# Electricity Laws and Incentives in California

The list below contains summaries of all California laws and incentives related to electricity.

California

## Laws and Regulations

**Establishment of Zero Emission Vehicle (ZEV) and Near-ZEV Component Rebates**
The California Air Resources Board (CARB) will establish the Zero Emission Assurance Project (ZAP) to offer rebates for the replacement of a battery, fuel cell, or other related vehicle component for eligible used ZEVs and near-ZEVs. A ZEV is defined as a vehicle that produces no criteria pollutant, toxic air contaminant, or greenhouse gas emissions when stationary or operating. A near-ZEV is a vehicle that uses zero emission technologies, uses technologies that provide a pathway to zero emission operations, or incorporates other technologies that significantly reduce vehicle emissions. CARB must offer ZAP rebates through July 31, 2025. For more information, see the CARB ZAP (https://ww2.arb.ca.gov/resources/documents/zero-emission-assurance-project) website.

(Reference California Health and Safety Code 44274.9 (http://leginfo.legislature.ca.gov/faces/home.xhtml))

**Access to Electric Vehicle (EV) Registration Records**
The California Department of Motor Vehicles may disclose to an electrical corporation or local publicly owned utility an EV owner's address and vehicle type if the information is used exclusively to identify where the EV is registered.

(Reference California Vehicle Code 1808.23 (http://www.oal.ca.gov/))

**Alternative Fuel Vehicle (AFV) Parking Incentive Programs**
The California Department of General Services (DGS) and California Department of Transportation (Caltrans) 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 Caltrans. The incentives must provide meaningful and tangible benefits to drivers, such as preferential spaces, reduced fees, and fueling infrastructure.

(Reference California Public Resources Code 25722.9 (http://www.oal.ca.gov/))

**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. For more information, including grant funding and distribution, you may contact you local air districts (https://ww2.arb.ca.gov/air-pollution-control-districts) or see the Program (https://ww2.arb.ca.gov/resources/fact-sheets/motor-vehicle-registration-fee-program) website for more information about available grant funding and distribution information.

(Reference California Health and Safety Code 44220 (b) (http://www.oal.ca.gov/))

**Alternative Fuel and Hybrid Electric Vehicle Retrofit Regulations**
Converting a vehicle to operate on an alternative fuel in lieu of the original gasoline or diesel fuel is prohibited unless the California Air Resources Board (CARB) has evaluated and certified the retrofit system. CARB will issue certification to the manufacturer of the system in the form of an Executive Order once the manufacturer demonstrates compliance with the emissions, warranty, and durability requirements. A manufacturer is defined as a person or company who manufactures or assembles an alternative fuel retrofit system for sale in California; this definition does not include individuals wishing to convert vehicles for personal use. Individuals interested in

**More Laws and Incentives**
To find laws and incentives for other alternative fuels and advanced vehicles, search all laws and incentives (/laws/).

converting their vehicles to operate on an alternative fuel must ensure that the alternative fuel retrofit systems used for their vehicles have been CARB certified. For more information, see the CARB Alternative Fuel Retrofit Systems (https://ww3.arb.ca.gov/msprog/aftermkt/altfuel/altfuel.htm) website.

A hybrid electric vehicle that is Model Year 2000 or newer and is a passenger car, light-duty truck, or medium-duty vehicle may be converted to incorporate off-vehicle charging capability if the manufacturer demonstrates compliance with emissions, warranty, and durability requirements. CARB issues certification to the manufacturer and the vehicle must meet California emissions standards for the model year of the original vehicle.

(Reference California Code of Regulations Title 13, Section 2030-2032 (http://www.oal.ca.gov/) and California Vehicle Code 27156 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Alternative Fuel and Infrastructure Assessment**
Every three years, the California Council on Science and Technology must assess clean energy projects, including the deployment of, or upgrades to, alternative fueling infrastructure and low carbon fuels.

(Reference California Health and Safety Code 38592.1 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Alternative Fuel and Vehicle Policy Development**
The California Energy Commission (CEC) must prepare and submit an Integrated Energy Policy Report (IEPR) to the governor on a biannual basis. The IEPR provides an overview of major energy trends and issues facing the state, including those related to transportation fuels, technologies, and infrastructure. The IEPR also examines potential effects of alternative fuels use, vehicle efficiency improvements, and shifts in transportation modes on public health and safety, the economy, resources, the environment, and energy security. The IEPR's primary purpose is to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety.

As of November 1, 2015, and every four years thereafter, the CEC must also include in the IEPR strategies to maximize the benefits of natural gas in various sectors. This includes the use of natural gas as a transportation fuel. For more information, see the 2023 Integrated Energy Policy Report (https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2023-integrated-energy-policy-report).

(Reference California Public Resources Code 25302 and 25303.5 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Charger Assessment**
The California State Energy Resources Conservation and Development Commission (Commission), in partnership with the California Air Resources Board and the California Public Utility Commission, must publish a statewide assessment of the EV charger infrastructure needed to support the levels of plug-in electric vehicle adoption required for at least five million zero emission vehicles to operate on California roads by 2030. The Commission must consider the EV charger infrastructure needs for all vehicle categories, including on-road, off-road, port, and airport vehicles. In addition, the assessment must analyze the existing and future infrastructure needs across California, including in low-income communities. The assessment must be updated at least once every two years.

(Reference California Public Resources Code 25229 (http://leginfo.legislature.ca.gov/))

**Electric Vehicle (EV) Charger Billing Requirements**
EV charger charging rates must be based on a price per megajoule or kilowatt-hour. All EV charger must be able to indicate the billing rate at any point during a transaction. Existing Level 2 EV chargers installed before January 1, 2021, must be updated by January 1, 2031, and Level 2 EV chargers installed after January 1, 2021, must comply upon installation. Existing direct current (DC) fast chargers installed before January 1, 2023, must be updated by January 1, 2033, and DC fast chargers installed after January 1, 2023, must comply upon installation.

(Reference California Code of Regulations Title 4, Sections 4001 and 4002.11 (https://oal.ca.gov/publications/ccr/))

**Electric Vehicle (EV) Charger Location Assessment**
The State Energy Resources Conservation and Development Commission (Commission), in partnership with the California Air Resources Board (CARB), must assess whether EV chargers in California are located disproportionately by population density, geographical area, or population income level. If the Commission and CARB determine that EV chargers have been disproportionately installed, the Commission must use funding from the California Energy Commission's Clean Transportation Program, as well as other funding sources, to proportionately install new EV chargers, unless it is determined that the current locations of EV chargers are reasonable and further California's energy or environmental policy goals.

(Reference California Public Resources Code 25231 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Charger Open Access Requirements**
EV charger service providers may not charge a subscription fee or require membership for use of their public chargers. In addition, providers must disclose the actual charges for using public EV chargers at the point of sale; allow contactless payment and pay-by-phone payment methods; install the Open Charge Point interoperability billing standard on each EV charger; and disclose the EV charger geographic location, schedule of fees, accepted methods of payment, and network roaming charges to the National Renewable Energy Laboratory. Direct current (DC) fast chargers must also include Plug and Charge payment capabilities. Additional terms and conditions apply. For more information, see the California Air Resources Board EV Charger Standards (https://ww2.arb.ca.gov/our-work/programs/electric-vehicle-supply-equipment-evse-standards) website.

(Reference California Health and Safety Code 44268 and 44268.2 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Charger Policies for Multifamily Housing**
A common interest development, including a community apartment, condominium, and cooperative development, may not prohibit or restrict the installation or use of EV chargers or EV-dedicated time-of-use (TOU) meter in a homeowner's designated parking space or unit. These entities may put reasonable restrictions on EV chargers, but the policies may not significantly increase the cost of the EV chargers or significantly decrease their efficiency or performance. Restrictions may be placed on TOU meter installations if the restrictions are based on the structure of or available space in the building. If installation in the homeowner's designated parking space or unit is not possible, with authorization, the homeowner may add EV chargers or an EV-dedicated TOU meter in a common area. The homeowner must obtain appropriate approvals from the common interest development association and agree in writing to comply with applicable architectural standards, engage a licensed installation contractor, provide a certificate of insurance, and pay for the electricity usage, maintenance, and other costs associated with the EV chargers or TOU meter. Any application for approval should be processed by the common interest development association without willful avoidance or delay. The homeowner and each successive homeowner of the parking space or unit equipped with EV chargers or a TOU meter is responsible for the cost of the installation, maintenance, repair, removal, or replacement of the equipment, as well as any resulting damage to the EV chargers, TOU meter, or surrounding area. The homeowner must also maintain a $1 million umbrella liability coverage policy and name the common interest development as an additional insured entity under the policy. If EV chargers or an EV-dedicated TOU meter is installed in a common area for use by all members of the association, the common interest development must develop terms for use of the EV chargers or TOU meter.

(Reference California Civil Code 4745, 4745.1, and 6713 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Charger Uptime Reporting Standards**
The California Energy Commission (CEC) in collaboration with the California Public Utilities Commission (CPUC) developed uptime recordkeeping and reporting standards (file://C:\Users\59822\Downloads\TN255597_20240409T125302_Second%20Draft%20Staff%20Report%20Tracking%20and%20Improving%20Reliability%20of%20Californiaâ€[?]%20 for EV chargers purchased through a state incentive program or rate payer charges. For these standards, EV chargers must meet a 97% uptime requirement and share real-time data on the availability and accessibility of chargers. Standards vary by technology type, power level, number of chargers per site, and site ownership model. EV charger uptime data must be reported for a minimum of six years. These standards only apply to EV chargers installed on or after January 1, 2024, and do not apply to residential dwellings with less than five units.

CEC and CPUC must adopt tools to increase charger uptime, including uptime requirements, operation and maintenance requirements, or operation and maintenance incentives. By January 1, 2025, CEC must set standards for how charger operators notify customers about availability and accessibility of public EV charging infrastructure.

Beginning January 1, 2025, the CEC must assess the uptime of EV chargers. The assessment must include considerations for equitable access to EV chargers in low-, moderate-, and high-income communities. The assessment must be updated every two years. For more information, see the CEC (https://www.energy.ca.gov/publications/2023/tracking-and-improving-reliability-californias-electric-vehicle-chargers) website.

(Reference California Public Resources Code 25231.5 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Electric Vehicle (EV) Charging Access**
Municipalities may not restrict the types of EVs, such as plug-in hybrid electric vehicles, that may access an EV charger that is public, intended for passenger vehicle use, and funded in any part by the state or utility ratepayers.

(Reference California Government Code 65850.9 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Charging Electricity Exemption**
Electricity used to charge EVs at a state-owned parking facility is exempt from California law prohibiting gifting public money or items of value.

(Reference California Government Code 14678 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Charging Policies for Residential and Commercial Renters**
The lessor of a dwelling or commercial property must approve written requests from a lessee to install EV charger at a parking space allotted for the lessee on qualified properties. Certain exclusions apply to residential dwellings and commercial properties. All modifications and improvements must comply with federal, state, and local laws and all applicable zoning and land use requirements, covenants, conditions, and restrictions. The lessee of the parking space equipped with EV charger is responsible for the cost of the installation, maintenance, repair, removal, or replacement of the equipment, electricity consumption, as well as any resulting damage to the EV charger or surrounding area. Unless the EV charger is certified by a Nationally Recognized Testing Laboratory and electrical upgrades are performed by a licensed electrician, the lessee must also maintain a personal liability coverage policy.

(Reference California Civil Code 1947.6, 1952.7, and 6713 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Charging Requirements**
New EVs must be equipped with a conductive charger inlet port that meets the specifications contained in Society of Automotive Engineers (SAE) standard J1772. EVs must be equipped with an on-board charger with a minimum output of 3.3 kilowatts (kW). These requirements do not apply to EVs that are only capable of Level 1 charging,

which has a maximum power of 12 amperes (amps), a branch circuit rating of 15 amps, and continuous power of 1.44 kW.

(Reference California Code of Regulations Title 13, Section 1962.3 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Charging Station Certification and Training Requirements**
All EV chargers funded or authorized by the California Public Utilities Commission (CPUC), the California Energy Commission (CEC), or the state board, must be installed by a licensed contractor. At least one electrician on each installation must hold an Electric Vehicle Infrastructure Training Program (https://evitp.org/) (EVITP) certification.

