEVs), alternative fuel vehicles (AFVs), or vehicles that meet set greenhouse gas emissions standards; or use alternative fuels; with the goal that all state vehicles be HEVs, meet low emissions standards, or be AFVs by January 2012. At least 75% of light-duty state fleet vehicles operating in counties with a population of more than 250,000 people must be capable of operating on alternative fuels. If the AFVs operate in counties with populations of more than 1.2 million people, those vehicles must meet U.S. Environmental Protection Agency emissions standards for Low Emission Vehicles. Alternatively, the state fleet may meet AFV acquisition requirements through biodiesel or alternative fuel use or apply for waivers. For the purpose of these requirements, alternative fuels include propane, natural gas, electricity, hydrogen, qualified diesel fuel substitutes, E85, and a blend of hydrogen with propane or natural gas. (Reference Executive Order 2010-14, 2010, and Arizona Revised Statutes 41-803)

Municipal Alternative Fuel Vehicle (AFV) Acquisition Requirements

Local governments in defined areas of Maricopa, Pinal, and Yavapai counties that have a population of more than 1.2 million people must develop and implement vehicle fleet plans for the purpose of encouraging and increasing the use of alternative fuels in vehicles the city or town owns. At least 75% of the total local government fleet must operate on alternative fuels. Alternatively, local government fleets may meet AFV acquisition requirements through biodiesel or alternative fuel use or apply for waivers. Any local governments that purchase buses for use in counties with populations of more than 500,000 people must purchase or convert buses to operate on alternative fuels. For the purpose of these requirements, alternative fuels include propane, natural gas, electricity, hydrogen, qualified diesel fuel substitutes, E85, and a blend of hydrogen with propane or natural gas. (Reference Arizona Revised Statutes 9-500.04, 49-474.01, 49-541, and 49-571)

Federal Fleet Operation Regulations

Federal fleets based in Arizona that operate primarily in counties with a population of more than 1.2 million people must be comprised of at least 90% alternative fuel vehicles. Alternatively, federal fleets may meet acquisition requirements through alternative fuel use or apply for waivers. For the purpose of these requirements, alternative fuels include propane, natural gas, electricity, hydrogen, qualified diesel fuel substitutes, E85, and a blend of hydrogen with propane or natural gas. (Reference Arizona Revised Statutes 49-573)

## Arkansas

Alternative Fuels Tax

Excise taxes on alternative fuels are imposed on a gasoline gallon equivalent basis. The tax rate for each alternative fuel type is based on the number of motor vehicles licensed in the state that use the specific fuel, not including vehicles the federal government owns or leases. (Reference Arkansas Code 26-62-201)

## California

Plug-In Hybrid and Zero Emission Light-Duty Vehicle Rebates

The Clean Vehicle Rebate Project (CVRP) offers rebates for the purchase or lease of qualified vehicles. The rebates offer up to $2,500 for light-duty zero emission and plug-in hybrid vehicles that the California Air Resources Board (ARB) has approved or certified. The rebates are available on a first-come, first-served basis to individuals, business owners, and government entities in California that purchase or lease new eligible vehicles. Manufacturers must apply to ARB to have their vehicles included in CVRP. ARB determines annual funding amounts for CVRP, which is expected to be effective through 2023. (Reference Assembly Bill 8, 2013)

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Grants

The Motor Vehicle Registration Fee Program (Program) provides funding for projects that reduce air pollution from on- and off-road vehicles. Eligible projects include purchasing AFVs and developing alternative fueling infrastructure. (Reference California Health and Safety Code 44220 (b))

Low Emissions School Bus Grants

The Lower-Emission School Bus Program (Program) provides grant funding for the replacement of older school buses and for the purchase of air pollution control equipment for in-use buses. The California Air Resources Board must verify that the air pollution control devices reduce particulate matter emissions by at least 85% for each retrofitted school bus. Public school districts in California that own their buses are eligible to receive funding. Private school transportation providers that contract with public school districts in California to provide transportation services are also eligible to receive funding for the retrofit of in-use buses. New buses purchased to replace older buses may be fueled with diesel or an alternative fuel, provided that the required emissions standards specified in the current guidelines for the Program are met. Funds are also available for replacing on-board natural gas tanks on older school buses and for updating deteriorating natural gas fueling infrastructure. Commercially available hybrid electric school buses may be eligible for partial funding. (Reference California Health and Safety Code 41081 and 44099)

Advanced Transportation Tax Exclusion

The California Alternative Energy and Advanced Transportation Financing Authority (CAEATFA) provides a sales and use tax exclusion for qualified manufacturers of advanced

transportation products, components, or systems that reduce pollution and energy use and promote economic development. Incentives are not available after June 30, 2016. Sales and Use Tax Exclusion Program

Electric Vehicle Supply Equipment (EVSE) Grants - Bay Area

The Bay Area Air Quality Management District (BAAQMD) will award grants to expand the availability of DC fast charge EVSE in the nine-county Bay Area. Eligible property owners and tenants must respond to the BAAQMD Request for Proposals (RFP). Up to $20,000 is available for each DC fast charger installed that meets program requirements; this includes a base award amount of $10,000 per qualifying EVSE installed and incremental bonus awards of up to $5,000 each year for the first two years of operation for any station that meets or exceeds minimum usage requirements. BAAQMD will accept proposals on a first come, first served basis, through June 30, 2014, or until funds are exhausted. DC Quick Charger Deployment Program.

Technology Advancement Funding - South Coast

The South Coast Air Quality Management District's (SCAQMD) Clean Fuels Program provides funding for research, development, demonstration, and deployment projects that are expected to help accelerate the commercialization of advanced low emission transportation technologies. Eligible projects include powertrains and energy storage/conversion devices (e.g., fuel cells and batteries), and implementation of clean fuels (e.g., natural gas, propane, and hydrogen), including the necessary infrastructure. Projects are selected via specific requests for proposals on an as-needed basis or through unsolicited proposals. Approximately $10 million in funding is available annually with expected cost-share from other project partners and stakeholders. For more information, see the SCAQMD Research, Development, and Demonstration website.

Hybrid and Zero Emission Truck and Bus Vouchers - San Joaquin Valley

The San Joaquin Valley Air Pollution Control District (SJVAPCD) contributed funds to the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) for eligible vehicles used in the eight-county San Joaquin Valley Air Basin. These "plus-up" vouchers range from $12,000 to $30,000, depending on the vehicle, and are in addition to California Air Resources Board voucher amounts. Vehicles must be domiciled in the air basin 100% of the time for at least three years. For more information, see the San Joaquin Valley Plus-Up website.

Alternative Fuel and Advanced Vehicle Rebate - San Joaquin Valley

The San Joaquin Valley Air Pollution Control District (SJVAPCD) administers the Drive Clean! Rebate Program, which provides rebates for the purchase or lease of eligible new vehicles, including qualified natural gas, propane, and plug-in electric vehicles. The program offers rebates of up to $3,000, which are available on a first-come, first-served basis for residents and businesses located in the SJVAPCD that purchase a qualified vehicle on or after March 15, 2012. For more information, including a list of eligible vehicles and other requirements, see the SJVAPCD Drive Clean! Rebate Program website.

Alternative Fuel Vehicle (AFV) Incentives - San Joaquin Valley

The San Joaquin Valley Air Pollution Control District administers the Public Benefit Grant Program, which provides funding to cities, counties, special districts (such as water districts and irrigation districts), and public educational institutions for the purchase of new AFVs, including electric, natural gas, and propane vehicles, as well as hybrid electric vehicles. The maximum grant amount allowed per vehicle is $20,000, with a limit of $100,000 per agency per year. Projects are considered on a first-come, first-serve basis. For more information, see the Public Benefit Grant Program website.

Electric Vehicle Supply Equipment (EVSE) Rebate - LADWP

The Los Angeles Department of Water and Power (LADWP) provides rebates to commercial and residential customers toward the purchase of Level 2 or DC fast charge EVSE. Commercial customers who purchase and install EVSE for employee and public use can receive $750, $1,000, or $15,000, depending on the charger type. Residential customers who purchase or lease qualifying plug-in electric vehicles can receive $750. EVSE must be installed within the LADWP service area; rebates do not cover the cost of installation. Rebates are available to the first 2,000 approved customers. The program will be in effect through June 30, 2015, or until funds are exhausted, whichever occurs first. For program guidelines and application materials, see the Charge Up L.A.! website.

Plug-In Electric Vehicle (PEV) Charging Rate Reduction - SMUD

The Sacramento Municipal Utility District (SMUD) offers three discounted pricing plans to residential customers who charge PEVs. Options include time-of-use, whole house, and dedicated meter plans. For more information, see the SMUD PEV Pricing Plans website.

Plug-In Electric Vehicle (PEV) Charging Rate Reduction - LADWP

The Los Angeles Department of Water and Power (LADWP) offers a $0.025 per kilowatt discount for electricity used to charge PEVs during off-peak times. Residential customers who install a separate time-of-use meter panel will also receive a $250 credit. Electric Vehicle Incentives

Plug-In Electric Vehicle (PEV) Charging Rate Reduction - SCE

Southern California Edison (SCE) offers a discounted rate to customers for electricity used to charge PEVs. Two rate schedules are available for PEV charging during on- and off-peak hours, the Home & Electric Vehicle Plan and the Electric Vehicle Plan. Electric Vehicle Residential Rates.

Clean Vehicle Electricity and Natural Gas Rate Reduction - PG&E

Pacific Gas & Electric (PG&E) offers a discounted Residential Time-of-Use rate for electricity used for plug-in electric vehicle charging and natural gas vehicle (NGV) home fueling appliances. Special rates are also available for natural gas that residential customers compress using home fueling appliances. For more information, see the PG&E EV Rate Options and NGV Rates websites.

Plug-In Electric Vehicle (PEV) and Natural Gas Infrastructure Charging Rate Reduction - SDG&E

San Diego Gas & Electric (SDG&E) offers lower rates to customers for electricity used to charge PEVs. SDG&E's PEV Time-of-Use rates are available in two variations: EV-TOU-2 bills home and vehicle electricity use on a single meter; and EV-TOU bills vehicle electricity use separately, requiring the installation of a second meter. Lower rates are also available to customers who own a natural gas vehicle and use a qualified compressed natural gas fueling appliance at home. For more information about PEV Time-of-Use rates, see the SDG&E EV Rates and NGV Rates*(PDF)* website.

Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Insurance Discount

Farmers Insurance provides a discount of up to 10% on all major insurance coverage for HEV and AFV owners. To qualify, the automobile must be a dedicated AFV using ethanol, compressed natural gas, propane, or electricity, or be a HEV. A complete vehicle identification number is required to validate vehicle eligibility. California Insurance Discounts.

