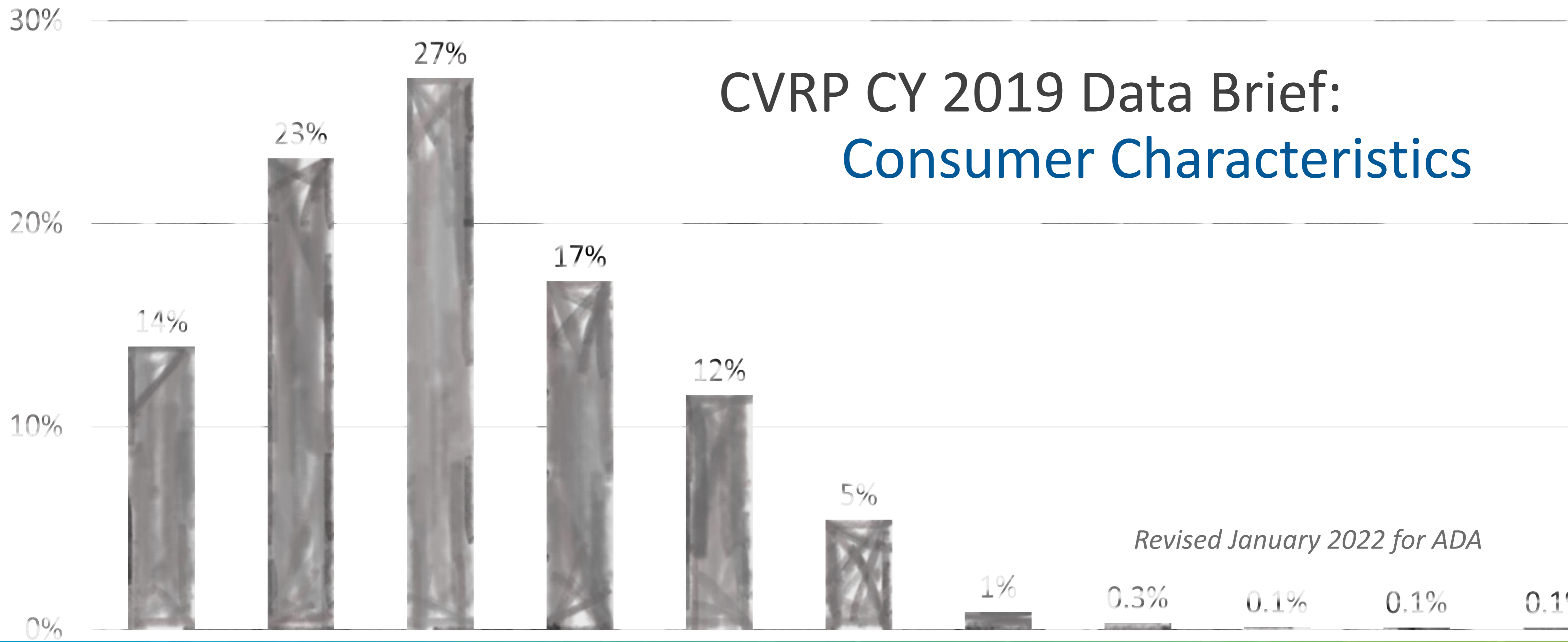


# CVRP CY 2019 Data Brief: Consumer Characteristics

Percent of Funding



*Revised January 2022 for ADA*

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Nicholas Pallonetti – Research Analyst, CSE

*with thanks to M. Eluganti, M. Jones, and others at the Center for Sustainable Energy (CSE)*



# Outline: Consumer Characteristics Brief

- I. Context: Consumer Eligibility Criteria
- II. Where is the funding going?: Consumers Rebated
- III. What is the path forward?: Strategic Segments
- IV. Summary & Select Findings

## Additional Resources

EVs = light-duty plug-in hybrid, battery, and fuel-cell electric vehicles  
(PHEVs, BEVx vehicles, BEVs, and FCEVs)

A close-up photograph of a person's hand plugging a charging cable into the charging port of an electric vehicle. The scene is set outdoors at sunset, with warm, golden light and lens flare effects. In the background, a public bicycle-sharing station is visible, with several bicycles docked. The overall atmosphere is clean, modern, and sustainable.

# Context

Consumer Eligibility Criteria & other Program Features

# Consumer Eligibility Criteria Shape Outcomes



as of Mar. 2010	as of Dec. 2013	as of Dec. 2014 / Jan. 2015	as of Mar. 2016	as of Nov. 2016
<ul style="list-style-type: none"> <li>Incentive stacking permitted</li> <li>36-month ownership requirement</li> <li>Rebates per year limit = 20</li> </ul>	<ul style="list-style-type: none"> <li>Rebates per year limit = 2</li> </ul> <p><b>as of May 2014</b></p> <ul style="list-style-type: none"> <li>18-month application window</li> </ul>	<ul style="list-style-type: none"> <li>30-month ownership requirement (retroactive)</li> <li>Total rebate limit = 2</li> </ul>	<ul style="list-style-type: none"> <li>\$250k–\$500k income cap (PEVs)</li> <li>+\$1,500 for income-qualified households (<math>\leq 300\%</math> FPL*), excl. ZEMs</li> </ul>	<ul style="list-style-type: none"> <li>\$150k–\$300k income cap (PEVs)</li> <li>+\$2,000 for income-qualified households (<math>\leq 300\%</math> FPL*), excl. ZEMs</li> <li><math>\geq 20</math> UDDS electric miles</li> </ul>
<p><b>as of Jan. 2018</b></p> <ul style="list-style-type: none"> <li>\$150k–\$300k income cap on stacking HOV decal                             <ul style="list-style-type: none"> <li>(only binding on FCEVs)</li> </ul> </li> <li>Rebate Now SD County preapproval pilot with point-of-sale option</li> </ul>	<p><b>as of Jan. 2019</b></p> <ul style="list-style-type: none"> <li>Stacking with CVAP grant not permitted (retroactive)</li> </ul>	<p><b>as of Dec. 2019</b></p> <ul style="list-style-type: none"> <li>Base MSRP <math>\leq</math> \$60k (PEVs)</li> <li><math>\geq 35</math> UDDS electric miles</li> <li>+\$2,500<sup>†</sup> for income-qualified households (<math>\leq 300\%</math> FPL*), excl. ZEMs</li> <li>3-month application window ‡</li> <li>Total rebates limit = 1 §</li> </ul>	<p><b>as of Apr. 2020</b></p> <ul style="list-style-type: none"> <li>Stacking with CVAP grant permitted</li> </ul> <p><b>as of Jan. 2021</b></p> <ul style="list-style-type: none"> <li>+\$2,500 for income-qualified households (<math>\leq 400\%</math> FPL*), excl. ZEMs</li> </ul>	<p><b>as of Apr. 2021</b></p> <ul style="list-style-type: none"> <li><math>\geq 30</math> U.S. EPA electric miles (45 UDDS)</li> <li>Rebate Now preapproval option limited to income-qualified households, expanded to include SJ Valley</li> </ul>

**In effect during CY 2019**

\* FPL = Federal Poverty Level.