The CEC and CPUC must conduct joint public workshops (https://www.energy.ca.gov/event/workshop/2021-04/joint-workshop-california-energy-commission-and-california-public-utilities) to determine if the EVITP curriculum and testing should be supplemented to ensure safe EV charger installation. The EVITP must offer courses in an online format that would remain available through December 31, 2024.

(Reference California Public Utilities Code Section 740.20 (http://leginfo.legislature.ca.gov/faces/home.xhtml))

**Electric Vehicle (EV) Charging Station Signage Authorization on Highways**
EV charging station facilities located at roadside businesses are eligible to be included on state highway exit information signs. Signage must be consistent with California's Manual on Uniform Traffic Control Devices (https://dot.ca.gov/programs/safety-programs/camutcd/camutcd-files).

(Reference California Streets and Highway Code 101.7 (http://leginfo.legislature.ca.gov))

**Electric Vehicle (EV) Grid Integration Requirements**
In June 2020, the California Public Utilities Commission (PUC) published a plan establishing strategies to maximize EV grid integration. The PUC must also consider how to limit cost increases for all ratepayers. EV grid integration refers to any action that optimizes when or how an EV is charged. Additional terms and conditions apply.

(Reference California Public Utilities Code 740.16 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Electric Vehicle (EV) Infrastructure Information Resource**
The California Energy Commission, in consultation with the Public Utilities Commission, must develop and maintain a website containing specific links to electrical corporations, local publicly owned electric utilities, and other websites that contain information specific to EVs, including the following:

- Resources to help consumers determine if their residences will require utility service upgrades to accommodate EVs;
- Basic charging circuit requirements;
- Utility rate options; and
- Load management techniques.

(Reference California Public Resources Code 25227 (http://www.oal.ca.gov/))

**Electric Vehicle (EV) Parking Space Regulation**
An individual may not park a motor vehicle within any on- or off-street parking space specifically designated by a local authority for parking and charging EVs unless the vehicle is an EV fueled by electricity. Eligible EVs must be in the process of charging to park in the space. A person found responsible for a violation is subject to traffic violation penalties.

(Reference California Vehicle Code 22511 (http://leginfo.legislature.ca.gov/faces/home.xhtml))

**Electric Vehicle (EV) Pilot Programs**
The California Public Utilities Commission (CPUC) may provide funding for pilot utility programs to install EV chargers at school facilities, other educational institutions, and state parks or beaches. Priority must be given to locations in disadvantaged communities, as defined by the California Environmental Protection Agency. For more information, see the CPUC project guidance (http://docs.cpuc.ca.gov/SearchRes.aspx?docformat=ALL&docid=206663987) and the CPUC Zero Emission Vehicles (http://www.cpuc.ca.gov/zev/) website.

(Reference Public Utilities Code 740.13-740.14 (http://leginfo.legislature.ca.gov/faces/home.xhtml))

**Electric Vehicle (EV) Support**
The Public Utilities Commission must consider the following to support EVs in California:

- Strategies to facilitate the development of technologies that promote grid integration, including technologies with submetering capabilities for residential EV chargers, if implementing these technologies is in the interest of ratepayers;
- Policies that support the development of technologies and rate strategies that reduce the impact of demand charges of EV drivers and fleets and to accelerate the adoption of EVs; and
- A tariff specific to heavy-duty EV fleets that encourages EV charging when there is excess grid capacity.

(Reference California Public Utilities Code 740.15 (http://www.oal.ca.gov/))

**Establishment of a Zero Emission Medium- and Heavy-Duty Vehicle Program**
The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Program) will provide funding for development, demonstration, pre-commercial pilot, and early commercial implementation projects for zero and near-zero emission trucks, buses, and off-road vehicles and equipment. Eligible projects include, but are not limited to, the following:

- Technology development, demonstration, pre-commercial pilots, and early commercial implementation projects for zero and near-zero emission truck technology;
- Zero and near-zero emission bus technology development, demonstration, pre-commercial pilots, and early commercial deployments, including pilots of multiple vehicles at one site or region;
- Purchase incentives for commercially available zero and near-zero emission truck, bus, and off-road vehicle and equipment technologies and fueling infrastructure; and
- Projects that support greater commercial motor vehicle and equipment freight efficiency and greenhouse gas emissions reductions, including autonomous vehicles, grid integration technology, and charge management solutions.

Remanufactured and retrofitted vehicles meeting warranty and emissions requirements may also qualify for funding. At least 20% of allocated funds must go towards early commercial deployment of eligible vehicles and equipment. The California Air Resources Board and the State Energy Resources Conservation and Development Commission will develop and administer the Program.

(Reference California Health and Safety Code 39719.2 (http://www.oal.ca.gov/))

**Fleet Vehicle Procurement Requirements**
When awarding a vehicle procurement contract, every city, county, and special district, including school and community college districts, may require that 75% of the passenger cars and/or light-duty trucks acquired be energy-efficient vehicles. This includes hybrid electric vehicles and alternative fuel vehicles that meet California's advanced technology partial zero emission vehicle standards. Vehicle procurement contract evaluations may consider fuel economy and life cycle factors for scoring purposes.

(Reference California Public Resources Code 25725-25726 (http://www.oal.ca.gov/))

**Hydrogen and Electric Vehicle (EV) Charger Local Permitting Policies**
All cities and counties, including charter cities, must adopt an ordinance that creates an expedited and streamlined permitting process for EV chargers. Cities and counties must approve applications to install EV chargers within five to ten business days, depending on the number of chargers proposed in the application. Applications will be approved after 20 to 40 business days, if the county or city does not approve the application, the building official does not deny the application, or the city or county does not submit an appeal. Each city or county must consult with the local fire department or district and the utility director to develop the ordinance, which must include a checklist of all requirements for EV chargers to be eligible for expedited review. A complete application that is consistent with the city or county ordinance must be approved, and entities submitting incomplete applications must be notified of the necessary required information to be granted expedited permit issuance. These provisions apply to cities and counties with populations above 200,000 residents. These provisions apply to cities and counties with populations less than 200,000 residents.

(Reference California Government Code 65850.7 and 65850.71 (http://www.oal.ca.gov/))

**Light-Duty Zero Emission Vehicle (ZEV) Sales Requirement**
All sales of new light-duty passenger vehicles in California must be ZEVs by 2035. ZEVs include battery-electric and fuel cell electric vehicles. The California Air Resources Board (CARB) will develop regulations related to in-state sales of new light-duty cars and trucks. CARB developed a ZEV Market Development Strategy (https://static.business.ca.gov/wp-content/uploads/2021/02/ZEV_Strategy_Feb2021.pdf) to support these regulations and assess statewide ZEV infrastructure. The Strategy will be updated triennially. For more information, see the ZEV Market Deployment Strategy (https://business.ca.gov/industries/zero-emission-vehicles/zev-strategy-2/) website.

(Reference Executive Order N-79-20 (https://www.gov.ca.gov/category/executive-orders/))

**Low Emission Vehicle (LEV) Standards**
California's LEV II exhaust emissions standards apply to Model Year (MY) 2004 and subsequent model year passenger cars, light-duty trucks, and medium-duty passenger vehicles meeting specified exhaust standards. The LEV II standards represent the maximum exhaust emissions for LEVs, Ultra LEVs, and Super Ultra LEVs, including flexible fuel, bi-fuel, and dual-fuel vehicles when operating on an alternative fuel. MY 2009 and subsequent model year passenger cars, light-duty trucks, and medium-duty passenger vehicles must meet specified fleet average greenhouse gas (GHG) exhaust emissions requirements. Each manufacturer must comply with these fleet average GHG requirements, which are based on California Air Resources Board (CARB) calculations. Bi-fuel, flexible fuel, dual-fuel, and grid-connected hybrid electric vehicles may be eligible for an alternative compliance method when operating on gasoline.

In December 2012, CARB finalized regulatory requirements, referred to as LEV III, which allow vehicle manufacturer compliance with the U.S. Environmental Protection Agency's GHG requirements for MY 2017-2025 to serve as compliance with California's adopted GHG emissions requirements for those same model years.

In November 2022, CARB approved LEV IV standards, which updates regulations for light- and medium-duty internal combustion engine vehicles by reducing allowable exhaust emissions and emissions caused by evaporation. LEV IV also changes the calculation procedure for new vehicle fleet-average emissions and prohibits zero emissions vehicles from being considered in fleet-average emissions calculations by MY 2029.

For more information, see the CARB LEV (https://ww2.arb.ca.gov/our-work/programs/low-emission-vehicle-program) website for more information.

(Reference California Code of Regulations Title 13, Section 1961-1961.4 (http://www.oal.ca.gov/))

**Mandatory Electric Vehicle (EV) Charger Building Standards**
The California Building Standards Commission (CBSC) published mandatory building standards requiring pre-wiring for EV charger installation in parking spaces at one- and two-family housing units with attached private garages, multi-family dwellings, commercial facilities, and public buildings in the California Green Building Standards Code within the California Building Standards Code.

New one- and two-unit single family dwellings or townhouses with attached private garages must have an electrical conduit installed that is capable of supporting a Level 2 EV charger. For new multifamily housing and hotels, 40% of parking spaces must be capable of supporting a low-power Level 2 EV charger and 10% of parking spaces must be equipped with Level 2 EV chargers.

For public parking facilities, minimum EV charger pre-wiring installation requirements are based on the number of parking spaces, per parking facility, as follows:

| Total Actual Parking Spaces | Required EV-Capable Parking Spaces | Required Number of Parking Spaces with Level 2 EV Chargers |
|---|---|---|
| 0 to 9 | 0 | 0 |
| 10 to 25 | 4 | 0 |
| 26 to 50 | 8 | 2 |
| 51 to 75 | 13 | 3 |
| 76 to 100 | 17 | 4 |
| 101 to 151 | 25 | 6 |
| 151 to 200 | 35 | 9 |
| 201 and over | 20% of total parking spaces | 25% of EV-capable parking spaces |

Public facilities must also install accessible EV chargers when installing new or additional EV chargers. Minimum accessible EV charger installation requirements, per parking facility, are as follows:

| Total EV Chargers | Van Accessible EV Chargers | Standard Accessible EV Chargers | Ambulatory Accessible EV Chargers |
|---|---|---|---|
| 1 to 4 | 1 | 0 | 0 |
| 5 to 25 | 1 | 1 | 0 |
| 26 to 50 | 1 | 1 | 1 |
| 51 to 75 | 1 | 2 | 2 |
| 76 to 100 | 1 | 3 | 3 |
| 101 and over | 1, plus 1 for each 300, or fraction thereof, over 100 | 3, plus 1 for each 60, or fraction thereof, over 100 | 3, plus 1 for each 50, or fraction thereof, over 100 |

In cases in which EV chargers can simultaneously charge more than one vehicle, the number of EV chargers provided shall be considered equivalent to the number of EVs that can be simultaneously charged.

Beginning January 1, 2023, CBSC must convene a workshop to evaluate demand for EV charging infrastructure, electric load forecasts, and statewide transportation electrification goals and use the workshop's findings to recommend updates to EV charging station building standards. The workshop must convene and propose recommendations on a triennial basis. CBSC must also publish guidance and best practices for installing EV charging stations.

Additional requirements may apply. For more information, including exemptions and additional regulations and requirements, see the CBSC (http://www.bsc.ca.gov/Codes.aspx) website.

(Reference California Health and Safety Code 18941.10, 18941.11, and 18941.17 (http://www.oal.ca.gov/), California Green Building Standards Title 24, Part 11, Chapters 4 and 5 (http://www.oal.ca.gov/), and California Building Code Chapters 2 and 11B (http://www.oal.ca.gov/))

**Medium- and Heavy-Duty (MHD) Fleet Vehicle Data Collection and Planning**
The California Energy Commission (CEC) in collaboration with the California Air Resources Board (CARB) and the California Public Utilities Commission (CPUC) must collect state agency fleet data for MHD on- and off-road vehicles. Fleet data must include vehicle fuel types, fleet address, and current and future vehicle charging needs. The CEC must share this data with the PUC and electric utilities to inform electrical grid planning efforts.

(Reference California Public Resource Code 25328 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Medium- and Heavy-Duty (MHD) Zero Emission Vehicle (ZEV) Deployment Support**
California, Colorado, Connecticut, District of Columbia, Hawaii, Maine, Maryland, Massachusetts, Nevada, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont, Virginia, and Washington (signatory states) signed a memorandum of understanding (https://www.nescaum.org/documents/mhdv-zev-mou-20220329.pdf/) (MOU) to support the deployment of MHD ZEVs through involvement in a Multi-State ZEV Task Force (Task Force).