**Electric Vehicle Supply Equipment (EVSE) Open Access Requirements**

EVSE service providers may not charge a subscription fee or require membership for use of their public charging stations. In addition, providers must disclose the actual charges for using public EVSE at the point of sale; allow at least two options for payment; and disclose the EVSE geographic location, schedule of fees, accepted methods of payment, and network roaming charges to the National Renewable Energy Laboratory. Exceptions apply. (Reference Senate Bill 454, 2013)

Alternative Fuel Vehicle (AFV) Parking Incentive Programs

The California Department of General Services (DGS) and California Department of Transportation (DOT) must develop and implement AFV parking incentive programs in public parking facilities operated by DGS with 50 or more parking spaces and park-and-ride lots owned and operated by DOT. The incentives must provide meaningful and tangible benefits to drivers, such as preferential spaces, reduced fees, and fueling infrastructure. Fueling infrastructure built at park-and-ride lots is not subject to restricted use by those using bicycles, public transit, or ridesharing. (Reference California Public Resources Code 25722.9)

State Agency Electric Vehicle Supply Equipment (EVSE) Installation

State Agency Electric Vehicle Supply Equipment (EVSE) Installation California state agencies must actively identify and pursue opportunities to install EVSE, and accommodate future EVSE demand, at state employee parking facilities in new and existing agency buildings. (Reference Executive Order B-18-12, 2012)

Zero Emission Vehicle (ZEV) Promotion Plan

All state agencies must support and facilitate the rapid commercialization of ZEVs in California. In particular, the California Air Resources Board, California Energy Commission, Public Utilities Commission, and other relevant state agencies must work with the Plug-in Electric

Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to achieve targets for ZEV commercialization. These targets include:

- By 2015, all major metropolitan areas in California will be able to accommodate ZEVs and have infrastructure plans and streamlined permitting in place;
- By 2020, the state will have established adequate infrastructure to support one million ZEVs;
- By 2025, there will be 1.5 million ZEVs on the road in California and clean, efficient vehicles will displace 1.5 billion gallons of petroleum fuels annually; and
- By 2050, greenhouse gas emissions from the transportation sector will be 80% less than 1990 levels.

The ZEV promotion plan also directs the state fleet to increase the number of ZEVs in the fleet through gradual vehicle replacement. By 2015, ZEVs should make up at least 10% of fleet light-duty vehicle (LDV) purchases and by 2020, at least 25% of fleet LDV purchases should be ZEVs. Vehicles with special performance requirements necessary for public safety and welfare are exempt from this requirement. (Reference Executive Order B-16, 2012)
(Reference California Code of Regulations Title 13, Section 1962.1-1962.2)

## Colorado

Alternative Fuel Definition

Alternative fuel is defined as compressed natural gas, propane, ethanol, or any mixture containing 85% or more ethanol (E85) with gasoline or other fuels, electricity, or any other fuels, which may include, but are not limited to, clean diesel and reformulated gasoline, so long as the Colorado Air Quality Control Commission determines that these other fuels result in comparable reductions in carbon monoxide emissions and brown cloud pollutants. Alternative fuel does not include any fuel product that contains or is treated with methyl tertiary butyl ether (MTBE). (Reference Colorado Revised Statutes 25-7-106.8)

Plug-in Electric Vehicle (PEV) and Electric Vehicle Supply Equipment (EVSE) Grants

The Colorado Energy Office (CEO) and Regional Air Quality Council (RAQC) provide grants to support PEV adoption in fleets. RAQC grants will cover 80% of the incremental cost of a qualified PEV, up to $8,260. Both CEO and RAQC grants will fund 80% of the cost of EVSE, up to $6,260. Eligible applicants are local governments, school districts, state/federal agencies, non-profit educational institutions, and other non-profit agencies. Landlords of multi-family apartment or condominium complexes, owners associations of common interest communities, and businesses that own multi-vehicle parking facilities for fleet, public, employee, or guest use are also eligible for EVSE funding. Funding priority will be given to organizations that are excluded from the Colorado state credit. Criteria and eligibility differ depending on which agency provides funding. For more information, see the RAQC Clean Air Fleets Electric Vehicle and Charging Station Grant Application website. (Reference Senate Bill 13-126, 2013 and Colorado Revised Statutes 24-38.5-103)

Electric Vehicle Supply Equipment (EVSE) Multi-Unit Dwelling Installations and Access

A tenant may install Level 1 or Level 2 EVSE at their own expense on or in leased premises. The landlord may seek a fee or reimbursement for the actual cost of electricity as well as the cost of installation or upgrades to existing equipment. In addition, the tenant may request that the EVSE be accessible by other tenants, in which case the EVSE must be in compliance with all applicable requirements, and the landlord may seek a fee to reserve a specific parking space. The landlord may also require the tenant to comply with safety, system registration, and aesthetic requirements or provisions.

| **2014** | **2015** | **2016** | **2017** | **2018** | **2019 & Beyond** | |
|---|---|---|---|---|---|---|
| CNG | $0.03 | $0.06 | $0.09 | $0.12 | $0.15 | $0.183 |
| LNG | $0.03 | $0.05 | $0.07 | $0.08 | $0.10 | $0.12 |
| LPG | $0.03 | $0.05 | $0.07 | $0.09 | $0.11 | $0.135 |

Alternative Fuel, Advanced Vehicle, and Idle Reduction Technology Tax Credit

The Colorado Department of Revenue offers the Innovative Motor Vehicle Credit for a vehicle titled and registered in Colorado that uses or is converted to use an alternative fuel, is a hybrid electric vehicle (HEV), is a plug-in hybrid electric vehicle (PHEV), or has its power source replaced with one that uses an alternative fuel. Electric vehicles (EVs) and PHEVs must have a maximum speed of at least 55 miles per hour. Qualified idle reduction technologies are also eligible for the tax credit. Credits for vehicles purchased or converted January 1, 2012, through December 31, 2021, are based on defined vehicle and technology categories as listed below. Credit amounts vary for each category and tax year with percentages applying to incremental cost for alternative fuel vehicle (AFV) purchases and power source replacements and actual cost for conversions and idle reduction technologies.

| **Category** | **2013** | **2014-2018** | **2019** | **2020** | **2021** |
|---|---|---|---|---|---|
| 1 - Original equipment manufacturer (OEM) light-duty EV or PHEV | See below | See below | See below | See below | See below |

| | | | | | |
|---|---|---|---|---|---|
| 1A - Conversion of a light-duty motor vehicle to a EV or PHEV | 75% | 75% | 56.25% | 37.5% | 18.75% |
| 2 - Light-duty diesel-electric hybrid passenger vehicle with a minimum fuel economy of 70 miles per gallon (mpg) | 25% | 15% | 11.25% | 7.5% | 3.75% |
| 3 - Light-duty passenger vehicle, light-duty truck, or medium-duty diesel-electric truck conversion that increases original fuel economy by at least 40% | 35% | 25% | 18.75% | 12.5% | 6.52% |
| 4 - Dedicated or bi-fuel OEM light-duty passenger vehicle, light-duty truck, or medium-duty truck powered by compressed natural gas (CNG) or liquefied petroleum gas (LPG or propane) | 10.5% | 12.25% (2014-2016); 10.5% (2016-2018) | 7.875% | 5.25% | 2.625% |
| 4A - Dedicated or bi-fuel light-duty passenger vehicle, light-duty truck, or medium-duty truck converted to use CNG or propane | 35% | 25% | 18.75% | 12.5% | 6.25% |
| 5 - Idle reduction technologies | 25% | 25% | 18.75% | 12.5% | 6.25% |

Credits for EVs and PHEVs in Category 1 are equal to the actual cost incurred to purchase or lease the vehicle, multiplied by the battery capacity, and divided by 100. That amount must be multiplied by a factor to determine the credit amount, as follows: 1.0 for 2013-2018, 0.75 for 2019, 0.50 for 2020, and 0.25 for 2021.

The credit is capped at $6,000 for the following: OEM or converted AFVs, HEVs, PHEVs, idle reduction technologies, and power source replacements. The credit for PHEV conversions is capped at $7,500 until January 1, 2014, and $6,000 thereafter. A person who claimed a tax credit in previous years for the purchase or lease of Model Year 2004 and newer HEV may claim an additional credit for the conversion of the same vehicle to a PHEV. The purchase of a used vehicle may qualify if the vehicle was not previously registered in Colorado. Credits may not be carried forward and a taxpayer will receive a refund for the excess credit.

Electric Vehicle Charging Incentive - Xcel Energy

Qualified Xcel Energy customers can participate in a pilot program and earn a $100 credit for allowing Xcel Energy to interrupt their vehicle charging for a limited number of hours throughout the year. Xcel Energy will communicate wirelessly through a control module that interrupts power to the customer's Level 2 electric vehicle supply equipment. The pilot will run through September 2014

## Connecticut

Alternative Fuel and Advanced Technology Vehicle Grants

The Connecticut Clean Fuel Program provides funding to municipalities and public agencies that purchase, operate, and maintain alternative fuel and advanced technology vehicles, including those that operate on compressed natural gas, propane, hydrogen, and electricity. The program also provides funding to install diesel retrofit technologies, including diesel particulate filters, diesel oxidation catalysts, and closed crankcase filtration systems. Diesel retrofit technologies must be certified by the U.S. Environmental Protection Agency or the California Air Resources Board to be eligible for funding. Connecticut Clean Fuel Program.

## Delaware

Vehicle-to-Grid Energy Credit

Retail electricity customers with at least one grid-integrated electric vehicle (EV) may qualify to receive kilowatt-hour credits for energy discharged to the grid from the EV's battery at the same rate that the customer pays to charge the battery. A grid-integrated EV is defined as a battery-powered motor vehicle that has the ability for two-way power flow between the vehicle and the electric grid as well as communications hardware and software that allow for external control of battery charging and discharging. (Reference Delaware Code Title 26, Chapter 10, Section 1014g)

## District of Columbia

Alternative Fuel and Fuel-Efficient Vehicle Title Tax Exemption

Qualified alternative fuel vehicles (AFVs) and motor vehicles with a U.S. Environmental Protection Agency estimated average city fuel economy of at least 40 miles per gallon (as listed at www.fueleconomy.gov) are exempt from the excise tax imposed on an original certificate of title. The original purchaser and subsequent purchasers of the same vehicle are eligible the excise tax exemption. The District of Columbia Department of Motor Vehicles determines which AFVs qualify. (Reference District of Columbia Code 50-2201.03(j))

## Florida

Electric Vehicle Supply Equipment (EVSE) Financing

Property owners may apply to their local government for funding to help finance EVSE installations on their property or enter into a financing agreement with the local government for the same purpose. (Reference Florida Statutes 163.08)

Authorization for Alternative Fuel Infrastructure Incentives

Local governments may use income from the infrastructure surtax to provide loans, grants, or rebates to residential or commercial property owners to install electric vehicle supply equipment (EVSE) as well as liquefied petroleum gas (propane), compressed natural gas, and liquefied natural gas fueling infrastructure, if a local government ordinance authorizing this use is approved by referendum. (Reference House Bill 579, 2013, and Florida Statutes 206.9951, 212.055)

Plug-in Electric Vehicle (PEV) Charging Regulation Exemption

PEV charging made available to the public by a non-utility is not considered a retail sale of electricity and, therefore, the rates, terms, and conditions of EV charging services are not subject to regulation. (Reference Florida Statutes 366.94)

Commercial Electric Vehicle Supply Equipment (EVSE) Rebate - Orlando Utilities Commission (OUC)