† Change due to \$500 decrease in standard rebate amounts.

‡ COVID exemptions on application window effectively delayed implementation until 4/15/2021.

§ A second rebate can be approved for a FCEV if the first rebate was for a PEV.

# Funding Availability Has Been Regularly Disrupted

(as of Oct 2019)



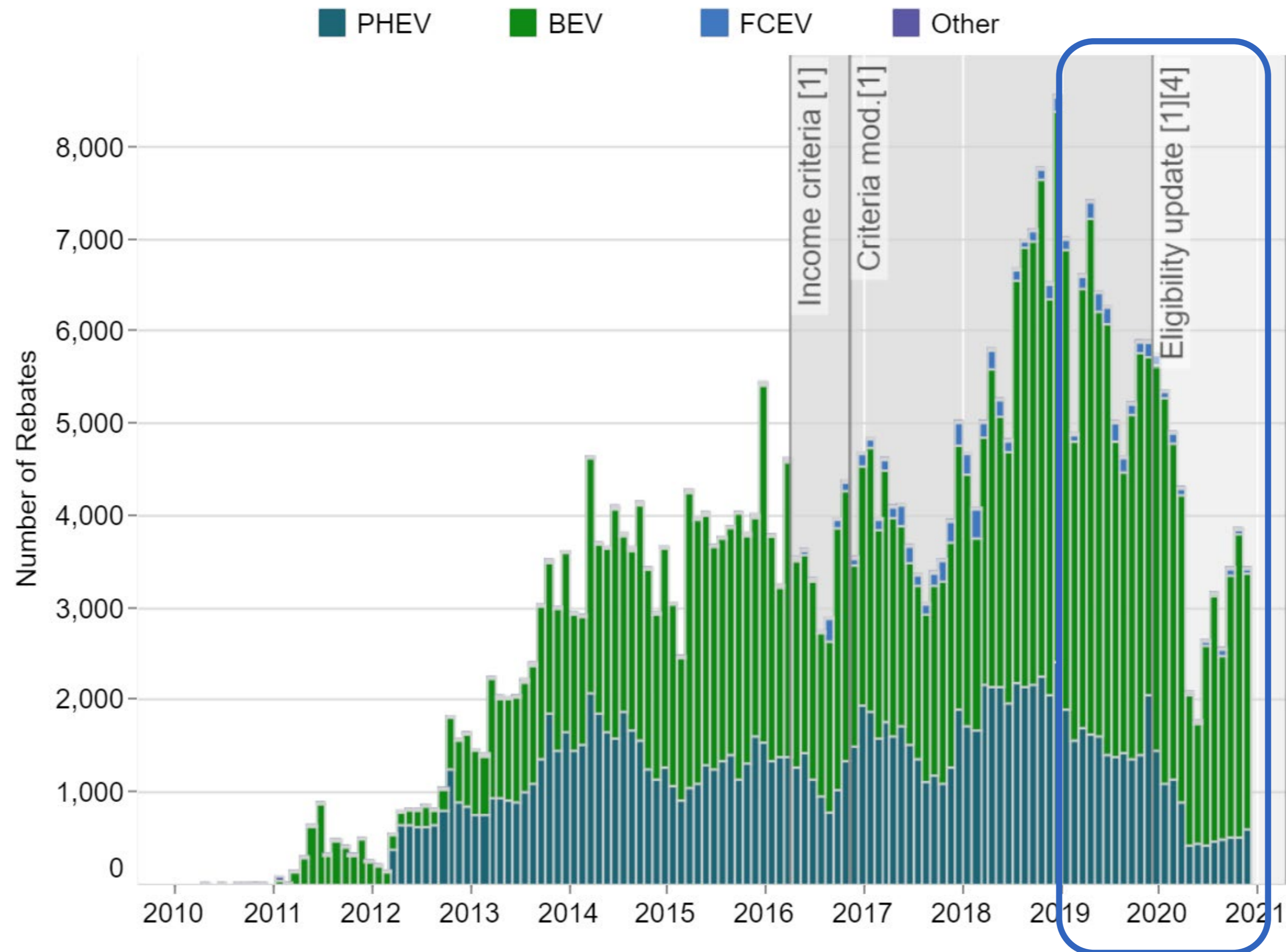
### Table 3: CVRP Waitlists

Waitlist Year	Start Date	End Date	Length in Days
2011*	6/20	9/30	102
2013*	5/1	6/30	60
2014	3/28	7/22	116
2016	6/11	9/28	109
2017**	6/30	11/20	143
2019**	6/5	9/23	110

\* Dates approximate.

\*\* For standard applications only; no waitlist for income-qualified increased rebates.

# Approved Applications Over Time



With COVID exemptions, rebate applications for CY 2019 purchases/leases for individuals spanned 1/1/2019 – 1/6/2021.

16% applied in 2020.