In July 2022, the Task Force published a multi-state action plan (https://www.nescaum.org/documents/multi-state-medium-and-heavy-duty-zev-action-plan.pdf) to support electrification of MHD vehicles. The action plan includes strategies and recommendations to accomplish the goals of the MOU, including limiting all new MHD vehicle sales in the signatory states to ZEVs by 2050, accelerating the deployment of MHD ZEVs, and ensuring MHD ZEV deployment also benefits disadvantaged communities.

For more information, see the MHD ZEVs: Action Plan Development Process (https://www-f.nescaum.org/documents/multi-state-medium-and-heavy-duty-zero-emission-vehicle-action-plan/) website.

**Medium- and Heavy-Duty (MHD) Zero Emission Vehicle (ZEV) Requirement**
The California Air Resources Board's (ARB) Advanced Clean Truck Program requires all new MHD vehicles sold in California to be a ZEV by 2045. Zero-emission technologies include all-electric and fuel cell electric vehicles. Beginning in 2024, manufacturers seeking ARB certification for Class 2b through Class 8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales. Manufacturers must achieve the following annual sales percentages for medium- and heavy-duty ZEVs sold in California:

| | **ZEV Sales Percentages** | | |
|---|---|---|---|
| Vehicle Model Year (MY) | Class 2b-3 | Class 4-8 | Class 7-8 Tractors |

| | | | |
|---|---|---|---|
| 2024 | 5% | 9% | 5% |
| 2025 | 7% | 11% | 7% |
| 2026 | 10% | 13% | 10% |
| 2027 | 15% | 20% | 15% |
| 2028 | 20% | 30% | 20% |
| 2029 | 25% | 40% | 25% |
| 2030 | 30% | 50% | 30% |
| 2031 | 35% | 55% | 35% |
| 2032 | 40% | 60% | 40% |
| 2033 | 45% | 65% | 40% |
| 2034 | 50% | 70% | 40% |
| 2035 and future years | 55% | 75% | 40% |

*Excludes pickup trucks for 2024-2026 MYs

Additionally, entities with annual gross revenues greater than $50 million, fleet owners with 50 or more medium- and heavy-duty vehicles, and any California government or federal agency with one or more vehicles over 8,500 pounds must report their existing fleet operations to ensure fleets are purchasing and placing zero-emission trucks in the correct service locations.

For more information, including additional requirements and exemptions, see the ARB Advanced Clean Trucks Program (https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks) website.

(Reference California Code of Regulations Title 13, Sections 1963-1963.5 and 2012-2012.2 (https://oal.ca.gov/))

**Mobile Source Emissions Reduction Requirements**
Through its Mobile Sources Program, the California Air Resources Board (CARB) has developed programs and policies to reduce emissions from on-road heavy-duty diesel vehicles through the installation of verified diesel emission control strategies (VDECS) and vehicle replacements.

The on-road heavy-duty diesel vehicle rule (http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm) (i.e., truck and bus regulation) requires the retrofit and replacement of nearly all privately owned vehicles operated in California with a gross vehicle weight rating (GVWR) greater than 14,000 pounds (lbs.). School buses owned by private and public entities and federal government owned vehicles are also included in the scope of the rule. By January 1, 2023, nearly all vehicles must have engines certified to the 2010 engine standard or equivalent. The drayage truck rule (http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm) regulates heavy-duty diesel-fueled vehicles that transport cargo to and from California's ports and intermodal rail facilities. The rule requires that certain drayage trucks be equipped with VDECS and that all applicable vehicles have engines certified to the 2007 emissions standards. By January 1, 2023, all applicable vehicles must have engines certified to 2010 standards. The solid waste collection vehicle rule (http://www.arb.ca.gov/msprog/swcv/swcv.htm) regulates solid waste collection vehicles with a gross vehicle weight rating of 14,000 lbs. or more that operate on diesel fuel, have 1960 through 2006 engine models, and collect waste for a fee. The fleet rule for public agencies and utilities

(https://ww3.arb.ca.gov/msprog/publicfleets/publicfleets.htm) requires fleets to install VDECS on vehicles or purchase vehicles that run on alternative fuels or use advanced technologies to achieve emissions requirements by specified implementation dates.

(Reference California Code of Regulations Title 13, 2021-2027 (http://www.oal.ca.gov/))

***Point of Contact***
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**Public Utility Definition**
A corporation or individual that owns, controls, operates, or manages a facility that supplies electricity to the public exclusively to charge light-, medium-, and heavy-duty all-electric and plug-in hybrid electric vehicles, compressed natural gas to fuel natural gas vehicles, or hydrogen as a motor vehicle fuel is not defined as a public utility.

(Reference California Public Utilities Code 216 (http://www.oal.ca.gov/) and California Public Utilities Decision 20-09-025, 2020 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Public Utility Electric Vehicle (EV) Charger Reliability Standard**
Electric utilities must ensure that all new EV chargers installed in their service territory are able to be used without delays due utility service failure.

(Reference California Public Utilities Code 933 (http://www.oal.ca.gov/) and Senate Bill 410, 2023 (http://www.oal.ca.gov/))

**Public Utility Zero Emission Vehicle (ZEV) Acquisition Requirement**
Any state regulation that seeks to require or compel the procurement of medium- and heavy-duty ZEVs must authorize public agency utilities to purchase ZEV replacements for traditional utility-specialized vehicles that are at the end-of-life.

(Reference California Vehicle Code 28500 (http://www.oal.ca.gov/))

**State Agency Low Carbon Fuel Use Requirement**
At least 3% of the aggregate amount of bulk transportation fuel purchased by the state government must be from very low carbon transportation fuel sources. The required amount of very low carbon transportation fuel purchased will increase by 1% annually until January 1, 2024. Some exemptions may apply, as determined by the California Department of General Services (DGS). Very low carbon fuel is defined as a transportation fuel having no greater than 40% of the carbon intensity of the closest comparable petroleum fuel for that year, as measured by the methodology in California Code of Regulations (http://www.oal.ca.gov/) Title 17, Sections 95480-95486. DGS will submit an annual progress report to the California Legislature.

(Reference California Code of Regulations Title 17, Section 95480-95486 (http://www.oal.ca.gov/))

**State Transportation Plan**
The California Department of Transportation (Caltrans) must publish a California Transportation Plan (Plan) every five years, beginning December 31, 2015. The Plan must address how the state will achieve maximum feasible emissions reductions, taking into consideration the use of alternative fuels, new vehicle technology, and tailpipe emissions reductions. Caltrans must consult and coordinate with related state agencies, air quality management districts, public transit operators, and regional transportation planning agencies. Caltrans must also provide an opportunity for public input. Caltrans must submit a final draft of the Plan to the legislature and governor. A copy of the 2020 report is available on the Caltrans (https://dot.ca.gov/programs/transportation-planning/division-of-

transportation-planning/state-planning-equity-and-engagement/california-transportation-plan) website. Caltrans must also review the Plan and prepare a report for the legislature and governor that includes actionable, programmatic transportation system improvement recommendations every five years.

(Reference California Government Code 65070-65073.1 (http://www.oal.ca.gov/))

**Utility Transportation Electrification Cost Recovery Regulations**
The California Public Utilities Commission must approve or modify utility transportation electrification programs, including those that deploy electric vehicle (EV) chargers, through a reasonable cost recovery mechanism that does not unfairly compete with nonutility enterprises. At least 35% of the investments must be in underserved communities.

Utilities must file a new tariff to design and deploy all electrical distribution infrastructure on the utility side of the customer meter, for all customers installing a separately metered, to be recovered as other distribution infrastructure authorized on an ongoing basis in the utility's general rate case of EV chargers.

(Reference California Public Utilities Code 740.19 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Vehicle Acquisition and Petroleum Reduction Requirements**
The California Department of General Services (DGS) is responsible for maintaining specifications and standards for passenger cars and light-duty trucks that are purchased or leased for state office, agency, and department use. These specifications include minimum vehicle emissions standards and encourage the purchase or lease of fuel-efficient and alternative fuel vehicles (AFVs). Specifically, DGS must reduce or displace the fleet's consumption of petroleum products by 20% by January 1, 2020, as compared to the 2003 consumption level. DGS must also ensure that at least 50% of the light-duty vehicles purchased by the state are zero emission vehicles (ZEVs). Further, at least 15% of DGS' fleet of new vehicles with a gross vehicle weight rating of 19,000 pounds or more must be ZEVs by 2025, and at least 30% by 2030.

On an annual basis, DGS must compile information including, but not limited to, the number of AFVs and hybrid electric vehicles acquired, the locations of the alternative fuel pumps available for those vehicles, and the total amount of alternative fuels used. Vehicles the state owns or leases that are capable of operating on alternative fuel must operate on that fuel unless the alternative fuel is not available. DGS is also required to:

- Take steps to transfer vehicles between agencies and departments to ensure that the most fuel-efficient vehicles are used and to eliminate the least fuel-efficient vehicles from the state's motor vehicle fleet;
- Submit annual progress reports to the California Department of Finance, related legislative committees, and the general public via the DGS (https://www.dgs.ca.gov/) website;
- Encourage other agencies to operate AFVs on the alternative fuel for which they are designed, to the extent feasible;
- Encourage the development of commercial fueling infrastructure at or near state vehicle fueling or parking sites;
- Work with other agencies to incentivize and promote state employee use of AFVs through preferential or reduced-cost parking, access to electric vehicle charging, or other means, to the extent feasible; and
- Establish a more stringent fuel economy standard than the 2007 standard.

Beginning January 1, 2024, DGS must develop criteria to evaluate commercial car rental service contracts based on the number of ZEVs or PHEVs available in the service's fleet.

(Reference California Public Resources Code 25722.5-25722.11, and 25724 (http://www.oal.ca.gov/))

**Volkswagen (VW) Zero Emission Vehicle (ZEV) Investment Plan**
The California Air Resources Board (CARB) approved the VW California ZEV Investment Plan. As required by the October 2016 2.0-Liter Partial Consent Decree, VW must invest $800 million over ten years to support the increased adoption of ZEV technology in California. VW will submit a series of four 30-month cycle ZEV investment plans to CARB for approval. CARB approved the Cycle 3 plan (https://www.electrifyamerica.com/assets/pdf/cycle3_invesment_plan.2338a9b6.pdf/), which covered January 2022 through June 2024. The Cycle 3 plan included major investments in metropolitan, highway, heavy-duty, and transit ZEV infrastructure; ZEV education, awareness, access, and marketing; and specific ZEV investments in Wilmington, Long Beach. VW submitted its Cycle 4 (https://ww2.arb.ca.gov/resources/documents/zev-investment-plans) plan in January 2024, and focuses on electric vehicle (EV) charging infrastructure, EV charger utilization, and ZEV adoption.

For more information, see the Electrify America Investment Plan (https://www.electrifyamerica.com/our-plan) website and CARB's VW Settlement (https://ww2.arb.ca.gov/our-work/programs/volkswagen-zero-emission-vehicle-zev-investment-commitment) website.

**Zero Electric Vehicle (ZEV) Office Authorization and Equity Assessment**
The California legislature established the ZEV Market Development Office (Office) is established within the Governor's Office of Business and Economic Development to serve as a point of contact for stakeholders to provide feedback on California's ZEV goals and to direct the equitable deployment of light-, medium-, and heavy-duty ZEVs, supporting infrastructure, and ZEV workforce development. The Office must also create an equity action plan as part of the ZEV Market Development Strategy (https://static.business.ca.gov/wp-content/uploads/2021/02/ZEV_Strategy_Feb2021.pdf). The action plan must include recommendations to:

- Improve access to ZEVs, supporting infrastructure, and ZEV transportation options in low-income, disadvantaged, and underserved communities; and,
- Reduce pollution from transportation in low-income, disadvantaged, and underserved communities; and,
- Support the ZEV industry and workforce in California.

The Office must track state progress toward achieving recommendations included in the equity action plan.

(Reference California Government Code 12100.150) (http://www.oal.ca.gov/))

**Zero Emission Freight Assessment**
The California Transportation Commission (CTC), along with other state agencies, must develop a Clean Freight Corridor Efficiency Assessment. As part of the assessment, the CTC must establish an advisory committee, made up of industry representatives and public and private freight stakeholders. The assessment must:

- Identify and designate priority freight corridors for the deployment of zero emission medium- and heavy-duty (MHD) vehicles and associated infrastructure;
- Identify projects to further state goals for zero emission freight and potential sponsors of projects;
- Identify barriers and potential solutions to deploying zero emission MHD vehicles; and,
- Assess impacts on existing infrastructure, potential funding opportunities, and benefits from deploying zero emission MHD vehicles.