OUC offers a rebate of up to $1,000 for the purchase and installation of commercial EVSE. Applicants must submit a copy of their EVSE purchase and installation invoice to OUC along with the application. Permitted and installed systems must be inspected by OUC. The rebate amount varies by program year and expires on September 30, 2016

## Georgia

Commercial Alternative Fuel Vehicle (AFV) Tax Credit

Beginning July 1, 2015, an income tax credit is available to taxpayers who purchase new commercial medium-duty or heavy-duty AFVs that operate using at least 90% alternative fuel. Eligible alternative fuels include electricity, propane, natural gas, or hydrogen fuel. Medium-duty hybrid electric vehicles also qualify. Eligible medium-duty AFVs with a gross vehicle weight rating (GVWR) between 8,500 and 26,001 pounds (lbs.) may qualify for a credit of up to

$12,000. Heavy-duty AFVs with a GVWR over 26,001 lbs. may qualify for a credit of up to $20,000. The maximum credit per taxpayer is $250,000 and no unused portion of the credit may be carried forward. Qualified AFVs must be purchased before June 30, 2017, remain registered in Georgia for at least five years, be certified by the Georgia Board of Natural Resources, and accumulate at least 75% of their annual mileage in Georgia. The Georgia Department of Revenue will pre-approve credit applications on a first come, first served basis. Up to $2.5 million in total credits will be available each fiscal year. (Reference House Bill 48, 2014, and Georgia Code 48-7-29.18 and 48-7-29.19)

Alternative Fuel Vehicle (AFV) Tax Credit

An income tax credit is available to individuals who purchase or lease a new dedicated AFV or convert a vehicle to operate solely on an alternative fuel. The amount of the tax credit is 10% of the vehicle cost, up to $2,500. Qualified vehicles must meet emissions standards the Georgia Department of Natural Resources (DNR) has defined. Eligible alternative fuels include natural gas, propane, hydrogen, coal-derived liquid fuels, fuels other than alcohol derived from biological materials, and electricity. Any portion of the credit not used in the year the AFV is purchased or converted may be carried over for up to five years. This incentive does not apply to hybrid electric vehicles. For more information, see the DNR Alternative Fuels and Tax Credits website. (Reference Georgia Code 48-7-40.16)

Alternative Fuel and Advanced Vehicle Job Creation Tax Credit

A business that manufactures alternative energy products for use in battery, biofuel, and electric vehicle enterprises may claim an annual tax credit for five years. The amount of the tax credit is based on the number of eligible new full-time employee jobs. Qualified entities must be defined as business enterprises, which do not include retail businesses. Credit amounts differ depending on how the county in which the business is located ranks based on unemployment rates and income levels. Other conditions apply. (Reference Georgia Code 48-7-40)

Zero Emission Vehicle (ZEV) Tax Credit

An income tax credit is available to individuals who purchase or lease a new ZEV. The amount of the tax credit is 20% of the vehicle cost, up to $5,000. For the purpose of this credit, a ZEV is defined as a motor vehicle that has zero tailpipe and evaporative emissions, including a pure electric vehicle. Low-speed vehicles do not qualify for this credit. Any portion of the credit not used in the year the ZEV is purchased or leased may be carried over for up to five years. For more information, see the Georgia Department of Natural Resources Alternative Fuels and Tax Credits website. (Reference Georgia Code 48-7-40.16)

Electric Vehicle Supply Equipment (EVSE) Tax Credit

An eligible business enterprise may claim an income tax credit for the purchase or lease of qualified EVSE provided that the EVSE is located in the state and accessible to the public. The amount of the credit is 10% of the cost of the EVSE, up to $2,500. For more information, see the

Georgia Department of Natural Resources Alternative Fuels and Tax Credits website. (Reference Georgia Code 48-7-40.16)

Plug-In Electric Vehicle Charging Rate Incentive - Georgia Power
Georgia Power offers a Plug-in Electric Vehicle (PEV) time-of-use electricity rate for residential customers who own an electric or plug-in hybrid electric vehicle. The PEV rate is optional and does not require a separate meter.

## Hawaii

Plug-In Electric Vehicle (PEV) Charging Rate Incentive - Hawaiian Electric Company
Hawaiian Electric Company offers Electric Vehicle (EV) Pilot Rates for residential and commercial customers. The pilot PEV rates are available to 1,000 customers on Oahu, 300 in Maui County, and 300 on the Island of Hawaii for charging highway-capable, four-wheeled PEVs. For more information, see the Hawaiian Electric Company EVs website.

Plug-in Electric Vehicle (PEV) Parking Requirement
All parking facilities that are available for use by the general public and include at least 100 parking spaces must designate at least one parking space specifically for PEVs by July 1, 2012, provided that no parking spaces required by the Americans with Disabilities Act Accessibility Guidelines are reduced or displaced. Spaces must be clearly marked and equipped with electric vehicle supply equipment (EVSE). An owner of multiple parking lots may designate and install EVSE in fewer parking spaces than required in one or more parking lots, as long as the owner meets the requirement for total number of aggregate spaces for all parking lots. Penalties apply for non-PEVs that park in spaces designated for PEVs. (Reference Hawaii Revised Statutes 291-71 and 291-72)

Alternative Fuel and Advanced Vehicle Acquisition Requirements
State and county agencies must purchase light-duty vehicles that reduce petroleum consumption and meet the needs of the agency. The priority to be used for purchasing such vehicles is as follows:

1. Plug-in electric vehicles;
2. Hydrogen or fuel cell vehicles;
3. Other alternative fuel vehicles;
4. Hybrid electric vehicles; and
5. Vehicles identified as top performers for fuel economy in the U.S. Environmental Protection Agency's annual "Fuel Economy Leaders" report.

Exemptions may apply. State agencies must purchase alternative fuels and ethanol blended gasoline when available, evaluate a purchase preference for biodiesel blends, and promote the efficient operation of vehicles. For the purpose of this requirement, an alternative fuel is defined as an alcohol fuel, an alcohol fuel blend containing at least 85% alcohol, natural gas, liquefied

petroleum gas (propane), hydrogen, biodiesel, a biodiesel blend containing at least 20% biodiesel, a fuel derived from biological materials, or electricity generated from off-board energy sources.For more information, see the Hawaii State Energy Office's Vehicle Purchasing Guidelines website.

## Idaho

Hybrid Electric Vehicle (HEV) and Electric Vehicle (EV) Exemption from Vehicle Testing Requirements

HEVs and EVs are exempt from state motor vehicle inspection and maintenance programs. For more information, see the Idaho Vehicle Inspection Program (IDVIP) Vehicle Emissions Testing page. (Reference Idaho Statutes 39-116B)

## Illinois

Alternative Fuel Vehicle (AFV) and Alternative Fuel Rebates

The Illinois Alternate Fuels Rebate Program provides a rebate for 80%, up to $4,000, of the incremental cost of purchasing an AFV; 80%, up to $4,000, of the cost of converting a conventional vehicle to an AFV using a federally certified conversion; and the incremental cost of purchasing alternative fuels. Eligible fuels for the program include E85, fuel blends containing at least 20% biodiesel (B20), natural gas, propane, electricity, and hydrogen. A vehicle may receive one rebate in its lifetime. Only AFVs purchased from an Illinois-based company or vendor may qualify, except if the vehicle is a heavy-duty specialty vehicle that is not sold in Illinois. To qualify for a fuel rebate, the entity or individual must purchase the majority of E85 or biodiesel fuel from Illinois retail stations or fuel suppliers. The E85 fuel rebate is up to $450 per year (depending on vehicle miles traveled) for up to three years for each flexible fuel vehicle that uses E85 at least half the time. The biodiesel fuel rebate (for B20 and higher blends) is for 80% of the incremental cost of the biodiesel fuel, as compared to conventional diesel. Rebates are part of the Illinois Green Fleets Program and are available to all qualified Illinois residents, businesses, government units (except federal government), and organizations located in Illinois. For more information, including a list of eligible vehicles, see the Illinois Alternate Fuels Rebate Program. (Reference 415 Illinois Compiled Statutes 120/30)

Electric Vehicle Supply Equipment (EVSE) Rebates

The Illinois Department of Commerce and Economic Opportunity (Department) provides rebates to offset the cost of Level 2 EVSE. Rebates cover 50% of the cost of equipment and installation (including materials and labor), up to $3,750 per networked single station; $3,000 per non-networked single station; $7,500 per networked dual station; and $6,000 per non-networked dual station. The maximum possible total rebate award is $49,000 or 50% of the total project cost for up to 15 EVSE, whichever is less. Eligible applicants include government entities, private businesses, educational institutions, non-profit organizations, and individual residents of Illinois.

For more information, including the application, deadlines, and eligibility requirements, see the Department's Electric Vehicles in Illinois website.

Electric Vehicle (EV) Registration Fee Reduction

The owner of a dedicated all-electric vehicle may register for a discounted registration fee not to exceed $35 for a two-year registration period. The registration fee for an EV may not exceed $18 per year. To qualify for the reduced fee, the EV must weigh 8,000 pounds or less. (Reference 625 Illinois Compiled Statutes 5/3-805)

School Bus Retrofit Reimbursement

The Illinois Department of Education will reimburse any qualifying school district for the cost of converting gasoline buses to more fuel-efficient engines or to engines using alternative fuels. Restrictions may apply. For more information, see the Illinois Clean School Bus Program*(PDF)*(Reference 105 Illinois Compiled Statutes 5/29-5)

Fleet User Fee Exemption

Fleets with 10 or more vehicles located in defined areas of the state must pay an annual user fee of $20 per vehicle. Owners of electric vehicles and owners of state, county, or local government vehicles are exempt from this fee. The Office of the Illinois Secretary of State will deposit all fees into the Alternate Fuels Fund. (Reference 415 Illinois Compiled Statutes120/35)

Smart Grid Infrastructure Development and Support

The Illinois Science and Energy Innovation Trust (Trust) will provide financial and technical support to public and private entities within the state for programs and projects that support, encourage, or utilize innovative technologies and methods to modernize the state's electric grid. Technologies may include advanced electricity storage and peak-shaving technologies, such as plug-in electric vehicles (PEVs) or devices that allow PEVs to engage in smart grid functions. The Trust also offers assistance for standards development for communication and interoperability of appliances and equipment connected to the electric grid. Electric utilities may voluntarily commit to investments in smart grid advanced metering infrastructure deployment. Participating utilities must consult with the Smart Grid Advisory Council and file a Smart Grid Advanced Metering Infrastructure Deployment Plan with the Illinois Commerce Commission. (Reference 220 Illinois Compiled Statutes 5/16-108.5 through 108.7)

Plug-in Electric Vehicle (PEV) Promotion and Coordination

The Illinois Electric Vehicle Advisory Council (Council) was established to investigate and recommend strategies that the governor and the general assembly can implement to promote the use of PEVs, including potential infrastructure improvements. The Council published recommendations in its Final Report. The governor may appoint an Electric Vehicle Coordinator to act as the point of contact for related policies and activities in the state. (Reference House Bill 2902, 2011)

## Indiana

Community Alternative Fuel Vehicle (AFV) Fleet Grants

The Community Conservation Challenge (CCC) program, which the Indiana Office of Energy Development (OED) administers, offers grants ranging from $25,000 to $150,000 for community energy conservation efforts, including projects that deploy AFVs in fleets. Eligible entities include local governments, schools, businesses, universities, and nonprofit agencies. For more information, see the OED CCC website.