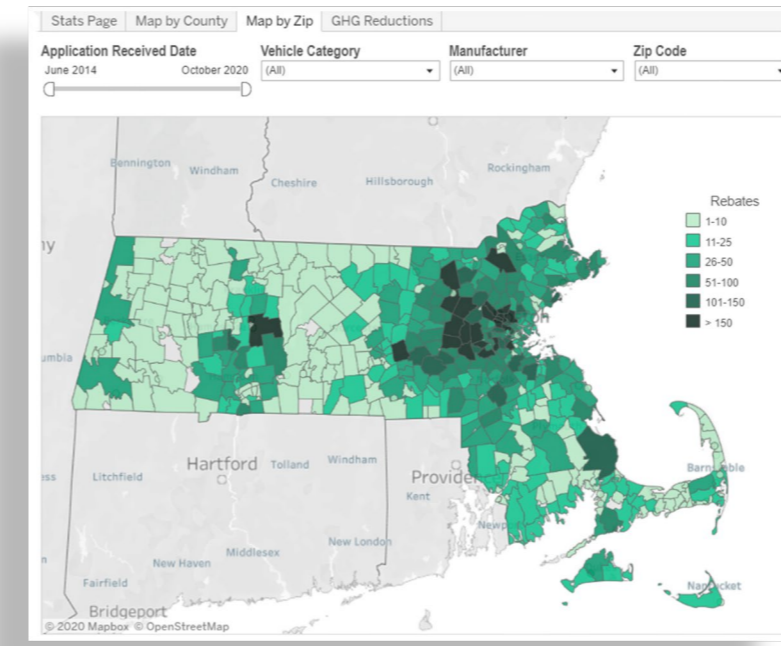
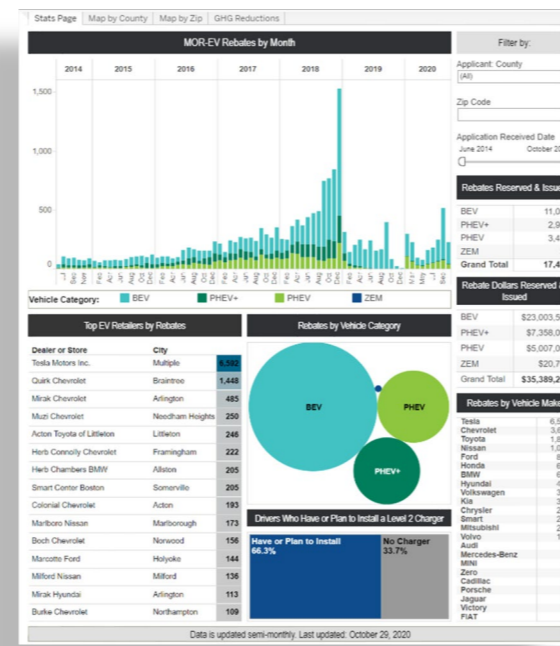
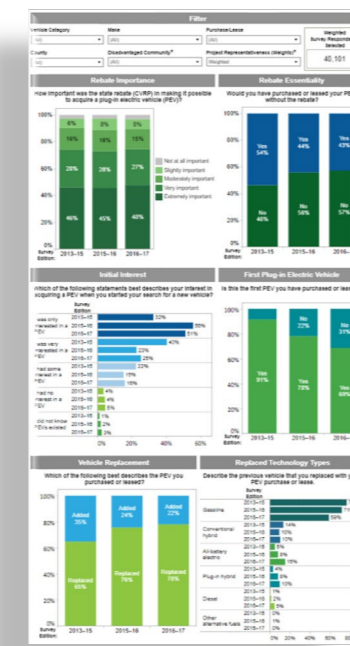
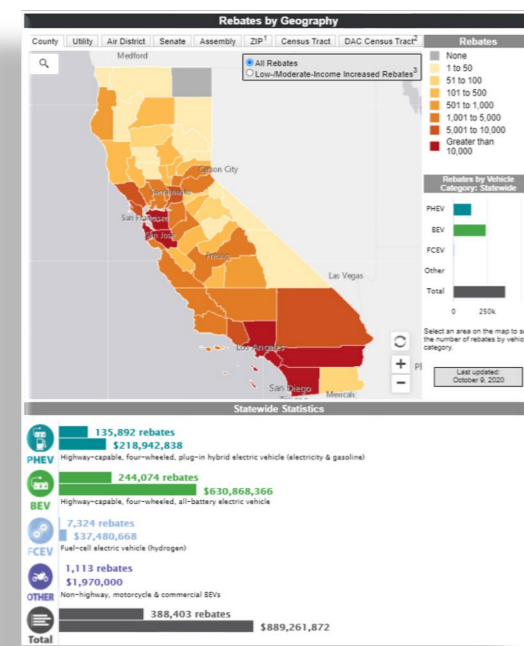
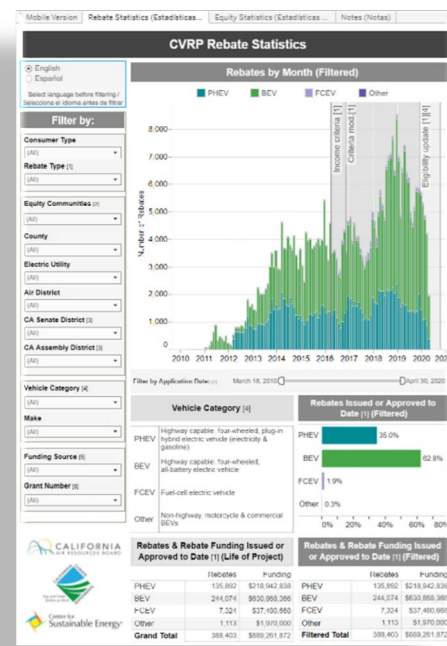
A close-up photograph of a person's hand plugging a charging cable into the port of an electric vehicle. The scene is set outdoors at sunset, with warm, golden light and lens flare effects. In the background, a public charging station with several orange charging cables is visible, along with a blurred city street and buildings.

# Program Outputs

Consumers Rebated

# Where Are EV Rebates Going? Public Dashboards and Data Facilitate Informed Action

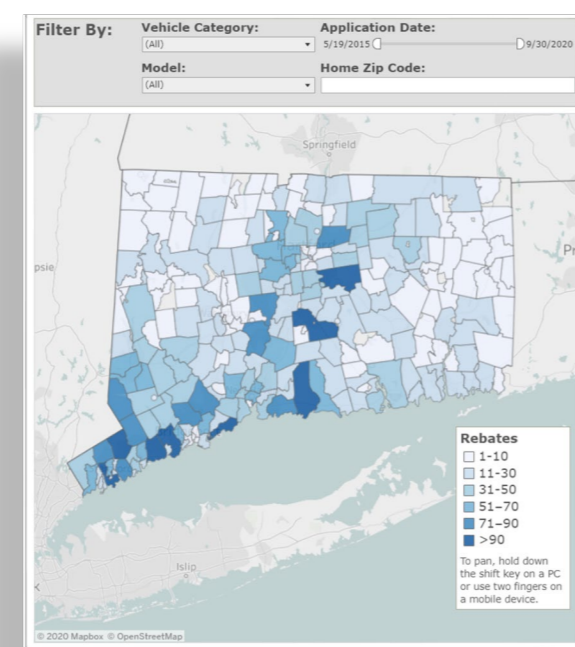
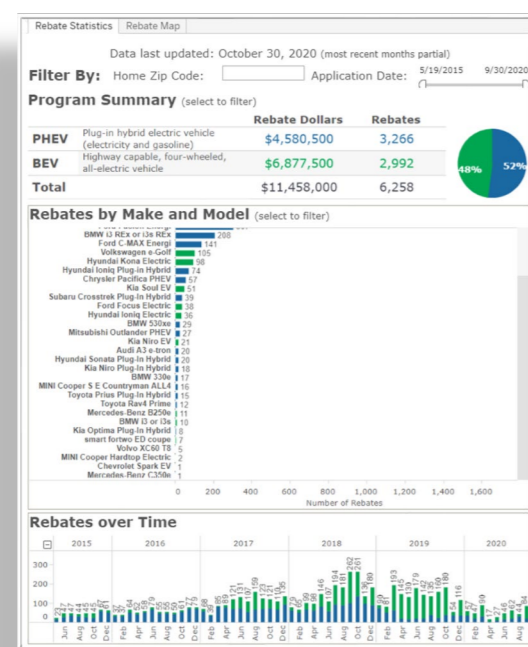
Statewide EV Rebate Programs: CA, MA, CT, NY (OR and NJ dashboards forthcoming)