In December 2023, the CTC submitted a report (https://catc.ca.gov/-/media/ctc-media/documents/programs/sb671/sb671-final-clean-freight-corridor-efficiency-assessment-dor.pdf) containing the assessment's findings and recommendations to the Legislature. Findings from the assessment must be incorporated into the California Transportation Plan (https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning-equity-and-engagement/california-transportation-plan).

(Reference California Government Code 14517 and 65072.5 (http://www.oal.ca.gov/))

**Zero Emission School Bus Acquisition Requirements**
Beginning January 1, 2035, school districts may only purchase or lease zero emission school buses. Exemptions may apply if zero emission school bus use is not feasible due to terrain or route constraints.

(Reference Health and Safety Code 44272.6 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Zero Emission Transit Bus Incentive Assessment**
The California Legislative Analyst's Office submitted a report (https://lao.ca.gov/Publications/Report/4890) to the legislature on the effectiveness of the Zero Emission Transit Bus Tax Exemption (https://afdc.energy.gov/laws/12309) on April 15, 2024. The report provides an analysis of the tax exemption impacts, additional funding sources, zero emission bus adoption trends, and recommendations to the Legislature.

(Reference California Revenue and taxation Code 6377 (http://www.oal.ca.gov/))

**Zero Emission Transit Incentive Program Authorization**
The California State Transportation Agency (CalSTA) is authorized to establish the Zero-Emission Transit Capital Program to provide funding for zero-emission transit equipment, including zero emission vehicles and fueling infrastructure. By October 31, 2025, and annually thereafter, funding recipients must submit a report to CalSTA on how funds were utilized. For more information, see the CalSTA SB 125 Transit Program (https://calsta.ca.gov/subject-areas/sb125-transit-program) website.

(Reference California Government Code 13979.3 and 13987 and California Public Resources Code 75260 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Zero Emission Transportation System Support**
Private, nonprofit entities that provide services to zero emission transportation may enter into a joint power agreement with a public agency to facilitate the development of a zero-emission transportation system. The system must reduce greenhouse gas emissions, reduce vehicle congestion and vehicle miles traveled, and improve public transit options.

(Reference California Government Code 6538.5 (https://leginfo.legislature.ca.gov/faces/codes.xhtml))

**Zero Emission Vehicle (ZEV) Deployment Support**
California joined Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Rhode Island, and Vermont in signing a memorandum of understanding (https://www.nescaum.org/documents/zev-mou-10-governors-signed-20191120.pdf/ ) (MOU) to support the deployment of ZEVs through involvement in a ZEV Program Implementation Task Force (Task Force). In May 2014, the Task Force published a ZEV Action Plan (https://www.nescaum.org/documents/multi-state-zev-action-plan.pdf) (Plan) identifying 11 priority actions to accomplish the goals of the MOU, including deploying at least 3.3 million ZEVs and adequate fueling infrastructure within the signatory states by 2025. The Plan also includes a research agenda to inform future actions. On an annual basis, each state must report on the number of registered ZEVs, the number of public electric vehicle (EV) charging stations and hydrogen fueling stations, and available information regarding workplace fueling for ZEVs.

In June 2018, the Task Force published a new ZEV Action Plan (https://www.nescaum.org/documents/2018-zev-action-plan.pdf) for 2018-2021. Building on the 2014 Action Plan, the 2018 Action Plan makes recommendations for states and other key partners in five priority areas:

- Raising consumer awareness and interest in electric vehicle technology;
- Building out a reliable and convenient residential, workplace and public charging/fueling infrastructure network;
- Continuing and improving access to consumer purchase and non-financial incentives;

- Expanding public and private sector fleet adoption; and
- Supporting dealership efforts to increase ZEV sales.

For more information, see the Multi-State ZEV Task Force (https://www-f.nescaum.org/documents/multi-state-medium-and-heavy-duty-zero-emission-vehicle-action-plan) website.

**Zero Emission Vehicle (ZEV) Fee**
ZEV owners must pay an annual road improvement fee of $100 upon vehicle registration or registration renewal for ZEVs model year 2020 and later. The California Department of Motor Vehicles will increase the fee annually to account for inflation, equal to the increase in the California Consumer Price Index for the prior year. For more information, see the DMV Registration Fees (https://www.dmv.ca.gov/portal/vehicle-registration/registration-fees/) website.

(Reference California Vehicle Code 9250.6 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Zero Emission Vehicle (ZEV) Infrastructure Fee Structure Assessment**
By January 1, 2026, California Energy Commission, California Air Resources Board, and California Department of Motor Vehicles must assess the economic equity of fee structures for ZEV and propose to the Legislature alternative fee structures for funding ZEV infrastructure.

(Reference Assembly Bill 126, 2023 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Zero Emission Vehicle (ZEV) Initiative**
The California Air Resources Board's (CARB) Charge Ahead California Initiative was established to help place into service at least 1 million ZEVs and near-zero emission vehicles in California by January 1, 2023. In consultation with the State Energy Resources Conservation and Development Commission, CARB prepared a funding plan (https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan.pdf) that includes a market and technology assessment, assessments of existing zero and near-zero emission funding programs, and programs that increase access to disadvantaged, low-income, and moderate-income communities and consumers. Potential programs under the initiative include those involving innovative financing, car sharing, charging infrastructure in multi-unit dwellings located in disadvantaged communities, public transit, and agricultural vanpool programs. The funding plan must be updated at least every three years through January 1, 2023.

(Reference California Health and Safety Code 44258.4 (http://www.oal.ca.gov/))

**Zero Emission Vehicle (ZEV) Production Requirements**
The California Air Resources Board (CARB) certifies new passenger cars, light-duty trucks, and medium-duty passenger vehicles as ZEVs if the vehicles produce zero exhaust emissions of any criteria pollutant (or precursor pollutant) under all possible operational modes and conditions. Manufacturers with annual sales between 4,501 and 60,000 vehicles may comply with the ZEV requirements through multiple alternative compliance options that include producing low emission vehicles and obtaining ZEV credits. Manufacturers with annual sales of 4,500 vehicles or less are not subject to this regulation.

CARB's emissions control program for model year (MY) 2017 through 2025 combines the control of smog, soot, and greenhouse gases (GHGs) and requirements for ZEVs into a single package of standards called Advanced Clean Cars (ACC). In December 2012, CARB finalized new regulatory requirements that allow vehicle manufacturer compliance with the U.S. Environmental Protection Agency's (EPA) GHG requirements for MY 2017 through 2025 to serve as compliance with California's adopted GHG emissions requirements for those same model years.

The accounting procedures for MY 2018 through 2025 are based on a credit system as shown in the table below. The minimum ZEV requirement for each manufacturer includes the percentage of passenger cars and light-duty

trucks produced by the manufacturer and delivered for sale in California. The regulation also includes opportunities for compliance with transitional ZEVs, which must demonstrate certain exhaust emissions standards, evaporative emissions standards, on-board diagnostic requirements, and extended warranties.

| MY | ZEV Requirement |
|---|---|
| 2021 | 12% |
| 2022 | 14.5% |
| 2023 | 17% |
| 2024 | 19.5% |
| 2025 and later | 22% |

In November 2022, CARB finalized another rule in addition to the ACC emissions control program for MY 2026 through 2035 called Advanced Clean Cars II (ACCII), requiring an increasing percentage of ZEVs in new vehicle sales beyond MY 2025. ZEV sales requirements under ACCII are shown in the table below.

| MY | ZEV Requirement |
|---|---|
| 2026 | 35% |
| 2027 | 43% |
| 2028 | 51% |
| 2029 | 59% |
| 2030 | 68% |
| 20231 | 76% |
| 2032 | 82% |
| 2033 | 88% |
| 2034 | 94% |
| 2035 and later | 100% |

For more information, see the CARB ZEV Program (http://www.arb.ca.gov/msprog/zevprog/zevprog.htm) website.

(Reference California Code of Regulations Title 13, Section 1962 -1962.2 and 1962.4 (http://www.oal.ca.gov/))

**Zero Emission Vehicle (ZEV) Promotion Plan**
All California state agencies must support and facilitate the rapid commercialization of ZEVs in California. In particular, the Air Resources Board, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant state agencies must work with the private sector to establish benchmarks to achieve targets for ZEV commercialization and deployment. These targets include:

- By 2020, the state will have established adequate infrastructure to support one million ZEVs;

- By 2025, there will be over 1.5 million ZEVs on the road in California and clean, efficient vehicles will displace 1.5 billion gallons of petroleum fuels annually;
- By 2025, there will be 200 hydrogen fueling stations and 250,000 electric vehicle (EV) chargers, including 10,000 direct current (DC) fast chargers, in California;
- By 2030, there will be at least 5 million ZEVs on the road in California; and
- By 2050, greenhouse gas emissions from the transportation sector will be 80% less than 1990 levels.

State agencies must also work with their stakeholders to accomplish the following:
- Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars;
- Update the 2016 ZEV Action plan, with a focus on low income and disadvantaged communities;
- Recommend actions to increase the deployment of ZEV infrastructure through the Low Carbon Fuel Standard;
- Support and recommend policies that will facilitate the installation of EV chargers in homes and businesses; and
- Ensure EV charging and hydrogen fueling are affordable and accessible to all drivers.

The ZEV promotion plan additionally directs the state fleet to increase the number of ZEVs in the fleet through gradual vehicle replacement. By 2020, ZEVs should make up at least 25% of the fleet's light-duty vehicles. Vehicles with special performance requirements necessary for public safety and welfare are exempt from this requirement. For more information about the plan, see CEC's ZEVs and Infrastructure Update (https://www.energy.ca.gov/data-reports/energy-insights/zero-emission-vehicle-and-charger-statistics).

(Reference Executive Order B-16, 2012 (https://www.gov.ca.gov/category/executive-orders/), Executive Order B-48, 2018 (https://www.gov.ca.gov/category/executive-orders/), and Executive Orders N-19-19, 2019 (https://www.gov.ca.gov/category/executive-orders/))

**Zero Emission Vehicle and Infrastructure Support**
The California Energy Resources Conservation and Development Commission must provide technical assistance and support for the development of zero-emission fuels, fueling infrastructure, and fuel transportation technologies. Technical assistance and support may include the creation of research, development, and demonstration programs.

(Reference California Public Resources Code 25617 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Zero-Emission Airport Shuttle Requirement**
By 2035, all airport fixed-route shuttle fleets must transition to 100% zero-emission vehicles (ZEVs). Zero-emission shuttle technologies include battery-electric or fuel cell electric technologies. Starting in 2022, shuttle fleets must report the details of their vehicles to the California Air Resources Board (CARB). Starting in 2023, if fleets replace a ZEV shuttle, the replacement must be a ZEV. For additional terms and conditions, see CARB's Zero-Emission Airport Shuttle (https://ww2.arb.ca.gov/our-work/programs/zero-emission-airport-shuttle) website.

(Reference Resolution Number 19-8, 2019 (http://www.oal.ca.gov/))

**Zero-Emission Transit Bus Requirement**
By 2040, all public transit agencies must transition to 100% zero-emission bus fleets. Zero-emission bus technologies include battery-electric or fuel cell electric. Transit agencies must purchase or operate a minimum number of zero-emission buses according to the following schedules:

| | **Large Transit Agency** | **Small Transit Agency** |
|---|---|---|

| | | |
|---|---|---|
| January 1, 2023 | 25% of the total number of new bus purchases in each calendar year must be zero-emission buses | No requirement |
| January 1, 2026 | 50% of the total number of new bus purchases in each calendar year must be zero-emission buses | 25% of the total number of new bus purchases in each calendar year must be zero-emission buses |
| January 1, 2029 | All new bus purchases must be zero-emission buses | All new bus purchases must be zero-emission buses |

Each transit agency will submit a plan demonstrating how it will purchase clean buses, develop infrastructure, train personnel, and other required details. Large transit agencies must submit a plan in 2020 and small agencies must submit a plan in 2023. Additional rules and requirements apply.

For more information, including definitions of large and small transit agencies and additional terms and conditions, see the California Air Resources Board's Innovative Clean Transit (https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit) website.