Alternative Fuel Vehicle (AFV) Manufacturer Tax Credit

The Indiana Economic Development Corporation (IEDC) may award tax credits under the Hoosier AFV Manufacturer Tax Credit to foster job creation, reduce dependence on imported energy sources, and reduce air pollution resulting from the manufacture or assembly of light-duty AFVs in Indiana. AFV manufacturers are eligible for tax credits of up to 15% of qualified investments, which include expenditures in the state that are reasonable and necessary for the manufacture or assembly of AFVs. To be eligible, the manufacturer must compensate its employees at least 150% of the state's hourly minimum wage and agree to maintain operations for at least 10 years. Additional restrictions apply. For the purpose of this incentive, AFVs are defined as vehicles designed to operate on E85, biodiesel, ultra low sulfur diesel fuel, natural gas, liquefied petroleum gas (propane), hydrogen, methanol, coal-derived liquid fuels, non-alcohol fuels derived from biological material, P-Series fuels, or electricity. IEDC must review and approved applications for this incentive. The credit applies to taxable years beginning after December 31, 2006, and before December 31, 2016. Unused credits may be carried forward for up to nine consecutive taxable years. For more information, see the IDECHoosier AFV Manufacturer Tax Credit website. (Reference Indiana Code 6-3.1-31.9)

Plug-In Electric Vehicle (PEV) Charging Rates - Indianapolis Power & Light

The Indianapolis Power & Light Co (IPL) offers special PEV charging rates, including year-round time-of-use based options, for residential and fleet customers who own a licensed PEV. Customers who are considering purchasing Level 2 electric vehicle supply equipment should contact IPL to discuss the benefits and requirements of participating in the program. Restrictions apply. For more information, see the IPL Electric Vehicle Charging website.

Electric Vehicle Supply Equipment (EVSE) Credit and Charging Incentive - NIPSCO

NIPSCO's IN-Charge Electric Vehicle Program (Program) offers a credit of up to $1,650 to purchase and install residential EVSE, as well as free plug-in electric vehicle (PEV) charging during off-peak hours for those enrolled in the Program. Customers will receive a free meter specifically dedicated to the EVSE. Funding is also available for up to 50% of the cost of public EVSE, specifically for universities, workplaces, apartments, governmental public areas, major transportation corridors, and commercial and retail locations. The Program is in effect until January 31, 2015, and is available on a first come, first serve basis. For more information, see NIPSCO IN-Charge Electric Vehicle Program website.

## Iowa

Alternative Fuel Vehicle (AFV) Demonstration Grants

The Iowa Department of Natural Resources (Department) conducts marketing and education outreach to encourage the use of alternative fuels and, contingent upon funding, awards demonstration grants to individuals who purchase vehicles that operate on alternative fuels, including but not limited to E85, biodiesel, compressed natural gas, electricity, solar energy, or hydrogen. Individuals may use the grants to conduct research connected with the fuel or vehicle and to purchase the vehicle if the Department retains the title of the vehicle, the vehicle is used for research, and the proceeds from the eventual sale of the vehicle are used for additional research. Grants are subject to funding availability. (Reference Iowa Code 214A.19)

Alternative Fuel Production Tax Credits

The Enterprise Zone Program and the High Quality Jobs Program offer state tax incentives to business projects for the production of biomass or alternative fuels. Depending on the program, incentives may include: an investment tax credit equal to a percentage of the qualifying investment, amortized over five years; a refund of state sales, service, or use taxes paid to contractors or subcontractors during construction; an increase of the state's refundable research activities credit; and a local property tax exemption of up to 100% of the value added to the property. For more information, refer to the Enterprise Zone Program and High Quality Jobs Program websites.

## Kentucky

Low Emission Vehicle Electricity Rate Incentive - Louisville Gas & Electric

Louisville Gas & Electric (LG&E) offers a pilot Low Emission Vehicle (LEV) time-of-use electricity rate for residential customers who own an electric vehicle, plug-in hybrid electric vehicle, or natural gas vehicle fueled through a home fueling appliance. The rate is limited to 100 residential customers. For more information, see the LG&E LEV Pilot website.

Vehicle Acquisition Priorities and Alternative Fuel Use Requirement

The Kentucky Finance and Administration Cabinet (Cabinet) must develop a strategy to replace at least 50% of commonwealth motor fleet light-duty vehicles with energy-efficient vehicles including hybrid electric, advanced lean burn, fuel cell, and alternative fuel vehicles. The Cabinet must also develop a strategy to increase the use of ethanol (including cellulosic ethanol), biodiesel, and other alternative fuels in commonwealth motor vehicle fleets. The Cabinet must report targeted vehicle and fuel usage amounts annually. (Reference Kentucky Revised Statutes 45A.625)

## Louisiana

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Tax Credit

The state offers an income tax credit of 50% of the cost of converting a vehicle to operate on an alternative fuel, 50% of the incremental cost of purchasing an original equipment manufacturer AFV, and 50% of the cost of alternative fueling equipment. Alternatively, a taxpayer may take a tax credit of 10% of the cost of the motor vehicle, up to $3,000. To qualify for the tax credit, vehicles must be dedicated AFVs and registered in Louisiana. For the purpose of this incentive, through 2013, alternative fuels include compressed natural gas, liquefied natural gas, liquefied petroleum gas (propane), biofuel, biodiesel, methanol, ethanol, electricity, and any other fuels that meet or exceed federal clean air standards. Beginning January 1, 2014, alternative fuels will be limited to natural gas, propane, non-ethanol based advanced biofuels (excludes flexible fuel vehicles) and electricity if the vehicle has at least four wheels, is primarily for on-street use, can attain a minimum speed of 55 miles per hour, has a minimum battery capacity of four kilowatt-hours, and can be charged externally. Restrictions may apply. (Reference House Bill 681, 2013; Senate Bill 256, 2013; Louisiana Administrative Code Title 61, Section 1913, and Louisiana Revised Statutes 47:6035)

## Maine

**Commercial Plug-In Electric Vehicle (PEV) Grant Program - Central Maine Power**

Central Maine Power (CMP) offers grants of up to $15,000 for the purchase or lease of an eligible PEV. A portion of the grant may be used to purchase and install qualified Level 2 or DC fast charge electric vehicle supply equipment (EVSE). To be eligible, applicants must be organizations located or operating within CMP's service territory, agree to work with CMP promoting their participation, and collect and share data about how the vehicle and EVSE are used. For more information, see the CMP Electric Vehicle Grant Program website.

**Plug-In Electric Vehicle (PEV) Infrastructure Development**

Maine has adopted a policy to promote the development, implementation, availability, and use of smart grid technology. The policy includes the goal of integrating advanced electric storage and peak-reduction technologies, such as PEVs, into the electric system. (Reference Maine Revised Statutes Title 35-A, Section 3143)

**Provision for Establishment of Clean Fuel Vehicle Insurance Incentives**

An insurer may credit or refund any portion of the premium charged for an insurance policy on a clean fuel vehicle in order to encourage its policyholders to use clean fuel vehicles, as long as insurance premiums on other vehicles are not increased to fund these credits or refunds. (Reference Maine Revised Statutes Title 10, Sections 963-A, and Title 24-A, Section 2303-B)

## Maryland

Electric Vehicle Supply Equipment (EVSE) Tax Credit

The Maryland Energy Administration (MEA) offers an income tax credit equal to 20% of the cost of qualified EVSE that meets the definition of qualified alternative fuel vehicle refueling property as set forth in the Internal Revenue Code. The credit may not exceed the lesser of $400 or the state income tax imposed for that tax year. The tax credit is limited to one EVSE system per individual and 30 EVSE systems per business entity. Unused credits may not be carried over. MEA may adopt regulations to limit the credit amounts. Total funding for each tax year through 2016 is $600,000. For more information, see MEA's EVSE Tax Credit Programpage. (Reference Maryland Statutes, Tax-General Code 10-729)

**Electric Vehicle Supply Equipment (EVSE) Rebate Program**

The Maryland Energy Administration (MEA) offers an EVSE rebate program available to an individual, business, or state or local government entity for the costs of acquiring and installing qualified EVSE. Between July 1, 2014 and June 30, 2016, rebate amounts are equal to the following amounts, up to 50% of the costs of acquiring and installing qualified EVSE:

| **Qualified Entity** | **Amount** |
|---|---|
| Individual | $900 |
| Business or State or Local Government | $5,000 |
| Retail Service Station Dealer | $7,500 |

The rebate is limited to one EVSE per individual. Applicants must demonstrate compliance with state, local, and/or federal law that applies to the installation or operation of qualified EVSE. Other requirements may apply. Total funding for each fiscal year will not exceed $600,000. (Reference Senate Bill 908, 2014, and Maryland Statutes, Business Regulation Code10-101 and State Government Code 9-2009)

Plug-In Electric Vehicle (PEV) Tax Credit

Purchasers of qualified PEVs may apply for a tax credit against the imposed excise tax. The tax credit is limited to one vehicle per individual and 10 vehicles per business entity. Vehicles must be registered in Maryland, unless the vehicle manufacturer conforms to applicable state or federal laws or regulations governing clean fuel vehicles or PEVs during the year in which the vehicle was purchased, or the vehicle was originally registered in another state. A qualified vehicle must meet the following criteria:

- Has a gross vehicle weight rating of 8,500 pounds or less;
- Can achieve a maximum speed of at least 55 miles per hour;
- Is a two-, three-, or four-wheeled vehicle;

- Is propelled to a significant extent by an electric motor that draws electricity from a battery with a capacity of at least four kilowatt hours in the case of a four-wheeled motor vehicle, or at least two and a half kilowatt hours in the case of a two- or three-wheeled motor vehicle;
- Has not been modified from original manufacturer specifications; and
- Is purchased after October 1, 2010.

Between July 1, 2013, and June 30, 2014 the credit amounts are as follows:

| **Description** | **Amount** |
|---|---|
| The vehicle battery capacity is at least four kilowatt hours, up to 10 kilowatt hours | $600 |
| The vehicle battery capacity is at least 10.1 kilowatt hours, up to 15 kilowatt hours | $700 |
| The vehicle battery capacity is over 15 kilowatt hours | $1,000 |

Vehicles purchased new and titled for the first time between July 1, 2014, and July 1, 2017, are eligible for a credit up to $3,000, calculated as $125 per kilowatt hour of battery capacity.

The credit is returned to the taxpayer in the form of a check from the state. For more information, including the request form, see the Maryland Motor Vehicle Administration's Excise Tax Credit for Plug-In Electric Vehicles website. (Reference Senate Bill 908, 2014, and Maryland Statutes, Transportation Code 13-815)

Alternative Fuel Vehicle (AFV) Voucher Program

The Maryland Energy Administration (MEA) administers the Maryland Freedom Fleet Voucher (FFV) Program, which provides vouchers for the purchase of new and converted AFVs registered in Maryland. Eligible vehicles include purchased or leased light-, medium-, and heavy-duty dedicated natural gas, propane, hybrid electric, plug-in electric, and hydraulic hybrid vehicles. Vehicles must be used by commercial, non-profit, or public entities. Voucher amounts are based on gross vehicle weight rating (GVWR) and are capped at 50% of the vehicle's incremental cost; the cap does not apply to plug-in electric vehicles. Funds are not guaranteed until voucher agreements are fully executed, which may not occur until after July 1, 2014. The FFV Program ends June 1, 2016. For more information, including application requirements, see the Maryland FFV Program website.