[cleanvehiclerebate.org](http://cleanvehiclerebate.org)

[mor-ev.org](http://mor-ev.org)

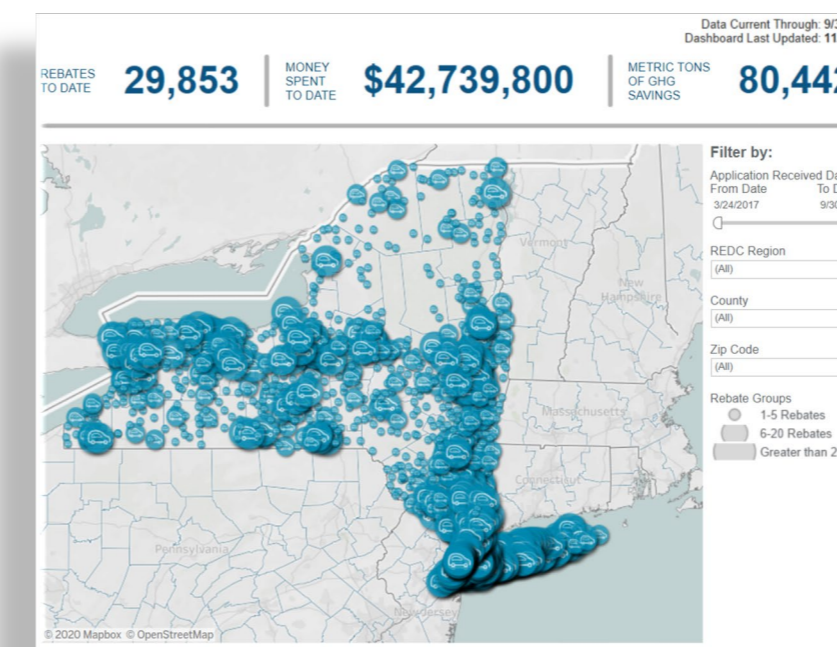
- > 442,000 EVs and consumers have received > \$979 M in rebates
- > 75,000 survey responses being analyzed so far, statistically represent > 319,000 consumers
- Reports, presentations, and analysis growing



[ct.gov/deep](http://ct.gov/deep)



[nyserdera.ny.gov](http://nyserdera.ny.gov) (dashboards done by NYSERDA)



As of 11/4/2020



# Equity Statistics Dashboard

English / Español

## CVRP Equity Rebate Statistics

**Priority Communities (AB 1550) [2]**

**Rebates by Equity Group [2]**

Timeframe: [1] Current Income Criteria (11/1/2016 – Present)

	Rebates	Funding	Percent of Funding
<b>All Equity Groups</b>	<b>59,336</b>	<b>\$165,385,616</b>	<b>32.7%</b>
<b>Disadvantaged Communities</b>	<b>19,205</b>	<b>\$48,824,759</b>	<b>9.7%</b>
<b>Low-Income Communities</b>	<b>42,984</b>	<b>\$106,948,155</b>	<b>21.1%</b>
<i>Disadvantaged Communities within Low-Income Communities</i>	<i>13,483</i>	<i>\$34,794,834</i>	<i>6.9%</i>
<i>Low-Income Communities within 1/2 mile of a Disadvantaged Community [2]</i>	<i>8,588</i>	<i>\$21,495,935</i>	<i>4.2%</i>
<b>Increased Rebates for Low-/Moderate-Income Consumers [1]</b>	<b>17,672</b>	<b>\$72,965,220</b>	<b>14.4%</b>

### Filter by:

- Consumer Type: Individual
- Rebate Type [1]: Low-/Moderate-Income In...
- Equity Communities [2]: (All)
- County: (All)
- Electric Utility: (All)
- Air District: (All)
- CA Senate District [3]: (All)
- CA Assembly District [3]: (All)
- Vehicle Category [4]: (All)
- Make: (All)
- Funding Source [5]: (All)
- Grant Number [6]: (All)

### Rebates by Month (Filtered)

Filter by Application Date: [7] March 18, 2010 - February 29, 2020

### Rebates Issued or Approved to Date [1] (Filtered)

PHEV	42.6%
BEV	54.6%
FCEV	2.8%

Data is updated monthly. Last updated: August 6, 2020

[1-7] Please select the [Notes](#) tab of this dashboard for additional details and links to related information.

# CA Consumer Survey Data: Plug-in EVs\*

(Shows Rebates to Individuals Only)