(Reference California Code of Regulations Title 13, Section 2023.1 (http://www.oal.ca.gov/))

**Zero-Emission and Autonomous Vehicle Infrastructure Support**
Cities and counties that receive funding from the Road Maintenance and Rehabilitation Program are encouraged to use funds towards advanced transportation technologies and communication systems, including, but not limited to, zero-emission vehicle fueling infrastructure and infrastructure-to-vehicle communications for autonomous vehicles.

(Reference California Streets and Highways Code 2030 (http://leginfo.legislature.ca.gov/faces/home.xhtml))

## Utility / Private Incentives

**Pre-Owned Electric Vehicle (EV) Rebates – Pacific Gas and Electric (PG&E)**
PG&E offers residential customers a rebate of $1,000 for the purchase of a pre-owned EV. Low-income residents are eligible for a rebate of up to $4,000. Additional terms and conditions apply. For more information, see the PG&E Drive Forward Electric (https://evrebates.pge.com/program-requirements) website.

**Agricultural Equipment Electrification Grant - Central Coast Community Energy (CCCE)**
CCCE offers grants to replace heavy-duty agricultural vehicles with all-electric equipment. Costumers are eligible for incentives up to 50 to 70% of the total project cost, up to $75,000. Funding is available on a first-come, first-served basis. For more information, see the CCCE Ag Electrification Program (https://3cenergy.org/ag-electrification-program/) website.

**Commercial Electric Vehicle (EV) Charging Station Rebate - Pasadena Water and Power (PWP)**
PWP offers rebates of $3,000 per port for commercial, workplace, multi-unit dwelling (MUD), and fleet customers for the installation of networked Level 2 EV charging stations, or rebates of $1,500 per port for non-networked Level 2 EV charging stations. PWP also offers rebates of $6,000 for the installation of direct current fast charging (DCFC) stations or Level 2 EV charging stations installed at select sites, including disadvantaged communities. Additional terms and conditions apply. For more information, including how to apply, see the PWP Commercial EV and Charger Incentive Program (https://ww5.cityofpasadena.net/water-and-power/commercialchargerrebate/) website.

**Commercial Electric Vehicle (EV) and EV Charging Station Rebates - TID**
Turlock Irrigation District (TID) offers commercial customers a rebate for the purchase or lease of a qualifying new or pre-owned EV. Rebates are available in the following amounts:

| Vehicle Category | Maximum Rebate Amount |
|---|---|
| Light-Duty | $500 |
| Medium-Duty | $1,500 |
| Heavy-Duty | $5,000 |
| School Bus | $5,000 |

TID also offers commercial customers rebates of up to $1,000 for the purchase of Level 2 EV charging stations and $20,000 for the purchase of direct current fast charging (DCFC) stations. Customers installing Level 2 EV charging stations may also be eligible for a rebate of up to $6,000 for qualifying installation costs. Up to ten rebates may be claimed for EVs and EV charging stations per commercial account, respectively. For more information, including vehicle category details and eligibility requirements, see the TID Commerical EV Rebates (https://www.tid.org/customer-service/electric-vehicles/#advgb-tabs-tab1) website.

**Electric School Bus Grant - Central Coast Community Energy (CCCE)**
CCCE offers grants to school districts for the purchase of an electric school bus. Grants may cover up to 50% of the cost of an electric school bus, up to $200,000. For more information, see the CCCE Electric School Bus Program (https://3cenergy.org/rebates/electric-bus-program/) website.

**Electric Vehicle (EV) Charging Rate Incentive – Glendale Water and Power (GWP)**
GWP offers a monthly incentive of $12 for customers who charge their EV during off-peak hours. Incentives are distributed annually. For more information, see the GWP Off-Peak EV Charging Rebate (https://www.bringyourowncharger.com/gwp-home) website.

**Electric Vehicle (EV) Charging Rate Reduction - Azusa Light & Water**
Azusa Light & Water offers a $0.05 per kilowatt-hour (kWh) discount for electricity used to charge EVs during off peak times. Customers must use a minimum of 50 kWh to receive the discount. For more information, see the Azusa Light & Water Schedule EV (https://www.ci.azusa.ca.us/1191/Schedule-EV) website.

**Electric Vehicle (EV) Charging Rate Reduction - SCE**
Southern California Edison (SCE) offers a discounted electricity rate to customers that own or lease an EV. Two rate schedules are available for EV charging during on- and off-peak hours. For more information, see the SCE EV Plans (https://www.sce.com/residential/rates/electric-vehicle-plans) website.

**Electric Vehicle (EV) Charging Rate Reduction - SMUD**
The Sacramento Municipal Utility District (SMUD) offers a discounted rate to residential customers for electricity used to charge EVs. For more information, see the SMUD Rate Details (https://www.smud.org/en/Rate-Information/Time-of-Day-rates/Time-of-Day-5-8pm-Rate/Rate-details#EVdiscount) website.

**Electric Vehicle (EV) Charging Station Incentive – SDG&E**
The San Diego Gas & Electric (SDG&E) Power Your Drive for Fleets program installs or incentivizes medium- and heavy-duty EV charging stations for commercial customers. Customers may apply for a no-cost installation by SDG&E, with SDG&E owning the infrastructure up to the charging station, or customers may apply for rebate of up to 80% the cost of installing the infrastructure from the meter to the charging station. Additionally, transit agencies, school districts, and some private fleets in disadvantaged communities are eligible for a rebate up to

50% the cost of the charger purchase. For more information, including eligibility and additional program details, see the SDG&E Power Your Drive for Fleets (https://www.sdge.com/business/electric-vehicles/power-your-drive-for-fleets#overview) website.

**Electric Vehicle (EV) Charging Station Incentives for Medium- and Heavy-Duty Fleets - PG&E**
Pacific Gas & Electric's (PG&E) EV Fleet Program offers competitive incentives to facilitate the installation of EV charging stations for medium- and heavy-duty vehicle fleets. PG&E offers dedicated electrical infrastructure design and construction services and reduced costs for electrical infrastructure work. Eligible entities include schools, transit agencies, and disadvantaged communities. Rebates are available in the following amounts:

| EV Charging Station Power Output | Maximum Rebate Amount |
|---|---|
| Up to 50 kilowatt (kW) | 50% of the purchase price, up to $15,000 |
| 50.1 kW to 150 kW | 50% of the purchase price, up to $25,000 |
| 150.1 kW and above | 50% of the purchase price, up to $42,000 |

Additional terms and conditions apply. For more information, see the PG&E EV Fleet Program (https://www.pge.com/en_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page?WT.mc_id=Vanity_evfleet) website.

**Electric Vehicle (EV) Charging Station Rebate - Alameda Municipal Power (AMP)**
AMP provides rebates to residential, commercial, and multifamily customers for the purchase of Level 2 EV charging stations. Rebates are available in the following amounts:

| Applicant Type | Rebate Amount | Maximum Number of Rebates per Applicant |
|---|---|---|
| Residential | $500 | 1 |
| Commercial | $6,000 | 6 |
| Multifamily | $8,000 | 6 |

Commercial customers are also eligible for a $500 rebate for every additional port, up to $3,000. Customers may apply for multiple rebates at a time. Additional terms and conditions apply. For more information, see the AMP EVs (https://www.alamedamp.com/349/Electric-Vehicles) website.

**Electric Vehicle (EV) Charging Station Rebate - Azusa Light & Water**
Azusa Light & Water offers a $150 rebate to customers for the purchase of an ENERGY STAR certified Level 2 EV charging station. For more information, see Azusa's EVs (https://www.ci.azusa.ca.us/1625/Plug-In-Electric-Vehicles) website.

**Electric Vehicle (EV) Charging Station Rebate - Burbank Water and Power (BWP)**
BWP provides rebates to commercial and residential customers toward the purchase of Level 2 EV charging stations. Residential customers may receive a rebate of up to $500 to purchase and install a Level 2 charging station. Commercial or multi-unit dwelling customers may receive up to $15,000 for the purchase and installation of Level 2 or direct current fast charging (DCFC) stations.

Residential customers who install a charger can receive up to $500 and will be placed on BWP's time-of-use rate. Applications must be submitted no later than six months from the date of purchase for commercial customers, and

no later than four months for residential customers. Residential customers may receive an additional $750 rebate for an electric panel upgrade.

Rebates are available on a first-come, first-served basis. Customers in disadvantaged communities are eligible for higher rebate amounts. For program guidelines and application materials, see the BWP Residential Electric Vehicle Charger Rebate (https://www.burbankwaterandpower.com/rebates-and-incentives) and Lead the Charge (https://www.burbankwaterandpower.com/leadthecharge) websites.

**Electric Vehicle (EV) Charging Station Rebate - Glendale Water and Power (GWP)**
GWP provides rebates to commercial and residential customers toward the purchase of Level 2 EV charging stations. Commercial or multi-unit dwelling customers who purchase and install EV charging stations can receive up to $6,000 for each charger and up to four rebates. Residential customers who install a charger can receive up to $599. Applications must be submitted no later than four months from the date of purchase. Rebates are available on a first-come, first-served basis until funds are exhausted. For program guidelines and application materials, see the GWP Electric Vehicles (https://www.glendaleca.gov/government/departments/glendale-water-and-power/electric-vehicles) website.

**Electric Vehicle (EV) Charging Station Rebate - SCE**
Southern California Edison's (SCE) Charge Ready Program offers customer rebates for businesses, government organizations, and multifamily properties to install EV charging stations at business, public sector, or multifamily dwelling locations. Rebate amounts vary, and sites located in disadvantaged communities are eligible for additional rebates. For more information, including eligibility requirements and funding availability, see the SCE Charge Ready Program (https://www.sce.com/business/electric-cars/Charge-Ready) website.

**Electric Vehicle (EV) Charging Station Rebate – Liberty Utilities**
Liberty Utilities offers residential customers a rebate of $1,500 and commercial customers a rebate of $2,500 for the purchase and installation of Level 2 EV charging stations at their home or small business. For more information, see the Liberty Utilities EV Program (https://california.libertyutilities.com/portola/residential/drive-electric/electric-vehicle-program.html#navbar-hp-menu-el-res) website.

**Electric Vehicle (EV) Charging Station Rebates - Anaheim Public Utilities (APU)**
APU provides rebates for residential, commercial, industrial, and municipal customers for the purchase and installation of Level 2 or direct current fast charging (DCFC) stations. Rebates are available in the following amounts:

| Customer Type | Charger Type | Access | Maximum Rebate Amount per EV charging station |
|---|---|---|---|
| Residential and commercial | Level 2 | Private | $1,500 |
| Residential and commercial participating in a time-of-use rate | DCFC | Public | $3,000 |
| Commercial, municipal, and multiunit dwelling | Level 2 or DCFC | Public | $5,000 |
| School, affordable housing, and publicly accessible DCFC locations | Level 2 or DCFC | Public | $10,000 |

Applicants installing DCFC stations may receive a maximum of 10 rebates. Applicants may also receive up to $5,000 for sub-meter installation fees and up to $1,500 for city permit fees. Additional terms and conditions apply. For more information, including how to apply, see the APU Personal EV Charger Rebate

(http://www.anaheim.net/593/Personal-EV-Charger-Rebate) and Public EV Charger Rebate (http://www.anaheim.net/3312/Public-EV-Charger-Rebate) websites.

**Electric Vehicle (EV) Charging Station Rebates for Businesses - SMUD**
Sacramento Municipal Utility District (SMUD) offers rebates to commercial customers for the purchase and installation of Level 2 EV charging stations and direct current fast charging (DCFC) stations at a workplace or multi-unit dwelling. DCFC stations may receive rebates of up to $30,000 per station and Level 2 charging stations may receive up to $4,500 per port. For more information, including eligibility requirements and how to apply, see the SMUD Business EV (https://www.smud.org/en/Going-Green/Electric-Vehicles/Business) and Sacramento County Incentive Project (https://calevip.org/incentive-project/sacramento-county-incentive-project) websites.

**Electric Vehicle (EV) Charging Station Rebates – PG&E**
Pacific Gas and Electric (PG&E) offers residential customers rebates of up to $500 for a Level 2 EV charging station and $2,000 for electric panel upgrades necessary to support the EV charging station. Eligible participants must meet household income requirements. For more information, including income thresholds, see the PG&E Empower EV Program (https://www.pge.com/en_US/residential/solar-and-vehicles/options/clean-vehicles/electric/empower-ev-program.page) website.