Plug-In Electric Vehicle (PEV) Charging Pilot Program - Pepco

Pepco residential customers with PEVs may select one of two rate options, either a whole house time-of-use (TOU) rate (R-PIV tariff) or a plug-in vehicle rate (PIV tariff) that applies only to

the charging station. The PIV tariff requires a second meter, which Pepco will provide with no cost to the customer. Only Pepco Standard Offer Service customers are eligible for the R-PIV tariff.

For customers who have not installed Level 2 electric vehicle supply equipment (EVSE), Pepco will provide and install Level 2 EVSE for the first 50 qualified customers who sign up for the program and will cover 50% of the cost of the EVSE. These customers will receive a second meter and be registered for the PIV tariff.

## Massachusetts

Alternative Fuel Vehicle and Infrastructure Grants

The Massachusetts Department of Energy Resources' Clean Vehicle Project offers grant funding for public and private fleets to purchase alternative fuel vehicles and infrastructure, as well as idle reduction technology. Eligible vehicles include those fueled by natural gas, propane, and electricity, including hybrid electric, solar electric, and hydraulic hybrid vehicles. Eligible infrastructure includes natural gas fueling stations and electric vehicle supply equipment. For information about how to apply for funding, visit the Massachusetts Clean Cities website

Massachusetts Plug-In Electric Vehicle (PEV) Rebates

Massachusetts Department of Energy Resources' Massachusetts Offers Rebates for Electric Vehicles (MOREV) Program will offer rebates of up to $2,500 to customers purchasing PEVs. Rebates are only available to Massachusetts residents for vehicles registered in the commonwealth. The program will launch in the summer of 2014.

## Michigan

Electric Vehicle Supply Equipment (EVSE) Rebate - Indiana Michigan Power

Indiana Michigan Power provides rebates of up to $2,500 to residential customers who purchase or lease a new plug-in electric vehicle (PEV) and install a Level 2 EVSE with a separate meter. Customers must also sign up for the Indiana Michigan Power PEV time-of-use rate. The rebate is available to the first 250 qualified customers who submit a completed application

Plug-In Electric Vehicle (PEV) Charging Rate Reduction - Indiana Michigan Power

Indiana Michigan Power offers a special time-of-use rate option to residential customers who own a qualified PEV.

Plug-In Electric Vehicle (PEV) Charging Rate Reduction and Rebate - Consumers Energy

Consumers Energy offers a special time-of-use rate option for PEV owners. For more information, see the Consumers Energy PEV Rate Options website. Consumers Energy also offers qualified customers a reimbursement of up to $2,500 to cover the purchase, installation, and wiring for qualified Level 2 electric vehicle supply equipment. For more information, see the Consumers Energy PEVs Incentive Program website.

## Minnesota

Plug-In Electric Vehicle (PEV) Charging Rate Reduction - Dakota Electric

Dakota Electric Association members enrolled in the ChargeWise pilot program receive a reduced rate for the electricity used to charge PEVs between specified off-peak hours. Installation of a ChargeWise circuit is required.

Plug-In Electric Vehicle Initiatives

All solicitation documents that include the purchase of passenger automobiles issued under the jurisdiction of the Minnesota Department of Administration must assert the intention of the state to begin purchasing all-electric vehicles (EVs), plug-in hybrid electric vehicles (PHEVs), and neighborhood electric vehicles (NEVs) as soon as they become commercially available. In order for this requirement to apply, vehicles must meet the state's performance specifications and be priced no more than 10% above the price for comparable gasoline-powered vehicles. An EV is defined as a motor vehicle that can be powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current, and meets or exceeds applicable requirements in Title 49 of the U.S. Code of Federal Regulations, section 571, and future regulations. A PHEV is an EV containing an internal combustion engine that uses a battery-powered electric motor to deliver power to the drive wheels. When connected to the electrical grid via an electrical outlet, the vehicle must be able to recharge its battery. The vehicle must have the ability to travel at least 20 miles powered substantially by electricity. (Reference Minnesota Statutes 16C.138 and 169.011)

## Mississippi

Alternative Fuel Vehicle Revolving Loan Program

The Mississippi Alternative Fuel School Bus and Municipal Motor Vehicle Revolving Loan Program provides zero-interest loans for public school districts and municipalities to cover 100% of the incremental cost to purchase alternative fuel school buses and other motor vehicles, convert school buses and other motor vehicles to use U.S. Environmental Protection Agency compliant alternative fuel systems, purchase alternative fuel equipment, and install fueling stations. Loans are available for up to $300,000 for the purchase and retrofit of AFVs, and up to $500,000 for the purchase and installation of fueling station equipment and infrastructure. Eligible alternative fuels include propane, compressed natural gas, and liquefied natural gas. For more information, refer to the Alternative Fuel School Bus and Municipal Motor Vehicle Revolving Loan Program website. (Reference Mississippi Code 57-1-421)

## Missouri

Alternative Fuel Vehicle (AFV) Decal

The $0.17 per gallon state motor fuel tax does not apply to passenger vehicles, certain buses, or commercial vehicles that are powered by an alternative fuel.

## Montana

Alternative Fuel Vehicle (AFV) Conversion Tax Credit

Businesses and individuals are eligible for an income tax credit of up to 50% of the equipment and labor costs for converting vehicles to operate using alternative fuels. Qualified alternative fuels are compressed and liquefied natural gas, liquefied petroleum gas (propane), hydrogen, electricity, and fuels containing at least 85% ethanol, methanol, ether, or another alcohol. The maximum credit is $500 for the conversion of vehicles with a gross vehicle weight rating (GVWR) of 10,000 pounds (lbs) or less and $1,000 for vehicles with a GVWR of more than 10,000 lbs. The credit is only available for the year in which the business or individual converts the vehicle. An alternative fuel seller may not receive a credit for converting its own vehicles to operate on the alternative fuel it sells. Reference Montana Code Annotated 15-30-2320)

## Nebraska

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Loans

The Nebraska Energy Office administers the Dollar and Energy Saving Loan Program, which makes low-cost loans available for a variety of alternative fuel projects, including the replacement of conventional vehicles with AFVs; the purchase of new AFVs; the conversion of conventional vehicles to operate on alternative fuels; and the construction or purchase of a fueling station or equipment. The maximum loan amount is $750,000 per borrower, and the interest rate is 5% or less. For more information, see the Dollar and Energy Saving Loans website.

## Nevada

Plug-In Electric Vehicle Charging Rate Incentive - NV Energy

Nevada Energy (NV Energy) offers discounted electricity rates to residential customers in their Northern and Southern Service Territories who charge electric or plug-in hybrid electric vehicles during off-peak hours. The discounted rate applies to all electricity use on the premises during off-peak hours. To participate, customers must allow NV Energy access to their electric meters.

Provision for Establishment of Alternative Fuel Incentives

In conjunction with the Nevada Department of Business and Industry, the Nevada Department of Conservation and Natural Resources may develop and administer a program to provide incentives to encourage alternative fuel use in motor vehicles, specifically by individuals and others not required by state statute to purchase alternative fuel vehicles. The program may also educate the general public about the benefits of using alternative fuel vehicles. (ReferenceNevada Revised Statutes 486A.200)

## New Jersey

Clean Vehicle Toll Incentive

The New Jersey Turnpike Authority offers a 10% discount on off-peak New Jersey Turnpike and Garden State Parkway toll rates through NJ EZ-Pass for drivers of vehicles that have a fuel economy of 45 miles per gallon or higher and meet the California Super Ultra Low Emission Vehicle standard.

Zero Emissions Vehicle (ZEV) Tax Exemption

ZEVs sold, rented, or leased in New Jersey are exempt from state sales and use tax. This exemption is not applicable to partial zero emission vehicles, including hybrid electric vehicles. ZEVs are defined as vehicles the California Air Resources Board. For a list of qualifying ZEVs certifies as such, see the New Jersey Department of the Treasury ZEV Sales Tax Exemption website. (Reference New Jersey Statutes 54:32B-8.55)

## New Mexico

Alternative Fuel and Advanced Vehicle System Manufacturing Incentive

The Alternative Energy Product Manufacturers Tax Credit is a credit against combined reporting taxes (gross receipts, compensating, and withholding) for qualified manufacturers of alternative energy products, which includes hydrogen and fuel cell vehicle systems, and electric and hybrid electric vehicles. The credit is limited to 5% of qualifying expenditures, and manufacturers must fulfill job creation requirements to be eligible. Qualified manufacturers must apply for and receive approval from the New Mexico Taxation and Revenue Department before they may claim the credit. For more information, including eligibility and application details, refer to the Alternative Energy Product Manufacturers Tax Credit Claim Form*(PDF)*. (Reference New Mexico Statutes 7-9J-1 through 7-9J-8)

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Grants

The New Mexico Energy, Minerals, and Natural Resources Department administers the Clean Energy Grants Program, which provides grants for projects using clean energy technologies, including alternative fuel vehicles and fueling infrastructure, as well as projects that provide clean energy education, technical assistance, and training programs. These grants are provided on a competitive basis to qualifying entities such as municipalities and county governments, state agencies, state universities, public schools, post-secondary educational institutions, and Indian nations, tribes, and pueblos. Funding for this program is currently not available (verified February 2014). (Reference New Mexico Statutes 71-7)

### Alternative Fuels Tax

Alternative fuels subject to the New Mexico excise tax include liquefied petroleum gas (propane), compressed natural gas (CNG), and liquefied natural gas (LNG). The excise tax imposed on an alternative fuel distributed in New Mexico is $0.12 per gallon until June 30, 2014. Beginning July, 1 2014, the excise tax imposed on CNG and LNG is $0.133 and $0.206 per gallon, respectively, and the excise tax imposed on propane remains at $0.12 per gallon.

Alternative fuel purchased for distribution is not subject to the excise tax at the time of purchase or acquisition, but the tax is due on any alternative fuel at the time it is dispensed or delivered into the tank of a motor vehicle. Alternative fuel distributors must be licensed by the state.

In lieu of the per gallon tax, owners of alternative fuel vehicles with a gross vehicle weight rating (GVWR) not exceeding 54,000 pounds (lbs.) may pay an annual tax as follows:

| **GVWR** | **Annual Tax** |
|---|---|
| 0 to 6,000 lbs. | $60 |
| 6,001 to 16,000 lbs. | $100 |
| 16,001 to 26,000 lbs. | $300 |
| 26,001 to 40,000 lbs. | $700 |
| 40,001 to 54,000 lbs. | $1,100 |

## New York

Heavy-Duty Alternative Fuel and Advanced Vehicle Purchase Vouchers

The New York State Energy Research and Development Authority (NYSERDA) is providing incentives for alternative fuel trucks and buses and diesel emission controls. Incentives are released on a staggered schedule and include:

- Vouchers for public, private, and non-profit fleets for 80% of the incremental cost, up to $60,000, for the purchase or lease of all-electric Class 3 through 8 trucks operating 70% of the time and garaged in any non-attainment or maintenance area of New York State;
- Vouchers for private and non-profit fleets for 80% of the incremental cost, up to $40,000 for the purchase of compressed natural gas, hybrid electric and all-electric Class 3 through 8 trucks operating 70% of the time and garaged in New York City; and

- Vouchers for private and non-profit fleets that cover up to 80% of the cost of purchasing and installing emission reduction equipment for Class 3 through 8 diesel vehicles that are operated 70% of the time and garaged in New York City.