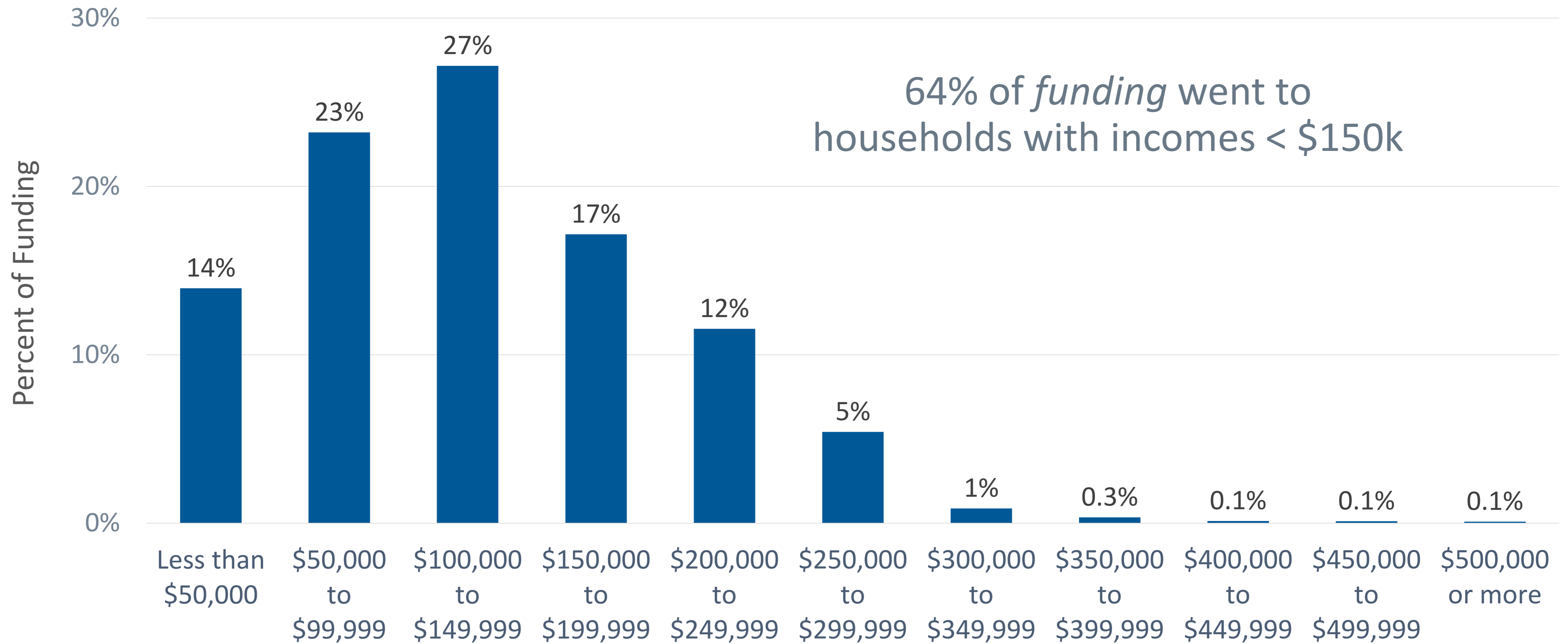
	<b>2013–2015 Edition</b>	<b>2015–2016 Edition</b>	<b>2016–2017 Edition</b>	<b>2017–2019 Edition</b>	<b>Total</b>
<b>Vehicle Purchase/ Lease Dates</b>	Sep. 2012 – May 2015	April 2015 – May 2016	May 2016 – May 2017	June 2017 – Dec. <span style="border: 1px solid black; padding: 2px;">2019</span>	Sep. 2012 – Dec. 2019
<b>Survey Responses (total n)**</b>	19,460	11,611	8,957	25,615	65,643
<b>Program Population (N)***</b>	91,100	45,700	46,800	149,000	332,600

\* PEVs include PHEVs and BEVs.

\*\* Subsequently weighted to represent the program population along the dimensions of vehicle category, vehicle model, buy vs. lease, and county.

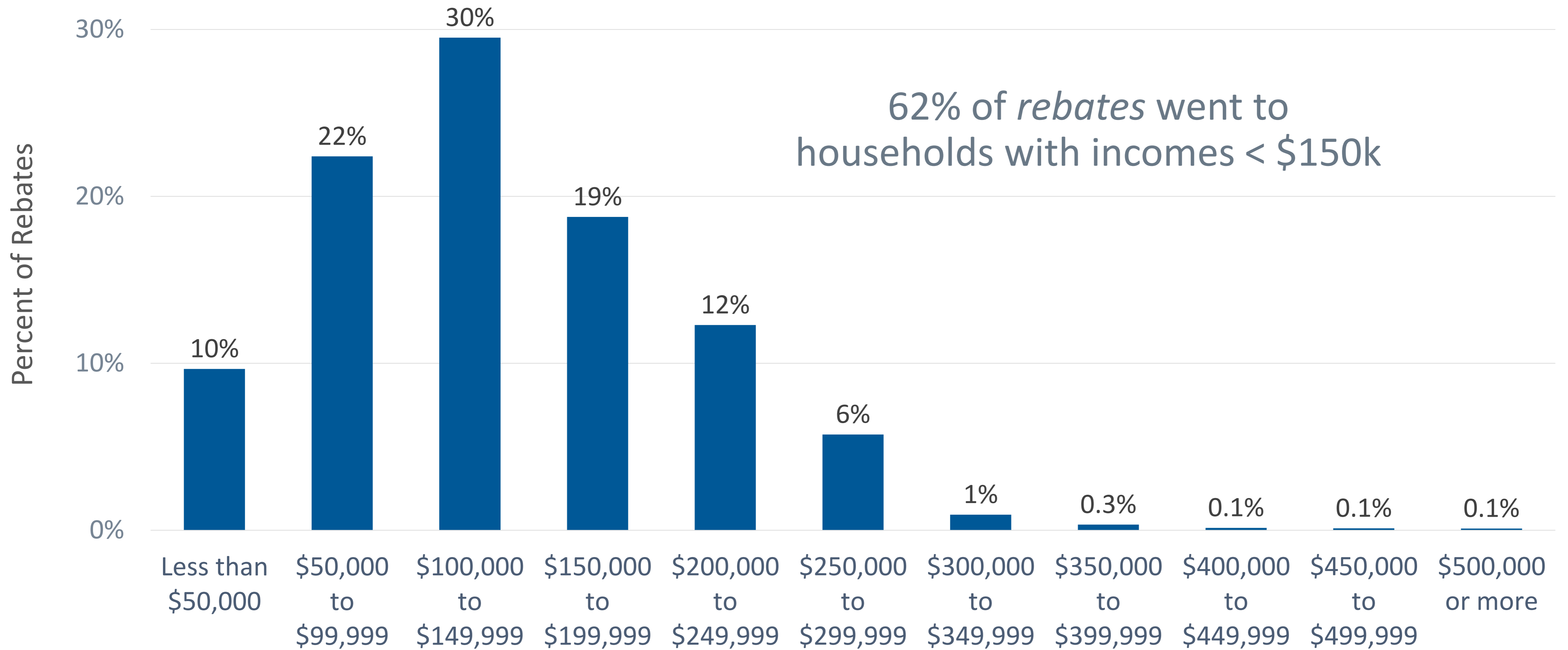
\*\*\* Small numbers of rebated vehicles are not represented in the time frames due to application lags. Rounded to nearest 100.