**Electric Vehicle (EV) Charging Station Rebates – Silicon Valley Power (SVP)**
SVP offers rebates for the purchase and installation of Level 2 EV charging stations to residential, multifamily, school, and nonprofit customers. Rebates are available in the following amounts:

| Applicant Type | Maximum Rebate Amount |
|---|---|
| Residential | $550 per station |
| Multifamily, commercial, government, nonprofit, and fleet | $8,000 per port |

Charging stations must have Wi-Fi capabilities. Residential customers may also receive a rebate of up to $2,000 to upgrade their electric panel to accommodate a Level 2 EV charger. Low-income residents and applicants located in equity areas may receive increased rebate amounts. Additional terms and conditions apply. For more information, see the SVP Rebates (https://www.siliconvalleypower.com/residents/rebates-6214) website.

**Electric Vehicle (EV) Incentives for Medium- and Heavy-Duty Fleets - PG&E**
Pacific Gas & Electric (PG&E) offers rebates for the purchase of electric fleet vehicles. EV rebates are available in the following amounts:

| Technology | Rebate Amount |
|---|---|
| Transit buses and class 8 vehicles | Up to $9,000 per vehicle |
| Transportation refrigeration units, truck stop electrification, airport ground support equipment, and forklifts | Up to $3,000 per vehicle |
| School buses, local delivery trucks, and other vehicles | Up to $4,000 per vehicle |

Applicants are limited to 25 vehicle rebates per site. Additional terms and conditions apply. For more information, including eligibility requirements, see the PG&E EV Fleet Program (https://www.pge.com/en_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page?WT.mc_id=Vanity_evfleet)

website.

**Electric Vehicle (EV) Infrastructure Support**
California utilities joined the National Electric Highway Coalition (NEHC), committing to create a network of direct current fast charging (DCFC) stations connecting major highway systems from the Atlantic Coast to the Pacific of the United States. NEHC utility members agree to ensure efficient and effective fast charging deployment plans that enable long distance EV travel, avoiding duplication among coalition utilities, and complement existing corridor DCFC sites. For more information, including a list of participating utilities and states, see the NEHC (https://www.eei.org/issuesandpolicy/Pages/NEHC.aspx) website.

**Electric Vehicle (EV) Rebate - Pasadena Water and Power (PWP)**
PWP provides rebates of $250 to residential customers who purchase or lease an eligible new or pre-owned EV. An additional $250 is available for eligible EVs purchased or leased from a Pasadena dealership. Customers participating in PWP's income-qualifying programs may also qualify for an additional $1,000 rebate, for a total of $1,500. Customers may receive rebates for up to 2 EVs per address every 3 years. Additional terms and conditions apply. For more information, see the PWP Residential EV and Charger Incentive Program (https://ww5.cityofpasadena.net/water-and-power/residentialevrebate/) website.

**Electric Vehicle (EV) Rebates for Fleet Vehicles - SMUD**
Sacramento Municipal Utility District (SMUD) offers rebates to businesses for the purchase of new commercial light-, medium-, and heavy-duty EVs. Rebates are available in the following amounts:

| Vehicle Class | Rebate Amount |
|---|---|
| Class 1-2b and passenger vehicles | $750 per vehicle |
| Class 3-5 | $5,000 per vehicle |
| Class 6-7 | $7,000 per vehicle |
| Class 8 | $15,000 per vehicle |

Additional terms and conditions apply. For more information, including how to apply, see the SMUD Business EV (https://www.smud.org/en/Going-Green/Electric-Vehicles/Business#d516cde3-45a5-42f2-9d6e-0235da3ca8fe-9f57022f-fa9c-4c0f-b346-f35b01afec56) website.

**Electric Vehicle (EV) Time-Of-Use (TOU) Rate - Burbank Water and Power (BWP)**
BWP offers a TOU rate to residential or multi-family customers for electricity used to charge EVs. Customers must remain on the EV TOU rate for a minimum of one year. For more information, see the BWP EVs (https://www.burbankwaterandpower.com/electric/rates-and-charges) website.

**Electric Vehicle (EV) Time-Of-Use (TOU) Rate - SDG&E**
San Diego Gas & Electric (SDG&E) offers three EV TOU rates to residential customers. For more information, including eligibility requirements and rate details, see the SDG&E EV Plans (https://www.sdge.com/residential/pricing-plans/about-our-pricing-plans/electric-vehicle-plans) website.

**Electric Vehicle (EV) Time-of-Use (TOU) Rate - Azusa Light & Water**
Azusa Light & Water offers a TOU rate to residential customers that own or lease an EV. For more information, see Azusa's EVs (https://www.ci.azusa.ca.us/1625/Plug-In-Electric-Vehicles) website.

**Electric Vehicle (EV) Time-of-Use (TOU) Rate – Liberty Utilities**
Liberty Utilities offers residential and commercial customers TOU rates for charging EVs. For more information, see the Liberty Utilities EV Program (https://california.libertyutilities.com/portola/residential/drive-electric/electric-vehicle-program.html#navbar-hp-menu-el-res) website.

**Electric Vehicle (EV) Time-of-Use (TOU) Rate – MCE**
MCE offers residential, multi-unit dwelling, and workplace customers TOU rates for charging EVs. Additional terms and conditions apply. For more information, see the MCE EV Rate Plans (https://mcecleanenergy.org/ev-charging/) website.

**Electric Vehicle (EV) and Compressed Natural Gas (CNG) Rate Reduction - PG&E**
Pacific Gas & Electric (PG&E) offers discounted residential time-of-use rates for electricity used to charge EVs during off-peak hours. Discounted rates are also available for CNG or uncompressed natural gas used in vehicle home fueling appliances. For more information, see the PG&E EV Rate Plans (https://www.pge.com/en_US/residential/rate-plans/rate-plan-options/electric-vehicle-base-plan/electric-vehicle-base-plan.page?) and CNG for Vehicles (https://www.pge.com/en/clean-energy/natural-gas-vehicles.html) websites.

**Electric Vehicle (EV) and EV Charging Station Rebates - Central Coast Community Energy (CCCE)**
CCCE offers rebates of up to $4,000 to residential, commercial, and public agency customers for the purchase of new or pre-owned EVs or electric motorcycles. CCCE also offers a rebate of up to $10,000 for Level 2 EV charging stations installed at homes or workplaces. For more information, see the CCCE Electrify Your Ride (https://3cenergy.org/rebates/electrify-your-ride-residential/) website.

**Electric Vehicle (EV) and EV Charging Station Rebates - TID**
Turlock Irrigation District (TID) offers residential customers a $500 rebate for the purchase or lease of a qualifying new or pre-owned EV. TID also offers residential customers a rebate of $300 for the purchase and installation of a qualifying Level 2 EV charging station. Low-income customers enrolled in the TID CARES Program are eligible for an additional rebate of $700 per EV and $100 per EV charging station. Up to two rebates may be claimed for EVs and EV charging stations per residential account. For more information, including eligibility requirements, see the TID Residential EV Rebates (https://www.tid.org/customer-service/save-energy-money/rebates/residential-ev/) and CARES Program (https://www.tid.org/customer-service/save-energy-money/rebates/residential-ev/) website.

**Electric Vehicle (EV) and Plug-In Hybrid Electric Vehicle (PHEV) Rebate - MCE**
MCE offers a $3,500 rebate for the purchase or lease of a new EV or PHEV and a $2,000 rebate for the purchase or lease of a pre-owned EV or PHEV for residential customers. To be eligible for the rebate, applicants must live in MCE's service area, be an MCE customer, and meet at least one of the qualifying income requirements. For more information, including eligibility requirements and how to apply, see the MCE EV Rebates (https://www.mcecleanenergy.org/ev-drivers/) website.

**Electric Vehicle (EV) and Plug-In Hybrid Electric Vehicle (PHEV) Rebate – Silicon Valley Power (SVP)**
SVP offers income-qualifying residential customers a $1,000 rebate for the purchase of a PHEV and $1,500 rebate for the purchase of an EV. For more information, including income requirements, see the SVP Rebates (https://www.siliconvalleypower.com/residents/rebates-6214) website.

**Multi-Unit Dwelling (MUD) and Workplace Electric Vehicle (EV) Charging Station Incentive - SDG&E**
San Diego Gas & Electric's (SDG&E) Power Your Drive program provides EV charging stations, installation, and maintenance support for MUDs and workplaces in the SDG&E territory. Site hosts must make a one-time participation payment and be able to dedicate at least five parking spaces at residential locations or at least ten parking spaces at workplaces for EV charging stations. MUDs and workplaces located in disadvantaged

communities may qualify for the program at no cost to the site host. Additional terms and conditions apply. For more information, including funding availability, see the Power Your Drive (https://www.sdge.com/residential/electric-vehicles/power-your-drive) website.

**Multi-Unit Dwelling (MUD) and Workplace Electric Vehicle (EV) Charging Station Rebate - MCE**
MCE provides rebates of up to $3,000 for the purchase and installation of qualifying Level 2 EV charging stations at MUDs and workplaces in MCE territory, up to $60,000 per site. Customers that are enrolled in the MCE Deep Green program may be eligible for an additional $500 rebate per port, up to $10,000 per site. For more information, including how to apply and eligible EV charging stations, see the MCE EV Rebates (https://www.mcecleanenergy.org/ev-charging/) website.

**Pre-Owned Electric Vehicle (EV) Incentives - Peninsula Clean Energy (PCE)**
PCE and Peninsula Family Service (PFS) offer up to $1,000 for the purchase of a pre-owned plug-in hybrid electric vehicle or all-electric EV to San Mateo County residents. Low-income residents may receive an additional $3,000 rebate. Additional terms and conditions apply. For more information, see the PCE DriveForward Electric (https://www.peninsulacleanenergy.com/driveforwardelectric/) website.

**Pre-Owned Electric Vehicle (EV) Rebate - Alameda Municipal Power (AMP)**
AMP provides rebates of up to $4,000 for the purchase of a pre-owned EV with a purchase price below $40,000. Income-qualifying customers may receive an additional $2,000 rebate. For more information, see the AMP EVs (https://www.alamedamp.com/349/Electric-Vehicles) website.

**Pre-Owned Electric Vehicle (EV) Rebate – Burbank Water and Power (BWP)**
BWP offers residential customers a rebate of up to $1,000 for the purchase of a pre-owned EV. For more information, see the BWP Used EV Rebate (https://www.burbankwaterandpower.com/conservation/used-ev-rebate) website.

**Residential Electric Vehicle (EV) Charging Rate Incentive – MCE**
MCE offers residential customers an incentive of $50 for enrolling in MCE's managed charging program. Participants in this program may receive a monthly rebate of up to $10. For more information, including participation and eligibility requirements, see the MCE EV Smart Charging App (https://www.mcecleanenergy.org/mce-sync/?gclid=CjwKCAjw6eWnBhAKEiwADpnw9oSmUxi2btoyNP50dBpHEmn50-eYIg-jgSIMMrRnn7QesBrfMLCfEBoCNWQQAvD_BwE) website.

**Residential Electric Vehicle (EV) Charging Station Rebate - LADWP**
The Los Angeles Department of Water and Power (LADWP) offers a rebate of up to $1,000 for the purchase and installation of qualified Level 2 EV charging stations, and a $250 rebate for the installation of a dedicated EV charging station meter. Customers participating in LADWP Lifeline or EZ-SAVE Low-Income Customer Assistance programs are eligible for an additional $500 rebate. For more information, including program guidelines and application materials, see the LADWP Charge Up L.A.! (https://www.ladwp.com/ladwp/faces/ladwp/residential/r-gogreen/r-gg-driveelectric?_adf.ctrl-state=1d4357epvd_4&_afrLoop=472125629767806) website.

**Residential Electric Vehicle (EV) Charging Station Rebate - Pasadena Water and Power (PWP)**
PWP provides rebates of $600 for residential customers toward the installation of a WiFi enabled EV charging station, or $200 toward the installation of a non-WiFi enabled EV charging stations. Additional terms and conditions apply. For more information, including how to apply, see the PWP Residential EV and Charger Incentive Program (https://ww5.cityofpasadena.net/water-and-power/residentialevrebate/) website.

**Residential Electric Vehicle (EV) Charging Station Rebate – SMUD**
The Sacramento Municipal Utility District (SMUD) offers a rebate of up to $1,000 for the purchase and installation of a new Level 2 EV charging station and associated electrical upgrades. For more information, see the SMUD Residential EVs (https://www.smud.org/en/Going-Green/Electric-Vehicles/Residential) website.