Funding is currently available for all-electric truck vouchers, but is not yet available for the New York City-specific incentives (verified November 2013). Nonethless, commercial vehicle dealers may submit requests to be pre-qualified and participate in the program. For information about voucher availability and vehicle eligibility, see the NYSERDA New York Truck Voucher Incentive Program website.

Alternative Fueling Infrastructure Tax Credit

An income tax credit is available for 50% of the cost alternative fueling infrastructure, up to $5,000. Qualifying infrastructure includes electric vehicle supply equipment and equipment to dispense fuel that is 85% or more natural gas, propane, or hydrogen. Unused credits may be carried over into future tax years. The credit expires December 31, 2017. For additional information, including information on how to claim the credit, please see the New York StateDepartment of Taxation and Finance page. (Reference Assembly Bill 03009, 2013; Senate Bill02609, 2013; and New York Tax Law 187-b)

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Funding and Technical Assistance

The New York State Energy Research and Development Authority (NYSERDA) provides financial and technical assistance to public, private, and not-for-profit organization fleet managers who want to evaluate the feasibility and cost of adding AFVs and fueling facilities to their operations. NYSERDA also provides support to encourage the use of emission reduction and anti-idling technologies for diesel vehicles. Low-cost training for vehicle mechanics is also available through certified institutions. For more information and specific opportunities, see the NYSERDA Funding Opportunities websites.

Alternative Fuel Vehicle Research and Development Funding

The New York State Energy Research and Development Authority (NYSERDA) provides funding for projects that enhance mobility, improve efficiency, reduce congestion, and diversity transportation methods and fuels through research and development of advanced technologies. NYSERDA offers annual solicitations that support new product development and demonstration as well as research on new transportation policies and strategies. NYSERDA also supports projects that demonstrate the benefits of commercially available products that are underutilized in New York State. Once developed, NYSERDA provides incentives to accelerate the market introduction of emerging technologies through its Alternative Fuel Vehicle Program. For more information and funding opportunities, see the NYSERDA Transportation Research and Development website.

## North Carolina

Alternative Fuel Tax Exemption

The retail sale, use, storage, and consumption of alternative fuels is exempt from the state retail sales and use tax. (Reference North Carolina General Statutes 105-164.13(11))

Alternative Fuel and Idle Reduction Grants

The North Carolina Department of Environment and Natural Resources Division of Air Quality provides grants for the incremental cost of purchasing original equipment manufacturer alternative fuel vehicles, vehicle conversions, and implementing idle reduction programs. No grant funding is currently available (verified October 2013). For more information see the Diesel Emission Reductions Grants website.

## Ohio

Alternative Fuel and Fueling Infrastructure Incentives

The Alternative Fuel Transportation Grant Program (Program) provides grants and loans for up to 80% of the cost of purchasing and installing fueling facilities offering E85, fuel blends containing at least 20% biodiesel (B20), natural gas; liquefied petroleum gas or propane; hydrogen; electricity; or any fuel that the U.S. Department of Energy determines, by final rule, to be substantially not petroleum. The Program also provides funding for up to 80% of the incremental cost of purchasing and using alternative fuel for businesses, nonprofit organizations, public school systems, and local governments. (Reference House Bill 59, 2013; and Ohio Revised Code 122.075 and 125.831)

Alternative Fuel Vehicle (AFV) Acquisition and Fuel Use Requirements

With the exception of law enforcement vehicles, all newly acquired state agency vehicles must be capable of using an alternative fuel and must use the relevant alternative fuel if it is reasonably priced and available. Alternative fuel is defined as E85, fuel blends containing at least 20% biodiesel (B20), natural gas, propane, hydrogen, electricity, or any other fuel that the U.S. Department of Energy has determined is substantially not petroleum. State agencies must also meet the annual average fuel economy requirement set by the Ohio Department of Administrative Services on all passenger automobiles purchased. Law enforcement and emergency rescue work vehicles are exempt from this requirement. (Reference House Bill 59, 2013; Ohio Revised Code 123.01, 125.831-125.832, 125.834 and 125.836; and Executive Order*(PDF)* 2007-02)

## Oklahoma

Alternative Fueling Infrastructure Tax Credit

For tax years beginning before January 1, 2020, a tax credit is available for up to 75% of the cost of installing commercial alternative fueling infrastructure. Eligible alternative fuels include compressed natural gas (CNG), liquefied natural gas, liquefied petroleum gas (propane), hydrogen, and electricity. The infrastructure must be new and must not have been previously

installed or used to fuel alternative fuel vehicles. A tax credit is also available for up to 50% of the cost of installing a residential CNG fueling system, for up to $2,500. The tax credit may be carried forward for up to five years. (Reference House Bill 2005, 2013, and Oklahoma Statutes68-2357.22)

All-Electric Vehicle (EV) Manufacturing Tax Credit

Vehicle manufacturers are eligible for a tax credit for EVs, including low- and medium-speed EVs, manufactured on or after July 1, 2010. EVs that can legally be operated on interstate highways and turnpikes in the state are eligible for a $2,000 credit per vehicle. Four-wheeled medium-speed EVs are eligible for a $1,000 credit per vehicle. Four-wheeled low-speed EVs are eligible for a $500 credit per vehicle. Tax credits may be carried forward for up to five years. This incentive is available through December 31, 2013. (Reference House Bill 2308, 2013, and Oklahoma Statutes 68-2357.402)

Alternative Fuel Vehicle (AFV) Low-Interest Loans

Oklahoma has a private loan program with a 3% interest rate for the cost of converting private fleets to operate on alternative fuels and for the incremental cost of purchasing an original equipment manufacturer AFV. The loan repayment has a maximum six-year period. For more information, see the Oklahoma Department of Commerce loan application guidelines.

**Access to State Alternative Fueling Stations**

The Oklahoma Office of Management and Enterprise Services (OMES) Fleet Management Division may construct, install, acquire, operate, and provide alternative fueling infrastructure for use by state agencies and local government and for use by the public in areas of the state where public access to alternative fuel infrastructure is not readily available. OMES must discontinue public access to their fueling stations if a privately owned alternative fueling station opens within a five-mile radius. Alternative fuels include natural gas, liquefied petroleum gas (propane), ethanol, methanol, biodiesel, electricity, and hydrogen. (Reference Oklahoma Statutes 74-130.2 and 74-78)

## Oregon

Alternative Fuel School Bus Grant and Loan Program

The Oregon Department of Energy (ODOE) administers the Cool Schools Program, a four-year pilot program to provide technical and financial assistance for energy efficiency or clean energy projects at schools in Oregon. Under this program, school districts may be eligible for grants and loans to retrofit school bus fleets to operate on compressed natural gas, propane, or other alternative fuels, or to operate with highly efficient engine technologies, such as hybrid electric engines. Funds may also be used to replace school buses with buses that operate on these fuels or technologies. This incentive is not currently available for alternative fuel projects (verified September 2013). For more information, please see the ODOE Cool Schools Program website. (Reference Oregon Revised Statutes 470.800 through 470.815)

Alternative Fueling Infrastructure Tax Credit for Residents

Through the Residential Energy Tax Credit program, qualified residents may receive a tax credit for 25% of alternative fuel infrastructure project costs, up to $750. Qualified alternative fuels include electricity, natural gas, gasoline blended with at least 85% ethanol (E85), propane, and other fuels that the Oregon Department of Energy approves. A company that constructs a dwelling in Oregon and installs fueling infrastructure in the dwelling may claim the credit. All qualified infrastructure must be installed to meet all state and local codes and be capable of fueling or charging an alternative fuel vehicle within 14 hours. This credit is available through December 31, 2017. For more information, including a list of eligible equipment and a link to the application, please see the Oregon Department of EnergyResidential Energy Tax Credit website. (Reference Oregon Revised Statutes 316.116, 317.115, and 469.160-469.180)

Alternative Fueling Infrastructure Tax Credit for Businesses

Business owners and others may be eligible for a tax credit of 35% of eligible costs for qualified alternative fuel infrastructure projects. Qualified infrastructure includes facilities for mixing, storing, compressing, or dispensing fuels for vehicles operating on electricity, ethanol, natural gas, and propane. Unused credits can be carried forward up to five years. Non-profit organizations and public entities that do not have an Oregon tax liability may receive the credit for an eligible project but must "pass-through" or transfer their project eligibility to a pass-through partner in exchange for a lump-sum cash payment. The Oregon Department of Energy determines the rate that is used to calculate the cash payment. The pass-through option is also available to a project owner with an Oregon tax liability who chooses to transfer their tax credit. The credit is available through December 31, 2018. (Reference Oregon Revised Statutes 315.366, 469B.320, and 469B.323)

Alternative Fuel Loans

The Oregon Department of Energy administers the State Energy Loan Program (SELP) which offers low-interest loans for qualified projects. Eligible alternative fuel projects include fuel production facilities, dedicated feedstock production, fueling infrastructure, and fleet vehicles. Loan recipients must complete a loan application and pay a loan application fee. For more information, including application forms and interest rate and fee information, see the SELP website. (Reference Oregon Revised Statutes 470)

**State Agency Electric Vehicle Supply Equipment (EVSE) Installation**

State agencies may install publicly-accessible EVSE on their premises or contract with a vendor to do so. The Oregon Department of Administrative Services may install up to 10 EVSE over a two-year period. Other state agencies may install five EVSE every two years. Additional EVSE are allowable if the agency secures a grant for the installation. A state agency may establish and adjust prices for charging, provided that the price does not subsidize the operations of a private

entity or the cost of electricity or substantially exceed the costs the agency incurs to make the electricity available. Additional restrictions apply. (Reference Senate Bill 536, 2013)

Alternative Fuel Vehicle (AFV) Acquisition, Fuel Use, and Emissions Reductions Requirements
All state agencies and transit districts must purchase AFVs and use alternative fuels to operate those vehicles to the maximum extent possible, except when it is not economically or logistically possible to purchase or fuel an AFV. Each state agency must develop and report a greenhouse gas reduction baseline and determine annual reduction targets. Reports to the Oregon Department of Administrative Services must include the volume of ethanol and biodiesel used by state agency fleets, as well as any cost savings attributable to driving more fuel-efficient vehicles and using alternative fuels. (Reference Oregon Revised Statutes 283.327 and 267.030, and Executive Order 06-02, 2006)

**Plug-in Electric Vehicle (PEV) and Hybrid Electric Vehicle (HEV) Registration Fees**
PEVs and HEVs are registered biennially, with the exception of new vehicles for which new registration plates are issued. Certain PEVs and HEVs, including commercial buses, follow an annual registration period. The registration fee is $43 per vehicle for each year of the registration period. There is an additional fee for PEVs or HEVs in certain weight categories. (Reference Oregon Revised Statutes 803.415 and 803.420)

## Pennsylvania

Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Funding
The Alternative Fuels Incentive Grant (AFIG) Program provides financial assistance for qualified projects; information on alternative fuels, AFVs, HEVs, plug-in hybrid electric vehicles, and anti-idling technologies that use alternatives to diesel fuel for heavy-duty trucks; and advanced vehicle technology research, development, and demonstration. Projects that result in product commercialization and the expansion of Pennsylvania companies are favored in the selection process. The annual AFIG Program application period will reopen in 2014 (verified November 2013).

