

## STATE OF CALIFORNIA

# Purchase Rebate for EV

**Short Description:** Rebate of zero to \$5,000 per vehicle to be claimed by individuals and businesses.

**Beneficiary:** Purchaser of a qualified vehicle in the State of California

**Type of Incentive:** Cash Rebate of zero to \$5,000 for lease/purchase

**Effective Dates:** Current Benefit, effective through 2015

**Value of Benefit:** Rebates of up to \$5,000 per light duty vehicle are available for individuals and business owners who purchase or lease new eligible zero emission or plug-in vehicles. The rebate can be applied for at the Clean Vehicle Rebate Project Website (Follow the links below to apply).

### **Full Description:**

The Clean Vehicle Rebate Project is funded by the California Environmental Protection Agency's Air Resources Board. A total of \$4.1 million was appropriated to promote the use and production of zero-emissions vehicles. Rebates of up to \$5,000 per light duty vehicle are available for individuals and business owners who purchase or lease new eligible zero emission or plug-in vehicles until the funding runs out. Vehicles must be purchased or leased after official launch of the program on March 15, 2010.

Although the project is in effect through 2015, it is anticipated that funding will not be sufficient to allow this. Therefore, rebates are awarded on a first come, first served basis.

### **State Statutory References:**

California Assembly Bill 118

[http://www.energy.ca.gov/proceedings/2008-ALT-1/documents/ab\\_118\\_bill\\_20071014\\_chaptered.pdf](http://www.energy.ca.gov/proceedings/2008-ALT-1/documents/ab_118_bill_20071014_chaptered.pdf)

### **Other Link(s):**

- <http://energycenter.org/index.php/incentive-programs/clean-vehicle-rebate-project> (Rebate Program Website)
- <http://energycenter.org/index.php/incentive-programs/clean-vehicle-rebate-project/cvrp-eligible-vehicles> (Application Forms)
- <http://www.afdc.energy.gov/afdc/laws/law/CA/8161> (AFDC Website)

## Assembly Bill No. 118

### CHAPTER 750

An act to add Article 11 (commencing with Section 44125) to Chapter 5 of, to add Chapter 8.9 (commencing with Section 44270) to, Part 5 of Division 26 of, and to add and repeal 44060.5 of, the Health and Safety Code, and to add and repeal Sections 9250.1, 9261.1, and 9853.6 of the Vehicle Code, relating to air pollution.

[Approved by Governor October 14, 2007. Filed with  
Secretary of State October 14, 2007.]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 118, Nunez. Alternative fuels and vehicle technologies: funding programs.

(1) Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Under existing law, the State Energy Resources Conservation and Development Commission (Energy Commission), in conjunction with other state agencies, is required to develop and adopt a state plan to increase the use of alternative fuels, as defined.

Existing law establishes the Public Interest Research, Development, and Demonstration Fund in the State Treasury, and provides that the money collected by the public goods charge to support cost-effective energy efficiency and conservation activities, public interest research and development not adequately provided by competitive and regulated markets, be deposited in the fund for use by the Energy Commission to develop, implement, and administer the Public Interest Research, Development, and Demonstration Program to develop technologies to, improve environmental quality, enhance electrical system reliability, increase efficiency of energy-using technologies, lower electrical system costs, or provide other tangible benefits.

The bill would create the Alternative and Renewable Fuel and Vehicle Technology Program, to be administered by the Energy Commission, to provide, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, to public agencies, businesses and projects, public-private partnerships, vehicle and technology consortia, workforce training partnerships and collaboratives, fleet owners, consumers, recreational boaters, and academic institutions to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies.

The bill would create the Alternative and Renewable Fuel and Vehicle Technology Fund (Alternative Fund), and would require the Energy Commission to expend the moneys in the Alternative Fund, upon appropriation by the Legislature, to implement the Alternative and Renewable Fuel and Vehicle Technology Program. The bill would require \$10,000,000 to be transferred annually to the Alternative Fund from the Public Interest Research, Development, and Demonstration Fund.

The bill would also create the Air Quality Improvement Program, to be administered by the State Air Resources Board, to fund air quality improvement projects, upon appropriation by the Legislature, relating to fuel and vehicle technologies. The bill would create the Air Quality Improvement Fund, and would require the state board to expend the moneys in that fund, upon appropriation by the Legislature, to implement the Air Quality Improvement Program.

(2) Existing law creates the High Polluter Repair or Removal Account in the Vehicle Inspection and Repair Fund, and makes moneys deposited in the account available, upon appropriation by the legislature, to the Department of Consumer Affairs and the state board to establish and implement a program for the repair or replacement of high polluters.

This bill would create an enhanced fleet modernization program for the retirement of high polluting vehicles to be administered by the Bureau of Automotive Repair pursuant to guidelines adopted by the state board. The bill would create the Enhanced Fleet Modernization Subaccount in the High Polluter Removal and Repair Account to establish and implement this enhanced program, upon appropriation by the Legislature.

(3) The bill, beginning July 1, 2008, until January 1, 2016, would increase vehicle registration fees from \$31 to \$34, vessel registration fees from \$10 to \$20 and from \$20 to \$40, as applicable, and specified service fees for identification plates from \$15 to \$20. The bill would require the additional revenue generated by those fee increases to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund, the Air Quality Improvement Fund, and the Enhanced Fleet Modernization Subaccount, as provided.

The bill beginning July 1, 2008, until January 1, 2016, would also increase smog abatement fees from \$12 to \$20, and would require  $\frac{1}{2}$  of the additional revenue generated by that fee increase to be deposited in the Air Quality Improvement Fund and the other  $\frac{1}{2}$  of that additional revenue to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund.

*The people of the State of California do enact as follows:*

SECTION 1. The Legislature finds and declares all of the following:

(a) The California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code) requires California to reduce statewide greenhouse gas emissions to 1990 levels by 2020.

