# Distribution of Plug-in EV *Funding* by Household Income: CY 2019 Purchases/Leases



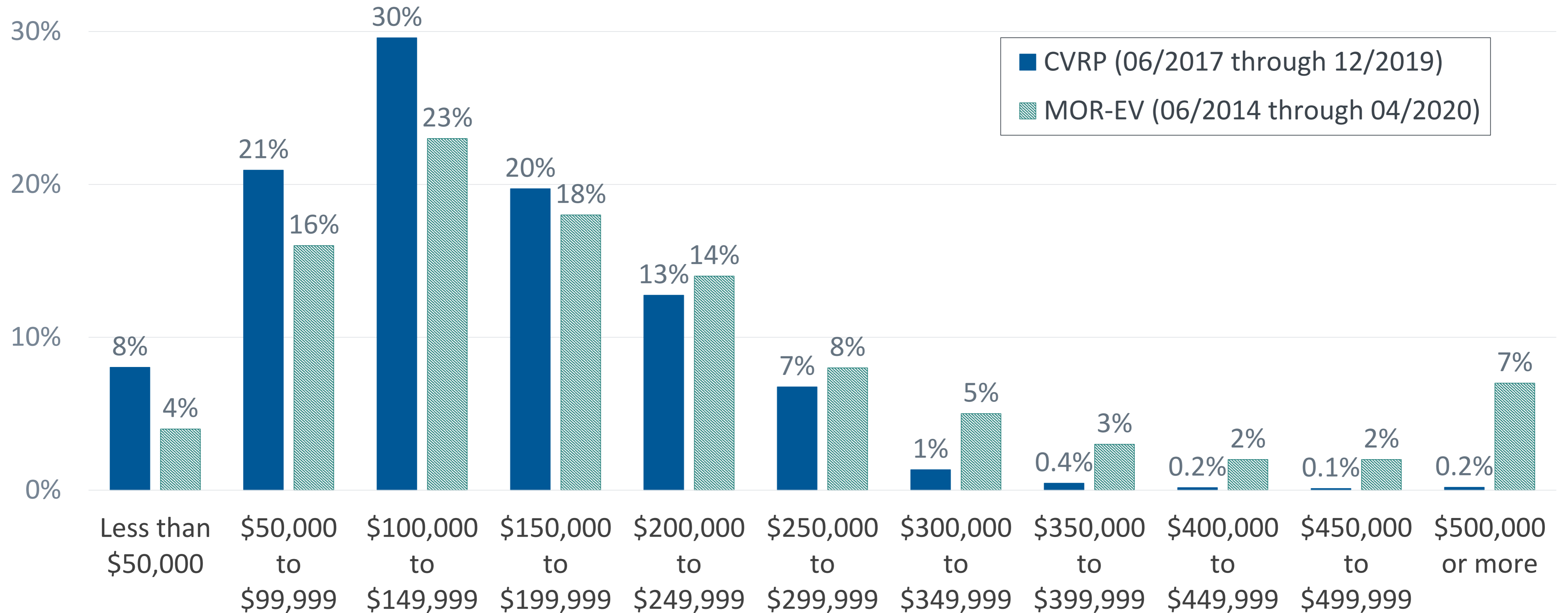
CVRP Consumer Survey: 2017–2019 edition.  
Filtered, question-specific, weighted n = 5,501.

# Distribution of Plug-in EV *Rebates* by Household Income: CY 2019 Purchases/Leases




CVRP Consumer Survey: 2017–2019 edition.  
Filtered, question-specific, weighted n = 5,501.

# Distribution of Plug-in EV *Rebates* by Household Income: CVRP and MOR-EV



MOR-EV Consumer Survey: life of program (June 2014 through April 2020 purchase/lease dates). Question weighted n = 6,616.  
 CVRP Consumer Survey: 2017–2019 edition (June 2017 through December 2019 purchase/lease dates). Question weighted n = 22,529.

# Setting an Appropriate Baseline: U.S. Car Buyers Are Different Than the Population

	 <b>All</b> U.S. Population (Census 2018)		<b>New-Vehicle Buyers</b> U.S. MYs 2016–17 (2017 NHTS)
Selected solely white/Caucasian	61%	<<	74%
≥ 50 Years Old	35%	<<	51%
≥ Bachelor's Degree	23%	<<<<	57%
Own Residence*	63%	<<	77%
≥ \$75k HH Income*	40%	<<<	62%
Selected Male	49%	≈	51%

- New-car buyers are different on almost every dimension.
- More frequently:
  - White
  - Older
  - Degree holders
  - Residence owners
  - Higher income
- *Some* of the difference explained by driving or buying age
- **The rest may be due in part to *social inequities***

\* Based upon household level data.

Census 2018: 2014–2018 American Community Survey, PUMS. NHTS 2017 is weighted to represent population, not new-vehicle subset. New-vehicle buyers identified based on within-100-mile match between odometer and miles driven while owned. “Prefer not to answer,” “I don’t know,” and similar responses are excluded throughout.

# Assessing Progress with **Appropriate Comparisons** *(not population statistics)*



	<b>CVRP, Purchase/Lease Dates:</b>			<b>CA New-Vehicle Buyers</b>	<b>CA Population</b>
	<b>9/12 – 12/18</b> Clean Vehicles wgthd n = 62,092 *	<b>CY 2017</b> Clean Vehicles wgthd n = 9,664 †	<b>CY 2019</b> Plug-in EVs wgthd n = 6,196	<b>MYs 2016–17</b>  (2017 NHTS CA add-on)	  (Census 2018)
<b>The majority of new-car buyers</b>					
Selected solely white/Caucasian	59%	58%	51%	51%	38%
≥ 40 years old	76%	76%	73%	68%	45%
≥ Bachelor’s degree in HH	83%	82%	82%	‡	‡
≥ \$100k Household Income	74%	68%	68%	56% §	35% §
Own Residence	83%	79%	80%	63% §	54% §
Selected Male	74% ¶	72% ¶	70% ¶	50%	50%

\* FCEV weighted n = 1,087. † FCEV weighted n = 415. ‡ Census & NHTS data characterize individual educational attainment, whereas rebate data characterize highest household attainment. § Based upon household-level data. ¶ Starting in June 2017, 100% includes non-binary options.

“Prefer not to answer,” “I don’t know,” and similar responses are excluded throughout. Census 2018: 2014–2018 American Community Survey, PUMS. NHTS weighted to represent population, not new-vehicle subset. New-vehicle buyers identified by within-100-mile match between odometer and miles driven while owned.