The AFIG Program also offers rebates to assist eligible residents with the incremental cost of the purchase of new AFVs, including electric vehicles (EVs), plug-in hybrid electric vehicles (PHEVs), natural gas vehicles (NGVs), and propane vehicles. Rebates of $3,000 are available for qualified EVs and PHEVs, and rebates of $1,000 are available for NGVs and propane vehicles.

For more information, including forms and detailed requirements, see the AFIG Program and Alternative Fuel Vehicle Rebates websites. (Reference Title 73 Pennsylvania Statutes, Chapter 18E, Section 1647.3)

Plug-In Electric Vehicle (PEV) Rebate - PECO
PECO provides rebates of $50 to residential customers who purchase a new, qualified PEV. For more information, see the PECO Smart Driver Rebate website.

Alternative Fuels Tax

Alternative fuels used to propel vehicles of any kind on public highways are taxed at a rate determined on a gasoline gallon equivalent basis. The tax rates are posted in the Pennsylvania Bulletin. (Reference Title 75 Pennsylvania Statutes, Chapter 90, Section 9004)

## Rhode Island

Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Acquisition Requirements

To reduce fuel consumption and pollution emissions, and purchase vehicles that provide the best value on a lifecycle cost basis, the state must take the following actions:

- At least 75% of state motor vehicle acquisitions must be AFVs, and the remaining 25% must be HEVs to the greatest extent possible;
- All new light-duty trucks in the state fleet must achieve a minimum city fuel economy of 19 miles per gallon (mpg) and achieve at least a Low Emission Vehicle certification, and all new passenger vehicles in the state fleet must achieve a minimum city fuel economy of 23 mpg;
- All state agencies must purchase the most economical, fuel-efficient, and lowest emission vehicles appropriate to meet requirements and discourage the purchase of sport utility vehicles;
- All state agencies must purchase low rolling resistance tires with superior tread life for state vehicles when possible; and
- All state vehicles must be maintained according to manufacturer specifications, including specified tire pressures and ratings.

The state must also prepare an annual report to the governor on compliance with these goals. (Reference Executive Order 05-13*(PDF)*, 2005)

## South Carolina

Fuel Cell Vehicle Tax Credit

South Carolina residents that claim the federal fuel cell vehicle tax credit are eligible for a state income tax credit equal to 20% of the federal credit. If the amount of the state credit exceeds the taxpayer's liability for the applicable tax year, any unused portion of the credit may be carried forward and claimed for up to five additional years. (Reference South Carolina Code of Laws 12-6-3377)

State Agency Alternative Fuel Use Requirement

Whenever practical and economically feasible, all state agencies operating alternative fuel vehicles must use alternative fuels in those vehicles. Private businesses are encouraged to increase the use of alternative fuels in the state. (Reference Executive Order 2001-35)

## Texas

Alternative Fuel Vehicle (AFV) Rebates

Qualified AFVs purchased or leased from a dealership or leasing company authorized to sell or lease new vehicles in Texas may be eligible for a rebate of up to $2,500 to assist with the incremental cost. For the purpose of this incentive, AFVs include compressed natural gas or liquefied petroleum gas (propane) vehicles with a gross vehicle weight rating (GVWR) of 9,600 pounds (lbs) or less, as well as electric and plug-in hybrid electric vehicles with a GVWR of 8,500 lbs or less. The rebate is available until June 26, 2015, or until all funding is awarded. Additional terms and conditions may apply. For more information, see the Light-Duty Motor Vehicle Purchase or Lease Incentive Program website. (Reference Senate Bill 1727, 2013, and Texas Statutes, Health and Safety Code 386)

Clean Vehicle Replacement Vouchers

The Texas Commission on Environmental Quality administers the AirCheckTexas Drive a Clean Machine program, which provides vehicle replacement assistance for qualified individuals owning vehicles registered in participating counties. Vouchers in the amount of $3,500 are available toward the purchase of a hybrid electric, battery electric, or natural gas vehicle that is up to three model years old. For more information about participating counties, qualified vehicles, and program requirements, see the AirCheckTexas Drive a Clean Machinewebsite. (Reference Texas Statutes, Health and Safety Code 382.209)

Electric Vehicle Supply Equipment (EVSE) Incentive - Austin Energy

Plug-in electric vehicle owners in the Austin Energy service area may be eligible for a rebate of 50% of the cost to purchase and install a qualified Level 2 EVSE. The maximum rebate amount is $1,500. For additional information, see the Austin Energy Plug-In Partners website.

Alternative Fuel Use and Vehicle Acquisition Requirements

State agency fleets with more than 15 vehicles, excluding emergency and law enforcement vehicles, may not purchase or lease a motor vehicle unless the vehicle uses compressed or liquefied natural gas, propane, ethanol or fuel blends of at least 85% ethanol (E85), methanol or fuel blends of at least 85% methanol (M85), biodiesel or fuel blends of at least 20% biodiesel (B20), or electricity (including plug-in hybrid electric vehicles). Waivers may be granted for fleets under the following circumstances: the fleet will operate primarily in areas where neither the state agency or a supplier can reasonably be expected to establish adequate fueling infrastructure for these fuels; or the agency is unable to obtain equipment or fueling facilities necessary to operate alternative fuel vehicles at a cost that is no greater than the net costs of using conventional fuels.

Covered state agency fleets must consist of at least 50% of vehicles that are able to operate on alternative fuels and use these fuels at least 80% of the time the vehicles are driven. Covered state agencies may meet these requirements through the purchase of new vehicles or the

conversion of existing vehicles. State agencies that purchase passenger vehicles or other ground transportation vehicles for general use must ensure that at least 25% of the vehicles purchased during any state fiscal biennium, other than exempted vehicles, meet or exceed federal Tier II, Bin 3 emissions standards.

(Reference Texas Statutes, Government Code 2158.004-2158.009)

## Utah

Alternative Fuel and Fuel-Efficient Vehicle Tax Credit

The state provides an income tax credit of 35% of the vehicle purchase price, up to $2,500, for an original equipment manufacturer compressed natural gas (CNG) vehicle registered in Utah. It also provides an income tax credit of 50% of the cost to convert a vehicle to run on propane, natural gas, or electricity, up to $2,500. Retrofitted CNG vehicles are also eligible for the credit if they meet the National Fire Protection Association Vehicular Gaseous Fuel Systems Code 52 and satisfy the emissions standards for the county in which the retrofitted vehicle is registered; or for the county in the state with the least stringent emissions standards. Other new clean fuel vehicles that meet air quality and fuel economy standards may be eligible for a credit of $605, including certain electric and hybrid electric vehicles.

These incentives expire December 31, 2014. See the Clean Fuel Vehicle Tax Credit website for eligible vehicles, restrictions, and additional information. (Reference Utah Code 19-1-406, 59-7-605, and 59-10-1009)

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Grants and Loans

The Utah Clean Fuels and Vehicle Technology Grant and Loan Program (Program), funded through the Clean Fuels and Vehicle Technology Fund, provides grants and loans to assist businesses and government entities in covering:

- The cost of converting vehicles to operate on clean fuels;
- The incremental cost of purchasing original equipment manufactured clean fuel vehicles;
- The cost of retrofitting diesel vehicles with U.S. Environmental Protection Agency verified closed crankcase filtration devices, diesel oxidation catalysts, and/or diesel particulate filters; and
- The cost of fueling equipment for public/private sector business and government vehicles (grants require federal and non-federal matching funds).

The Program does not support E85 or biodiesel projects. For the purpose of the Program, clean fuels include propane, compressed natural gas, and electricity. For more information, see the Utah Clean Fuels and Vehicle Technology Grant and Loan Program website. (Reference Utah Code 19-1-401 through 19-1-405)

Alternative Fuel Tax Exemption

Propane, compressed natural gas, liquefied natural gas, and electricity used to operate motor vehicles are exempt from state fuel taxes. The Utah Revenue and Tax Code allows a reduction of motor and special fuel taxes if the motor or special fuel is already taxed by the Navajo Nation. Retailers, wholesalers, and suppliers of special fuel are eligible for a refund of the special fuel tax if dyed diesel fuel is mixed with special fuel and the mixed special fuel is returned to the refinery for re-refining. For more information, see the Utah State Tax Commission Fuel Taxes website. (Reference Utah Code 59-13-102, 59-13-201, 59-13-301, and 59-13-322)

Provision for Establishment of Alternative Fuel Use Mandate

The Utah Air Quality Board may require fleets that own 10 or more vehicles capable of being fueled at a central location to use clean fuels, if such a mandate is necessary to meet national air quality standards. Clean fuels are defined as propane, compressed natural gas, and electricity. Additional restrictions apply. (Reference Utah Code 19-2-105.3)

Alternative Fuel Use and Vehicle Acquisition Requirement

By August 30, 2018, at least 50% of new or replacement light-duty state agency vehicles must meet Bin 2 emissions standards established in Title 40 of the U.S. Code of Federal Regulations, or be propelled to a significant extent by electricity, natural gas, propane, hydrogen, or biodiesel. (Reference Senate Bill 99, 2014, and Utah Code 63A-9-401 and 63A-9-403)

## Vermont

Alternative Fuel and Advanced Vehicle Research and Development Tax Credit

Vermont businesses that qualify as a high-tech business involved exclusively in the design, development, and manufacture of alternative fuel vehicles, hybrid electric vehicles, all-electric vehicles, or energy technology involving fuel sources other than fossil fuels are eligible for up to three of the following tax credits: 1) payroll income tax credit; 2) qualified research and development income tax credit; 3) export tax credit; 4) small business investment tax credit; and 5) high-tech growth tax credit. Certain limits and restrictions apply. (Reference Vermont Statutes Title 32, Chapter 151, Section 5930a, c, f, g, and k)

## Virginia

Alternative Fuels Grants and Loans

The Alternative Fuels Revolving Fund is used to distribute loans and grants to municipal, county, and commonwealth government agencies to support alternative fuel vehicle (AFV) programs; pay for AFV maintenance, operation, evaluation, or testing; pay for vehicle conversions; or improve alternative fuel infrastructure. Eligible alternative fuels include electricity, hydrogen, and natural gas. Projects with a funding match are given priority in the evaluation process. (Reference Virginia Code 33.1-223.4 and 33.1-223.7)