**School Electric Vehicle (EV) Charging Station Rebate – PG&E**
Pacific Gas and Electric (PG&E) offers EV charging station rebates for school facilities. Participating schools may own, operate, and maintain EV charging stations, or have PG&E-owned EV charging stations installed. Rebates may be up to $11,500 for single port Level 2 EV charging stations or up to $15,500 for dual port Level 2 EV charging stations. A minimum of 40% of funds must be allocated to disadvantaged communities. For more information, including eligibility requirements and funding availability, see the PG&E EV program (https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/electric-vehicle-charging/electric-vehicle-programs-and-resources.page) website.

**State Parks Electric Vehicle (EV) Charging Station Program – PG&E**
Pacific Gas and Electric's (PG&E) EV Charge Parks program provides EV charging stations at state parks and beaches for fleet and public usage. PG&E will own, operate, and maintain EV charging stations and pay for associated network fees for a period up to eight years. A minimum of 25% of funds must be allocated to disadvantaged communities. For more information, including funding availability, see the PG&E EV program (https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/electric-vehicle-charging/electric-vehicle-programs-and-resources.page) website.

**Used Electric Vehicle (EV) Rebate Program - LADWP**
The Los Angeles Department of Water and Power (LADWP) offers rebates up to $1,500 to residential electric customers for the purchase of eligible pre-owned EVs. Customers participating in the LADWP Lifeline or EZ-SAVE Low-Income Customer Assistance programs are eligible for an additional $1,000 rebate. Additional terms and conditions apply. For more information, including program guidelines and application materials, see the LADWP Charge Up L.A.! (https://www.ladwp.com/ladwp/faces/ladwp/residential/r-gogreen/r-gg-driveelectric?_adf.ctrl-state=1d4357epvd_4&_afrLoop=472125629767806) website.

## State Incentives

**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 available until December 31, 2025. For more information, including application materials, see the CAEATFA Sales and Use Tax Exclusion Program (http://www.treasurer.ca.gov/caeatfa/ste/index.asp) website.

(Reference California Public Resources Code 26000-26017 (http://www.oal.ca.gov/))

**Alternative Fuel Mechanic Technical Training - San Joaquin Valley**
The San Joaquin Valley Air Pollution Control District (SJVAPCD) administers the Alternative Fuel Mechanic Training Program, which provides incentives of up to $15,000 per fiscal year to educate personnel on the mechanics, operation safety, and maintenance of alternative fuel vehicles, fueling stations, and tools involved in the implementation of alternative fuel technologies. For more information, see the SJVAPCD Alternative Fuel Mechanic Training Component (http://valleyair.org/grants/mechanictraining.htm) 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, hybrid electric, natural gas, and propane 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 (http://valleyair.org/grants/content/publicbenefit.html) 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, hydrogen fuel cell, all-electric, plug-in electric vehicles, and zero emission motorcycles. 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. For more information, including a list of eligible vehicles and other requirements, see the SJVAPCD Drive Clean! Rebate Program (http://valleyair.org/drivecleaninthesanjoaquin/rebate/) website.

**Alternative Fuel and Vehicle Incentives**
The California Energy Commission (CEC) administers the Clean Transportation Program (Program) to provide financial incentives for businesses, vehicle and technology manufacturers, workforce training partners, fleet owners, consumers, and academic institutions with the goal of developing and deploying alternative and renewable fuels and advanced transportation technologies. Funding areas include:

- Electric vehicles and charging infrastructure;
- Hydrogen vehicles and refueling infrastructure;
- Medium- and heavy-duty zero emission vehicles; and,
- Workforce development.

The CEC must prepare and adopt an annual Investment Plan (https://www.energy.ca.gov/transportation/arfvtp/investmentplans.html) for the Program to establish funding priorities and opportunities that reflect program goals and to describe how program funding will complement other public and private investments. For more information, see the Program (https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program) website.

(Reference California Health and Safety Code 44272 - 44273 (https://leginfo.legislature.ca.gov/faces/home.xhtml) and California Code of Regulations, Title 13, Chapter 8.1 (http://www.oal.ca.gov/))

**Bus Replacement Grant**
The California Air Resources Board (CARB) offers grants for the purchase of new zero-emission buses to replace old gasoline, diesel, compressed natural gas, or propane buses. Grants awards vary based on vehicle type and are available in the following amounts:

| Vehicle | Maximum Grant Amount |
|---|---|
| Electric Transit Bus | $216,000 |
| Fuel Cell Transit Bus | $480,000 |
| Electric School Bus | $400,000 |
| Electric School Bus (CARB non-compliant) | $380,000 |
| Electric Shuttle Bus | $192,000 |

Non-compliant school buses are vehicles that are not compliant with the CARB Truck and Bus Regulation. Eligible applicants include owners of transit, school, and shuttle buses. Grants are awarded on a first-come, first-served basis. The program is funded by California's portion of the Volkswagen Environmental Mitigation Trust

(https://www.epa.gov/enforcement/volkswagen-clean-air-act-civil-settlement). For more information, including funding availability, see the CARB's Volkswagen Settlement (https://ww2.arb.ca.gov/our-work/programs/volkswagen-environmental-mitigation-trust-california) website.

**California's National Electric Vehicle Infrastructure (NEVI) Planning**
The U.S. Department of Transportation's (DOT) NEVI Formula Program (https://afdc.energy.gov/laws/12744) requires the California Department of Transportation to submit an annual EV Infrastructure Deployment Plan (Plan) to the DOT and U.S. Department of Energy (DOE) Joint Office of Energy and Transportation (https://driveelectric.gov) (Joint Office), describing how the state intends to distribute NEVI funds. The submitted plans must be established according to NEVI guidance (https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf).

For more information about California's NEVI planning process, see the California Energy Commission NEVI (https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-program-nevi#:~:text=Caltrans%20and%20the%20CEC%20have%20partnered%20to%20create,chargers%20along%20Interstates%20and%20National%20Highways%20throughout%20Califo website. To review California's NEVI plan, see the Joint Office State Plans for EV Charging (https://driveelectric.gov/state-plans/) website.

**Clean Vehicle Rebate - El Dorado County**
The El Dorado County Air Quality Management District (EDC AQMD) offers rebates of up to $599 to residents toward the purchase or lease of a new zero emission vehicle (ZEV) or partial-ZEV, as defined by the California Air Resources Board. To qualify, vehicles must be owned or leased for at least three years within El Dorado County. For more information, including eligibility requirements, see the EDC AQMD Grants and Incentives (https://www.eldoradocounty.ca.gov/Services/Air-Quality-Grants-Incentives) website.

**Electric Vehicle (EV) Charger Grant – Antelope Valley**
Antelope Valley Air Quality Management District (AVAQMD) offers grants for the installation of public EV chargers, up to 70% of the total costs of infrastructure, equipment, and installation of eligible projects. Preferred project sites include retail centers, multifamily housing, workplaces, hospitals, public transit stations, and park & rides. For more information, including application criteria and eligibility requirements, visit the AVAQMD Electric Vehicle Charging Stations Program (https://avaqmd.ca.gov/electric-vehicle-charging-stations-program) website.

**Electric Vehicle (EV) Charger Incentive Program Support**
The California Electric Vehicle Infrastructure Project (CALeVIP), funded by the California Energy Commission, provides guidance and funding for property owners to develop and implement EV charger incentive programs that help meet regional needs for Level 2 and direct current (DC) fast chargers. Level 2 EV chargers must be ENERGY STAR certified. CALeVIP evaluates proposed EV charger incentive programs and solicits input from stakeholders to guide the development and implementation of the programs. CALeVIP also provides incentive funding for each program. For more information, see the CALeVIP (https://calevip.org/) website.

**Electric Vehicle (EV) Charger Incentives - San Joaquin Valley**
The San Joaquin Valley Air Pollution Control District (SJVAPCD) administers the Charge Up! Program, which provides funding for public agencies, businesses, and property owners of multifamily housing for the purchase and installation of new EV chargers. Rebates are available in the following amounts:

| EV Charger Type | Maximum Rebate Amount per EV Charger | Minimum Cost Share |
|---|---|---|
| Single Port Level 2 | $5,000 | None |
| Dual Port Level 2 | $6,000 | None |
| Direct Current (DC) Fast Charger | $25,000 | 30% of Total Cost |

Annual funding is capped at $50,000 per applicant. For more information, including application requirements and restrictions, see the SJVAPCD Charge Up! Program (http://valleyair.org/grants/chargeup.htm) website.

**Electric Vehicle (EV) Charging Station Rebate - South Coast and MSRC**
The South Coast Air Quality Management District (SCAQMD) and the Mobile Source Air Pollution Reduction Review Committee's (MSRC) Residential EV Charging Incentive Pilot Program offers rebates of up to $500 for the purchase of a qualified residential Level 2 EV charger. Funding is available on a first-come, first-served basis to low-income residents within the SCAQMD jurisdiction. Additional terms and conditions apply. For more information, including application guidelines, see the Residential EV Charging Incentive Pilot Program (http://www.aqmd.gov/home/programs/community/community-detail?title=ev-charging-incentive) website.

**Electric Vehicle (EV) Grants**
The California Air Resources Board offers grants to income-qualifying individuals for the purchase or lease of a new or pre-owned EV, plug-in hybrid electric vehicle (PHEV), or FCEV. EVs and FCEVs are eligible for grants of up to $7,500 and PHEVs are eligible for grants of up to $7,000. Applicants may also be eligible to receive a grant of up to $2,000 for the purchase and installation of a Level 2 EV charger. For more information, including income requirements, see the Clean Vehicle Assistance Program (https://cleanvehiclegrants.org/vehicles/) website.

**Electric Vehicle (EV) Rebate - Antelope Valley**
The Antelope Valley Air Quality Management District (AVAQMD) offers residents rebates of up to $500 for the purchase or lease of an EV from a dealership within the Antelope Valley jurisdiction. For more information, including how to apply, see the AVAQMD (https://avaqmd.ca.gov/alternative-fuel-vehicle-program) website.

**Electric Vehicle (EV) and Fuel Cell Electric Vehicle (FCEV) Grant - Bay Area**
The Bay Area Air Quality Management District's (BAAQMD) Clean Cars for All program offers grants up to $12,000 to income-eligible residents to replace a vehicle eligible for retirement with an EV, hybrid electric vehicle (HEV), plug-in hybrid electric vehicle (PHEV), or FCEV. Eligible vehicles for replacement should be model year 2007 or older. Recipients may buy or lease a new or used EV, HEV, PHEV, or FCEV. Grants vary depending on the household income and vehicle technology. Vehicles that are replaced must be turned in at an authorized dismantler.

Individuals that purchase a PHEV or EV are eligible to receive up to $2,000 for the purchase and installation of Level 2 electric charger.

For more information, including additional eligibility requirements and how to apply, see the BAAQMD Clean Cars for All (http://www.baaqmd.gov/funding-and-incentives/residents/clean-cars-for-all) website.

**Electric Vehicle Charging Station Rebate – Northern and Southern California**
The Golden State Priority Project, funded by the California Energy Commission as part of the California Electric Vehicle Infrastructure Project (CALeVIP), offers rebates for the purchase and installation of direct current (DC) fast chargers. Rebates will fund 50% of project costs, up to the following amounts:

| Power Output Rating | Maximum Rebate per Connector |
|---|---|
| 150 kilowatts (kW) to 274 kW | $55,000 |
| Greater than 274 kW | $100,000 |

Eligible applicants include businesses, non-profit organizations, tribal governments, or government entities. Applicants may receive rebates for a maximum of 20 DC fast charging connectors. Qualifying installation sites must be accessible to the public 24 hours a day in underserved and low-income census tracts located in Central

or Eastern California. For more information, including additional eligibility requirements, see the CALeVIP Golden State Priority Project (https://calevip.org/incentive-project/gspp-incentive-north-south) website.

**Employer Invested Emissions Reduction Funding - South Coast**
The South Coast Air Quality Management District (SCAQMD) administers the Air Quality Investment Program (AQIP). AQIP provides funding to allow employers within SCAQMD's jurisdiction to make annual investments into an administered fund to meet employers' emissions reduction targets. The revenues collected are used to fund alternative mobile source emissions and trip reduction programs, including alternative fuel vehicle projects, on an on-going basis. Programs such as low emission, alternative fuel, or zero emission vehicle procurement and old vehicle scrapping may be considered for funding. For more information, including current requests for proposals and funding opportunities, see the AQIP (http://www.aqmd.gov/home/programs/business/business-detail?title=air-quality-investment-program) website.