# Latest Progress with Appropriate Comparisons (not population statistics)



	<b>CVRP</b> Plug-in EVs <b>CY 2019</b> Purchase/Leases wghtd n = 6,196	<b>CA New-Vehicle Buyers</b> <b>MYs 2016–17</b>  (2017 NHTS CA add-on)	<b>CA Population</b>  (Census 2018)
<b>The majority of new-car buyers</b>			
Selected solely white/Caucasian	51%	51%	38%
≥ 40 years old	73%	68%	45%
≥ Bachelor’s degree	82%	‡	‡
≥ \$100k Household Income	68%	56% §	35% §
Own Residence	80%	63% §	54% §
Selected Male	70% ¶	50%	50%

‡ Census & NHTS data characterize individual educational attainment, whereas rebate data characterize highest household attainment. § Based upon household-level data.

¶ Starting in June 2017, 100% includes non-binary options.

“Prefer not to answer,” “I don’t know,” and similar responses are excluded throughout. Census 2018: 2014–2018 American Community Survey, PUMS. NHTS weighted to represent population, not new-vehicle subset. New-vehicle buyers identified by within-100-mile match between odometer and miles driven while owned.



# Explaining Differences with Appropriate Comparisons *(not population statistics)*



	<b>CVRP</b> Plug-in EVs <b>CY 2019</b> Purchase/Leases wghtd n = 6,196	Portion of <b>total</b> difference attributable to EVs	<b>CA New-Vehicle</b> <b>Buyers</b> <b>MYs 2016–17</b> <i>(2017 NHTS CA add-on)</i>	Portion of <b>total</b> difference explained by car buying	CA Population  <i>(Census 2018)</i>
<b>The majority of new-car buyers</b>					
Selected solely white/Caucasian	51%	← 0% →	51%	← 100% →	38%
≥ 40 years old	73%	← 18% →	68%	← 82% →	45%
≥ Bachelor’s degree	82%	n.a.	‡	n.a.	‡
≥ \$100k Household Income	68%	← 36% →	56% §	← 64% →	35% §
Own Residence	80%	← 65% →	63% §	← 35% →	54% §
Selected Male	70% ¶	← 100% →	50%	← 0% →	50%

‡ Census & NHTS data characterize individual educational attainment, whereas rebate data characterize highest household attainment. § Based upon household-level data.

¶ Starting in June 2017, 100% includes non-binary options.

“Prefer not to answer,” “I don’t know,” and similar responses are excluded throughout. Census 2018: 2014–2018 American Community Survey, PUMS. NHTS weighted to represent population, not new-vehicle subset. New-vehicle buyers identified by within-100-mile match between odometer and miles driven while owned.

A close-up photograph of a person's hand plugging a charging cable into the port of an electric vehicle. The scene is set outdoors at sunset, with warm, golden light and lens flare effects. In the background, a public charging station and a bicycle are visible, suggesting an urban or public parking area.

# Paths Forward

Strategic EV Market Segments

# Starting Point: CA Plug-in Vehicles

## Low-Hanging Fruit (Existing Adopters)

CY 2019  
weighted n = 6,196







## CA New-Vehicle Buyers

MYs '16-'17  
(2017 NHTS)

Selected solely white/Caucasian	51%	51%
≥ 40 Years Old	73%	68%
≥ Bachelor's Degree in HH	82%	*
Own Residence	80%	63% <sup>†</sup>
≥ \$100k HH Income	68%	56% <sup>†</sup>
Selected Male	70% <sup>‡</sup>	50%

\* NHTS data characterize individual educational attainment, whereas other data characterize highest household attainment. † Based upon household-level data. ‡ 100% includes non-binary options. Rebate data filtered by purchase/lease date. "Prefer not to answer," "I don't know," and similar responses are excluded throughout. NHTS weighted to represent population, not new-vehicle subset. New-vehicle buyers identified based on within-100-mile match between odometer and miles driven while owned.

# Paths Forward: CA Plug-in Vehicles

	Low-Hanging Fruit (Existing Adopters)	“Rebate Essentials”	“EV Converts”	CA New- Vehicle Buyers	Increased Rebate Recipients Low-/Moderate-Income
	CY 2019 weighted n = 6,196	CY 2019 weighted n = 3,340	CY 2019 weighted n = 1,262	MYs '16-'17 (2017 NHTS)	CY 2019 weighted n = 687
					
Selected solely white/Caucasian	51%	45%	39%	51%	36%
≥ 40 Years Old	73%	70%	68%	68%	67%
≥ Bachelor’s Degree in HH	82%	83%	79%	*	66%
Own Residence	80%	78%	77%	63% <sup>†</sup>	63%
≥ \$100k HH Income	68%	64%	63%	56% <sup>†</sup>	6%
Selected Male	70% <sup>‡</sup>	71% <sup>‡</sup>	66% <sup>‡</sup>	50%	65% <sup>‡</sup>

\* NHTS data characterize individual educational attainment, whereas other data characterize highest household attainment. † Based upon household-level data. ‡ 100% includes non-binary options. Rebate data filtered by purchase/lease date. “Prefer not to answer,” “I don’t know,” and similar responses are excluded throughout. NHTS weighted to represent population, not new-vehicle subset. New-vehicle buyers identified based on within-100-mile match between odometer and miles driven while owned.

A close-up photograph of a person's hand plugging a charging cable into the charging port of an electric vehicle. The scene is set outdoors at sunset, with warm, golden light and lens flare effects. In the background, a public charging station with multiple charging cables is visible, along with a bicycle parked nearby. The overall atmosphere is clean and modern, representing sustainable transportation.

# Summary & Select Findings

# Summary & Select Findings: Consumer Characteristics



## Program design and disruptions (e.g., waitlists) shape impacts

### Rebated Consumer Characteristics and *Appropriate Baselines*

- Home ownership and, in particular, male gender are much more frequent
  - gender slowly trending in right direction
- Income:
  - higher, but 62% <\$150k
  - portion  $\geq$ \$100k within 12 percentage points of CA new-vehicle buyers
  - different picture than painted by population stats
- Age older but in the ballpark
- Metric of race/ethnicity comparable to new-vehicle buyers
- 0–100% of the differences between rebate recipients and the population are explained by new-vehicle buying (e.g., 64% of the income difference is not about EVs)





### Paths Forward

- Strategic consumer segments present possible paths toward the mainstream and beyond to increased access

A close-up photograph of a person's hand plugging a charging cable into the port of an electric vehicle. The scene is set outdoors at sunset, with warm, golden light and lens flare effects. In the background, a public charging station with several orange charging cables is visible, along with a bicycle parked nearby. The overall atmosphere is clean and modern, representing sustainable transportation.