Alternative Fuel Job Creation Tax Credit

Businesses involved in alternative fuel vehicle (AFV) and component manufacturing, alternative fueling equipment component manufacturing, AFV conversions, and advanced biofuels production are eligible for a job creation tax credit of up to $700 per full-time employee. The credit is allowed in the taxable year in which the job is created and in each of the two succeeding years in which the job is continued. Qualified AFVs include vehicles that operate using natural gas, propane, hydrogen, electricity, or advanced biofuels. This credit is effective for taxable years through December 31, 2014. For more information, see the Virginia Department of Taxation website. (Reference Virginia Code 58.1-439.1)

Alternative Fuel Vehicle (AFV) and Fueling Infrastructure Loans

The Virginia Board of Education may use funding from the Literary Fund to provide loans to school boards that convert school buses to operate on alternative fuels or construct alternative fueling stations. (Reference Virginia Code 22.1-146)

Plug-In Electric Vehicle (PEV) Charging Rate Reduction - Virginia Dominion Power

Virginia Dominion Power offers two rates for residential customers who own qualified PEVs, the Electric Vehicle Pricing Plan and the Electric Vehicle + Home Pricing Plan. The Electric Vehicle Pricing plan allows PEV owners to take advantage of lower rates during off-peak hours. Under this plan, customers must install an additional meter specifically for their electric vehicle supply equipment (EVSE); Dominion will provide this meter at no charge. The Electric Vehicle + Home Pricing Plan is a whole-house pricing plan in which the customer's EVSE is treated as another appliance. Dominion will provide a new meter at no charge to record energy usage in 30-minute intervals, allowing Dominion to apply pricing based on time of day and encourage customers to charge their PEV during off-peak hours as hours much as possible. PEV pricing plans are expected to expire on November 30, 2014. For more information, see the Virginia Dominion Plug-In Electric Vehicles, Electric Vehicle Pricing Plan, and Electric Vehicle + Home Pricing Plan website.

Alternative Fuel Vehicle (AFV) Conversion Fund

The AFV Conversion Fund (Fund) was created to assist commonwealth agencies, local government, and local school divisions with the incremental cost of commonwealth and local government owned AFVs, both original equipment manufacturer vehicles and aftermarket conversions. Funding may be used in conjunction with or as matching funds for any eligible federal grants for the same purpose. The Virginia Department of General Services and the Department of Mines, Minerals and Energy must establish guidelines for contributions and reimbursements from the Fund for the purchase or conversion of commonwealth-owned vehicles. The Fund will include appropriations from the Virginia General Assembly as well as donations, grants, in-kind contributions, and other funding. For more information, see the Virginia Department of General Services website. (Reference House Bill 340, 2014, and Virginia Code 2.2-1176.1)

Authorization for Plug-In Electric Vehicle Charging Rate Incentives

The Virginia State Corporation Commission (SCC) directs public utilities to evaluate time-differentiated rates and other incentives to encourage off-peak all-electric (EV) and plug-in hybrid electric vehicle charging. The SCC may authorize public utilities to conduct pilot programs to determine the feasibility and implications of offering off-peak rates and other incentives. Pilot programs may include voluntary load control options, rate structures with financial incentives, rebates, or other incentives that offset the cost of purchasing or installing electric vehicle supply equipment for users who elect off-peak rate structures. An electric utility that participates in an approved pilot program may be entitled to recover annually the costs of its participation in any pilot program conducted on or after January 1, 2011. (Reference Virginia Code 56-232.2:1)

**Alternative Fuel and Vehicle Tax**

Liquid alternative fuels used to operate on-road vehicles are taxed at a rate of $0.175 per gallon. These fuels are taxed at the same rate as gasoline and gasohol (3.5% of the statewide average wholesale price of a gallon of self-serve unleaded regular gasoline). Alternative fuel vehicles and all-electric vehicles (EVs) registered in Virginia are subject to a $64.00 per vehicle annual license tax. EVs are also subject to an additional $50 annual license tax. Some exceptions apply.

Provision for Alternative Fuel Vehicle (AFV) Tax Reduction

Local governments may reduce personal property taxes paid on AFVs, specifically vehicles that operate using natural gas, liquefied petroleum gas or propane, hydrogen, or electricity, including low-speed vehicles. (Reference Virginia Code 58.1-3506)

## Washington

Alternative Fuel Vehicle (AFV) Tax Exemption

New passenger cars, light-duty trucks, and medium-duty passenger vehicles that are dedicated AFVs are exempt from state motor vehicle sales and use taxes. Qualified vehicles must operate exclusively on natural gas, propane, hydrogen, or electricity; meet the California motor vehicle emissions standards; and comply with the rules of the Washington Department of Ecology. This exemption also applies to qualified used vehicles that are modified with a U.S. Environmental Protection Agency-certified aftermarket conversion, as long as the vehicle is being sold for the first time after modification. The converted vehicle must be part of a fleet of at least five vehicles owned by the same person and have an odometer reading of less than 30,000 miles. This sales tax exemption expires July 1, 2015. The use tax exemption is not available for vehicles purchased after July 1, 2015. A vehicle purchased or converted before July 1, 2015, is exempt from the use tax until it is retired or changes hands. (ReferenceRevised Code of Washington 82.08.809 and 82.12.809)

Electric Vehicle (EV) Infrastructure and Battery Tax Exemptions

Public lands used for installing, maintaining, and operating EV infrastructure are exempt from leasehold excise taxes until January 1, 2020. Additionally, the state sales and use taxes do not apply to plug-in electric vehicle (PEV) batteries; labor and services for installing, repairing, altering, or improving PEV batteries and EV infrastructure; and the sale of property used for EV infrastructure. (Reference Revised Code of Washington 82.29A.125, 82.08.816, and 82.12.816)

Electric Vehicle Supply Equipment (EVSE) Study

The Washington Joint Transportation Committee (Committee), in coordination with the Washington Department of Transportation, local governments, and industry stakeholders, must evaluate the current status of EVSE in Washington. The Committee must then make recommendations for potential business models for financially-sustainable EVSE, including public and private sector participation in the models. Participation may include public financing, funding, facilitation, and other incentives to encourage EVSE installations. The interim report is due by December 31, 2014, and the final report by March 1, 2015. (ReferenceSenate Bill 6001, 2014)

Electric Vehicle (EV) Promotion and Infrastructure Development

Any regional transportation planning organization containing a county with a population greater than one million must collaborate with state and local governments to promote PEV use, invest in EV infrastructure, and seek federal or private funding for these efforts. Collaborative planning efforts may include: 1) developing short- and long-term plans outlining how state, regional, and local governments may construct electric vehicle supply equipment locations and ensure that the infrastructure can be electrically supported; 2) supporting public education and training programs on PEVs; 3) developing an implementation plan for counties with a population greater than 500,000 to have 10% of public and private parking spaces ready for PEV charging by December 31, 2018; and 4) developing model ordinances and guidance for local governments for site assessment and installing EV infrastructure. (Reference Revised Code of Washington 47.80.090)

**Electric Vehicle (EV) Fee**

EV operators must pay an annual vehicle registration renewal fee of $100. This fee expires if the legislature imposes a vehicle miles traveled fee or tax in the state. (Reference Revised Code of Washington 46.17.323)

Provision for Alternative Fuels Corridor Pilot Projects

The Washington State Department of Transportation (WSDOT) may enter into partnership agreements with other public and private entities to use land for alternative fuel corridor pilot projects. In particular, WSDOT should continue to build out the electric vehicle charging network along state highways and at key destinations. Minimum requirements apply and these agreements are subject to funding availability. (Reference Executive Order 14-04, 2014, and Revised Code of Washington 47.38.070)

Alternative Fuel Use Requirement

Effective June 1, 2015, all state agencies must, to the extent practicable, use 100% biofuels or electricity to operate all publicly owned vehicles. To phase in this requirement, all state agencies were, to the extent practicable, required to achieve 40% biofuel or electricity use by June 1, 2013. Practicability and measures of compliance are defined in rules adopted by the Washington State Department of Commerce.

In addition, effective June 1, 2018, all local government agencies must, to the extent practicable, use 100% biofuels or electricity to operate all publicly owned vehicles. The Washington State Department of Commerce must define practicability and measures of compliance for local governments through a rulemaking by June 1, 2015. Transit agencies using compressed natural gas (CNG) and engine retrofits that would void vehicle warranties are exempt from this requirement. To allow the motor vehicle fuel needs of state and local government to be satisfied by Washington-produced biofuels, the Washington Department of Enterprise Services and local governments may contract in advance and execute contracts with public or private producers and suppliers for the purchase of appropriate biofuels. Government agencies may substitute CNG, liquefied natural gas, or propane in vehicles if the Washington Department of Commerce determines that biofuels and electricity are not reasonably available.

(Reference Washington Administrative Code 194-28 and Revised Code of Washington43.19.647 and 43.19.648)

## West Virginia

Alternative Fuel Production Subsidy Prohibition

Incentives or subsidies from political subdivisions for the production of alternative fuels are prohibited by law, with exceptions for certain coal-based liquid fuels. (Reference West Virginia Code 8-27A-3 and 11-13D-3D)

Alternative Fuels Tax

Alternative fuels are subject to an excise tax at a rate of $0.205 per gasoline gallon equivalent, with a variable component equal to at least 5% of the average wholesale price of the fuel. (Reference West Virginia Code 111-14C-2, 11-14C-5, 11-14C-6a, 11-15A-13a, and 11-15-18b)

Provision for Establishment of Alternative Fuel Vehicle (AFV) Acquisition Requirements

The West Virginia Department of Administration (Department) may require that up to 75% of a state agency's fleet consist of AFVs. To meet these requirements, agencies may purchase or lease AFVs or convert existing vehicles to operate using alternative fuels. The Department may waive this requirement if an agency's vehicles are operating in an area where the agency cannot reasonably establish a central alternative fueling station or the lifetime cost of the vehicle or fueling infrastructure is significantly higher as compared to conventional vehicles or fuels. This requirement does not apply to law enforcement, emergency, public transit authority, state rail authority, non-road vehicles, or school buses. (Reference West Virginia Code 5A-2A-1 and 5A-2A-2)

## Wisconsin

Alternative Fuel Tax Exemption

No county, city, village, town, or other political subdivision may levy or collect any excise, license, privilege, or occupational tax on motor vehicle fuel or alternative fuels, or on the purchase, sale, handling, or consumption of motor vehicle fuel or alternative fuels. For more information see the Wisconsin Grant Programs page. (Reference Wisconsin Statutes 78.82)

Petroleum Reduction Requirements

The Wisconsin Department of Administration's fleet management policy requires all state agencies to collectively reduce gasoline use in state-owned vehicles by at least 50% by 2015 as compared to the total amount used in 2006. In addition, state agencies must reduce petroleum-based diesel fuel use by 25% by 2015. (Reference Wisconsin Statutes 16.045 and Executive Order *(PDF)* 141, 2006)

Alternative Fueling Infrastructure Development

The Wisconsin Department of Agriculture, Trade and Consumer Protection must pursue the establishment and maintenance of sufficient alternative fueling infrastructure at public retail outlets to meet the public's traveling needs. (Reference Wisconsin Statutes 93.07(26))

## Source

http://www.afdc.energy.gov/fuels/laws/3270