**Government Fleet Electric Vehicle Charger Station Grants**
The California Energy Commission (CEC) Clean Transportation Program provides grants to light-duty local government and tribal government fleets for the purchase, installation, and maintenance of Level 2 and direct current (DC) fast chargers. Applicants may receive up to $12,500 per Level 2 port and up to $100,000 per DC fast charging port. Eligible projects must install a minimum of 100 charging ports. Applicants must be in California and provide a cost share of at least 30%. For more information, see the CEC Charging Infrastructure for Government Fleets (https://www.energy.ca.gov/solicitations/2023-12/gfo-23-606-charging-infrastructure-government-fleets?utm_medium=email&utm_source=govdelivery%22HYPERLINK%20%22https://www.energy.ca.gov/solicitations/2023-12/gfo-23-606-charging-infrastructure-government-fleets?utm_medium=email&utm_source=govdelivery) website.

(Reference California Health and Safety Code 44272-44273 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Heavy-Duty Low Emission Vehicle Replacement and Repower Grants**
The South Coast Air Quality Management District offers grants for the replacement or repower of eligible class 7 and 8 heavy-duty vehicles with low oxide of nitrogen (NOx) vehicles. Grants may cover up to 40% of non-government project costs and up to 100% of government project costs. Eligible applicants include Class 7 and 8 freight trucks, drayage trucks, dump trucks, waste haulers, and concrete mixers, freight switcher locomotives. Grants are awarded on a first-come, first-served basis. The program is funded by California's portion of the Volkswagen Environmental Mitigation Trust (https://www.epa.gov/enforcement/volkswagen-clean-air-act-civil-settlement). For more information, including program guidance and application, see the California Air Resources Board's Volkswagen Settlement (https://xappprod.aqmd.gov/vw/) website.

**Heavy-Duty Truck Emission Reduction Grants - San Joaquin Valley**
The San Joaquin Valley Air Pollution Control District (SJVAPCD) administers the Truck Replacement Program, which provides funding for fleets to replace old vehicles with lower emitting vehicles or to purchase new zero emission, hybrid, or low oxides of nitrogen (NOx) vehicles. Funding is available for the following projects:

- Replacement of model year (MY) 2018 Class 4-8 heavy-duty trucks with new zero emission or low NOx trucks;
- Replacement of MY 2018 or older Class 7-8 diesel truck with new zero emission trucks; and,
- Replacement of MY 2018 or older Class 7-8 diesel trucks with new zero emission trucks.

Incentive amounts vary by weight class and fuel type. Fleets may receive up to 80% of the vehicle cost for new diesel trucks. To qualify, eligible trucks for replacement must be garaged in the SJVAPCD and have operated at least 75% of the time in California and 50% of the time in the SJVAPCD for the previous two years. For more information, including application requirements, see the SJVAPCD Truck Replacement Program (http://valleyair.org/grants/truck-replacement.htm) website.

**Heavy-Duty Zero Emission Vehicle (ZEV) Grant – Santa Barbara County**
The Santa Barbara County Air Pollution Control District (SBCAPCD) provides grants to offset the costs of zero-emission heavy-duty vehicles that reduce on-road emissions within Santa Barbara County. Eligible projects include the replacement of commercial trucks and buses, transit buses, authorized emergency vehicle, transportation refrigeration units, and more. Eligible technology includes the purchase of battery-electric or hydrogen fuel cell vehicles. Priority will be given to projects located in multifamily housing or low-income communities. For more information, including current funding opportunities, see the SBCAPCD Clean Air Grants (https://www.ourair.org/grants-for-on-road-vehicles/) website.

**High Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) Lane Exemption**
Compressed natural gas, hydrogen, electric, and plug-in hybrid electric vehicles meeting specified California and federal emissions standards and affixed with a California Department of Motor Vehicles (DMV) Clean Air Vehicle sticker may use HOV lanes regardless of the number of occupants in the vehicle. Blue stickers expire January 1, 2025; and yellow, burgundy, and green stickers expire September 30, 2025.

Vehicles originally issued white, green, orange, purple, or red decals are no longer eligible to participate in this program. Additionally, the Income-Based CAV Decal Program expired January 1, 2024. Vehicles with stickers are also eligible for reduced rates on or exemptions from toll charges imposed on HOT lanes. For more information and restrictions, including a list of qualifying vehicles and additional eligibility requirements, see the California Air Resources Board Carpool Stickers (http://www.arb.ca.gov/msprog/carpool/carpool.htm) website.

(Reference California Vehicle Code 5205.5 and 21655.9 (http://www.oal.ca.gov/))

**Low Emission Truck and Bus Purchase Vouchers**
Through the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP) and Low Oxide of Nitrogen (NOx) Engine Incentives, the California Air Resources Board provides vouchers to eligible fleets to reduce the incremental cost of qualified electric, hybrid, or hydrogen trucks and buses at the time of purchase. Vouchers are available on a first-come, first-served basis. Only fleets that operate vehicles in California are eligible. Voucher amounts vary depending on whether the vehicles are located in a disadvantaged community. For more information, including a list of qualified vehicles and other requirements, see the HVIP (http://www.californiahvip.org/) website.

**Medium- and Heavy-Duty (MHD) Zero Emission Vehicle (ZEV) Financing Program**
The California Pollution Control Financing Authority (CPCFA) must develop and implement a purchasing assistance program for MHD ZEV fleets. CPCFA must consult with stakeholders to design a program that provides financial support and technical assistance to fleet managers deploying MHD ZEVs. CPCFA must designate high-priority fleets, considering implications for climate change, pollution, environmental justice, and post-COVID economy recovery. A minimum of 75% of financing products must be directed towards operators of MHD ZEV fleets whose fleets directly impact, or operate in, underserved communities. CPCFA must establish the program by January 1, 2023, and provide annual reports on program outcomes to the California Air Resources Board.

(Reference California Health and Safety Code 44272 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Medium- and Heavy-Duty (MHD) Zero Emission Vehicle (ZEV) and Fueling Station Financing Program**
The California Pollution Control Financing Authority (CPCFA) offers three pilot loan programs to fleets looking to purchase new or pre-owned MHD ZEVs and associated fueling infrastructure. Additional terms and conditions apply. For more information, see the CPCFA Zero-Emission Heavy-Duty Programs (https://www.treasurer.ca.gov/cpcfa/calcap/zero-emission/index.asp) website.

(Reference California Health and Safety Code 44272 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Medium- and Heavy-Duty (MHD) Zero Emission Vehicle (ZEV) and Infrastructure Grants**
The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE), funded by the California Energy Commission, offers grants for the purchase and installation of ZEV infrastructure for MHD electric vehicles and hydrogen fuel cell electric vehicles. Eligible applicants include commercial fleets, station owners, and ZEV infrastructure vendors and installers. Incentive amounts vary based on project type. Increased incentive amounts are available for commercial fleets that operate in low-income and underserved communities. For more information, including eligible project types and funding amounts, see the EnergIIZE (https://www.energiize.org/) website.

**Residential Electric Vehicle (EV) Charger Financing Program**
Property Assessed Clean Energy (PACE) Loss Reserve Program financing allows property owners to borrow funds to pay for energy improvements, including purchasing and installing EV chargers. The borrower repays the financing over a defined period of time through a special assessment on the property. Local governments in California are authorized to establish PACE programs. Property owners must agree to a contractual assessment on the property tax bill, have a clean property title, and be current on property taxes and mortgages. Financing limits are 15% of the first $700,000 of the property value and 10% of the remaining property value. For more information, see the California Alternative Energy and Advanced Transportation Financing Authority PACE Loss Reserve Program (https://www.treasurer.ca.gov/caeatfa/pace/index.asp) website.

(Reference California Public Resources Code 26050-26082 (http://www.oal.ca.gov/))

**Residential Electric Vehicle (EV) Charger Rebate – El Dorado County**
The El Dorado County Air Quality Management District (EDC AQMD) offers rebates of up to $300 to residents for the purchase of a Level 2 EV charger. For more information, including eligibility requirements, see the EDC AQMD Grants and Incentives (https://www.eldoradocounty.ca.gov/Services/Air-Quality-Grants-Incentives) website.

**School Zero Emission Vehicle (ZEV) and Infrastructure Grants**
The California Air Resources Board (CARB) Clean Mobility in Schools Project (CMIS) offers funding for zero emission shuttles, transit buses, school buses, and infrastructure to public schools, local governments, community-based organizations, or tribal governments. All projects must be located in or serve priority populations. Additional terms and conditions apply. For more information, see the CARB CMIS (https://ww2.arb.ca.gov/resources/fact-sheets/clean-mobility-schools-project) website.

**Zero Emission Bus and Infrastructure Equity Grants**
The California Air Resources Board (CARB) Sustainable Transportation Equity Project (STEP) offers funding for zero emission buses and infrastructure. Eligible applicants include community-based organizations, local governments, and tribal governments that serve priority populations throughout California. Additional terms and conditions apply. For more information, see the CARB STEP (https://ww2.arb.ca.gov/resources/fact-sheets/sustainable-transportation-equity-project) website.

**Zero Emission School Bus Grants**
The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Public Bus Set-Aside Program, funded by the California Air Resources Board and the California Energy Commission, offers grants for the purchase of new zero emission school buses to replace fossil fuel-powered buses. Grants awards vary based on vehicle type and are available in the following amounts:

| School Bus Type | Maximum Grant Amount Without a Wheelchair Lift | Maximum Grant Amount With a Wheelchair Lift |
|---|---|---|
| Type A | $285,000 | $310,000 |
| Type C | $350,000 | $375,000 |

| | | |
|---|---|---|
| Type D | $370,000 | $395,000 |

Eligible applicants include public school districts, public charter schools, joint power authorities, county offices of education, and the Division of State Special Schools of the California Department of Education. For more information, including funding priorities and availability, see the HVIP Program Public School Bus Set-Aside (https://californiahvip.org/purchasers/#schoolbus) website.

**Zero Emission Transit Bus Tax Exemption**
Zero-emission transit buses are exempt from state sales and use taxes when sold to public agencies eligible for the Low Emission Truck and Bus Purchase Vouchers (https://afdc.energy.gov/laws/8160). This exemption expires January 1, 2026.

(Reference California Revenue and Taxation Code 6377 (https://leginfo.legislature.ca.gov/faces/home.xhtml))

**Zero Emission Transit Funding**
The California Clean Mobility Options Voucher Pilot Program offers vouchers of up to $100,000 per transportation needs assessment and $1,500,000 per project for the purchase of zero-emission vehicles, infrastructure, planning, outreach, and operations projects in low-income communities, disadvantaged communities, and tribal areas. For more information, see the Clean Mobility Options (https://www.cleanmobilityoptions.org/) website.

**Zero Emission Vehicle (ZEV) and Infrastructure Pilot Project Grants**
The California Air Resources Board (CARB) Advanced Technology Demonstration and Pilot Projects Program offers funding for pre-commercial demonstrations and large-scale pilots of on- and off-road ZEVs and zero emission equipment that help California meet its goals to reduce criteria pollutants, greenhouse gas emissions, and petroleum use. Eligible applicants include local air districts, California public entities, and nonprofits which must partner with private sector parties. Priority is given to projects located in or serving priority populations. For more information, see the CARB Advanced Technology Demonstration and Pilot Projects (https://ww2.arb.ca.gov/our-work/programs/advanced-technology-demos-and-pilots) website.

**Zero Emission Vehicle (ZEV) and Near-ZEV Weight Exemption**
ZEVs and near-ZEVs may exceed the state's gross vehicle weight limits by an amount equal to the difference of the weight of the near-zero emission or zero emission powertrain and the weight of a comparable diesel tank and fueling system, up to 2,000 pounds. A ZEV is defined as a vehicle that produces no criteria pollutant, toxic air contaminant, or greenhouse gas emissions when stationary or operating. A near-ZEV is a vehicle that uses zero emission technologies, uses technologies that provide a pathway to zero emission operations, or incorporates other technologies that significantly reduce vehicle emissions.

(Reference Assembly Bill 1953, 2024 (http://leginfo.legislature.ca.gov/faces/home.xhtml) and California Business and Professions Code 12725 and California Vehicle Code 35551 and 35559 (http://leginfo.legislature.ca.gov/faces/home.xhtml))