# Additional Resources

# Consumer Survey Data *(Shows Rebates to Individuals Only)*

	 CALIFORNIA CLEAN VEHICLE REBATE PROJECT™	 <b>MOR-EV</b> Massachusetts Offers Rebates for Electric Vehicles	 <b>CHEAPR</b> Connecticut Hydrogen and Electric Automobile Purchase Rebate	 <b>NEW YORK STATE</b>	<b>Total</b>
<b>Vehicle Purchase/ Lease Dates</b>	Sep. 2012* – Dec. 2019	Jun. 2014 – Apr. 2020	May 2015 – Sep. 2018	Mar. 2017 – Jul. 2018	Sep. 2012* – Apr. 2020
<b>Survey Responses (total n)**</b>	66,902	6,616	1,565	1,808	76,891
<b>Program Population (N)***</b>	339,200	16,100	3,500	8,600	367,400






\*Two fuel-cell EVs rebated by CVRP with purchase/lease dates from Dec. 2010 – Sep. 2012 are included.

\*\* Subsequently weighted to represent the program population along the dimensions of vehicle category, model, buy vs. lease, and county.

\*\*\* Small numbers of rebated vehicles are not represented in the time frames due to application lags. Rounded to nearest 100.



# Rebated *Plug-in* EV Consumer Characteristics


	 <b>All</b> U.S. Population (Census 2018)	<b>New-Vehicle Buyers</b> U.S. MYs 2016–17 (2017 NHTS)	 <b>CY 2019</b> weighted n = 6,196	 <b>CY 2019</b> weighted n = 630	 <b>CY 2017</b> weighted n = 516	 <b>Mar. – Dec. 2017</b> weighted n = 1,042
Selected solely white/Caucasian	61%	74%	51%	75%	88%	86%
≥ 50 Years Old	35%	51%	50%	50%	59%	60%
≥ Bachelor's Degree in HH*	23%*	57%*	82%	93%	85%	73%*
Own Residence	63% <sup>†</sup>	77% <sup>†</sup>	80%	91%	89%	90%
≥ \$75k HH Income	40% <sup>†</sup>	62% <sup>†</sup>	81%	92%	81%	78%
Selected Male	49%	51%	70% <sup>‡</sup>	79%	71%	68%

\* Census, NHTS & NYS data characterize individual educational attainment, whereas other rebate data characterize highest household attainment.

<sup>†</sup> Based upon household-level data. <sup>‡</sup> 100% includes non-binary options.

Rebate data filtered by purchase/lease date. “Prefer not to answer,” “I don’t know,” and similar responses are excluded throughout. Census 2018: 2014–2018 American Community Survey, PUMS. NHTS 2017 is weighted to represent population, not new-vehicle subset. New-vehicle buyers identified based on within-100-mile match between odometer and miles driven while owned.

# Rebated EV Consumer Characteristics: Trending in Some of the Right Directions

	<b>MOR-EV, Purchase/lease dates:</b>			<b>New England New-Vehicle Buyers</b> MYs 2016–17 (2017 NHTS)	 <b>MA Population</b> (Census 2018)
	<b>CY 2017</b> weighted n = 1,330	<b>CY 2018</b> weighted n = 2,844	<b>CY 2019</b> weighted n = 630		
Selected solely white/Caucasian	85%	80%	75%	87%	72%
≥ 50 years old	61%	55%	50%	49%	36%
≥ Bachelor’s degree in HH	90%	90%	93%	*	*
Own Residence	92%	91%	91%	83%**	62%**
≥ \$75k HH Income	88%	91%	92%	72%**	51%**
Selected Male	74%	79%	79%	50%	49%

\* Census & NHTS data characterize individual educational attainment, whereas rebate data characterize highest household attainment. \*\* Based upon household-level data. “Prefer not to answer,” “I don’t know,” and similar responses are excluded throughout.

Census 2018: 2014–2018 American Community Survey, PUMS.

2017 NHTS: filtered for states = CT, MA, ME, RI, VT, NH. NHTS is weighted to represent population, not new-vehicle subset. New-vehicle buyers identified based on within-100-mile match between odometer and miles driven while owned.

# Select Publications (Reverse chronological, as of 7/30/21)

- N. Pallonetti and B. D. H. Williams, [“Refining Estimates of Fuel-Cycle Greenhouse-Gas Emission Reductions Associated with California’s Clean Vehicle Rebate Project with Program Data and Other Case-Specific Inputs,”](#) *Energies*, vol. 14, no. 15, Jul. 2021.
- B. D. H. Williams and J. B. Anderson, [“Strategically Targeting Plug-In Electric Vehicle Rebates and Outreach Using ‘EV Convert’ Characteristics,”](#) *Energies*, vol. 14, no. 7, p. 1899, Mar. 2021.
- B.D.H. Williams, J.B. Anderson, A. Lastuka, [Characterizing Plug-in Hybrid Electric Vehicle Consumers Who Found the U.S. Federal Tax Credit Extremely Important in Enabling Their Purchase](#), in: 33rd Electr. Veh. Symp., Electric Drive Transportation Association (EDTA), EVS33, and Zenodo, Portland OR, 2020. <https://doi.org/10.5281/ZENODO.4021408>
- S. Hardman, P. Plötz, G. Tal, J. Axsen, E. Figenbaum, P. Jochem, S. Karlsson, N. Refa, F. Sprei, B.D. Williams, J. Whitehead, B. Witkamp, [Exploring the Role of Plug-In Hybrid Electric Vehicles in Electrifying Passenger Transportation](#), International EV Policy Council, UC Davis Plug-in Hybrid and Electric Vehicle Research Center, 2019.
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# Select Presentations *(Reverse chronological, as of 7/30/21)*

- [Data from Statewide Electric Vehicle Rebate Programs: Vehicles, Consumers, Impacts, and Effectiveness](#)
- [CVRP CY 2019 Data Brief: Vehicle Replacement & Incentive Influence](#)
- [CVRP CY 2019 Data Brief: Consumer Characteristics](#) *(this presentation)*
- [CVRP Data Brief: MSRP Considerations](#)
- [EV Purchase Incentives: Program Design, Outputs, and Outcomes of Four Statewide Programs with a Focus on Massachusetts](#)
- [What Vehicles Are Electric Vehicles Replacing and Why?](#)
- [Electric Vehicle Incentives and Policies](#)
- [Proposed FY 2019–20 Funding Plan: Final CVRP Supporting Analysis](#)
- [CVRP: Data and Analysis Update](#)
- [Cost-Effectively Targeting EV Outreach and Incentives to “Rebate-Essential” Consumers](#)
- [Electric Vehicle Rebates: Exploring Indicators of Impact in Four States](#)
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