

CVRP Income Cap Analysis: Informing Policy Discussions

Stakeholder Briefing – August 2016

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Thanks also to John Anderson, Clair Johnson, PhD, Roman Partida-Lopez,
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Overview

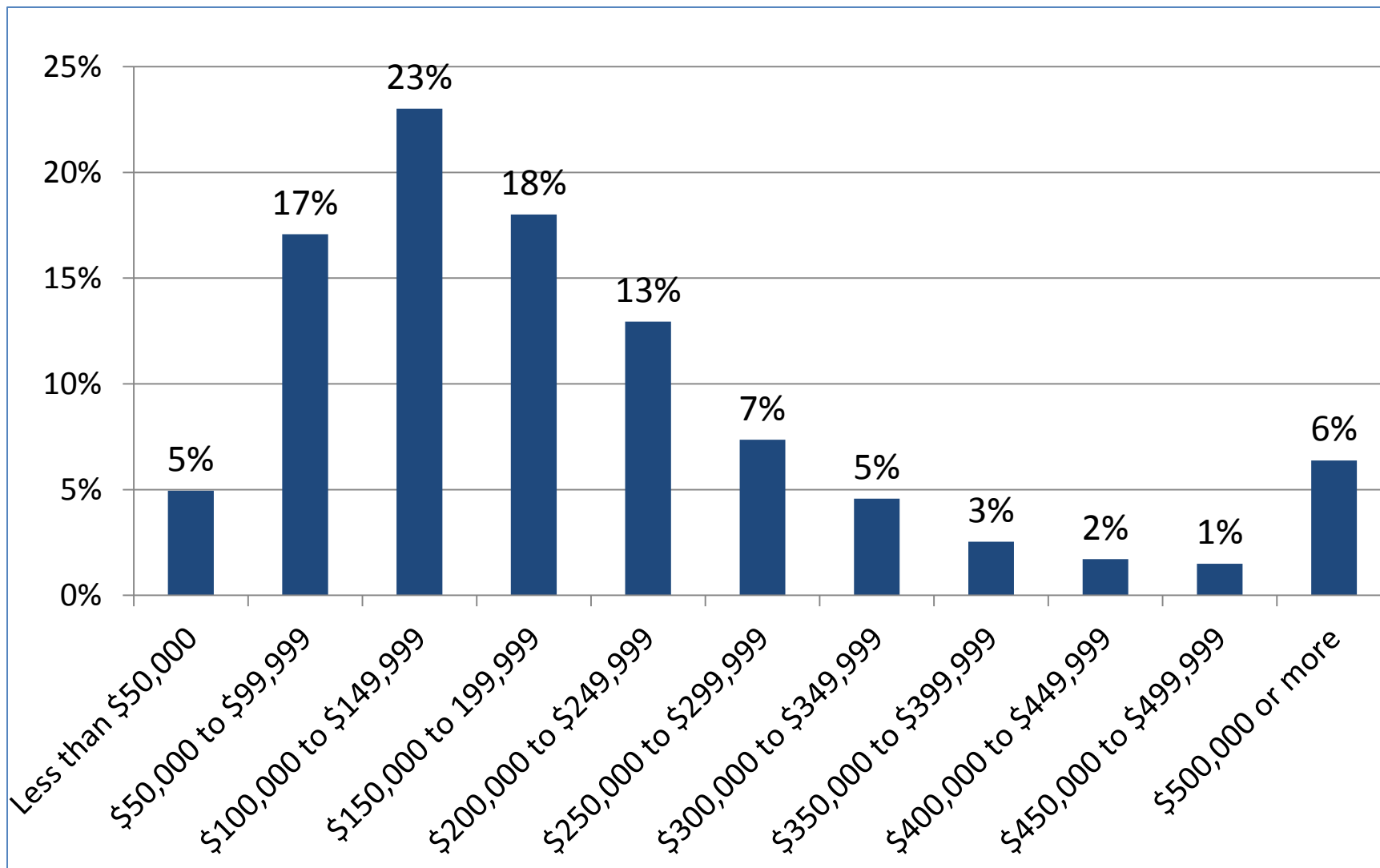
CSE Priorities:

- Support state ZEV goals (2023 & 2025)
- Long-term incentive funding (3-5 year funding)
- Program design based on data and evaluation

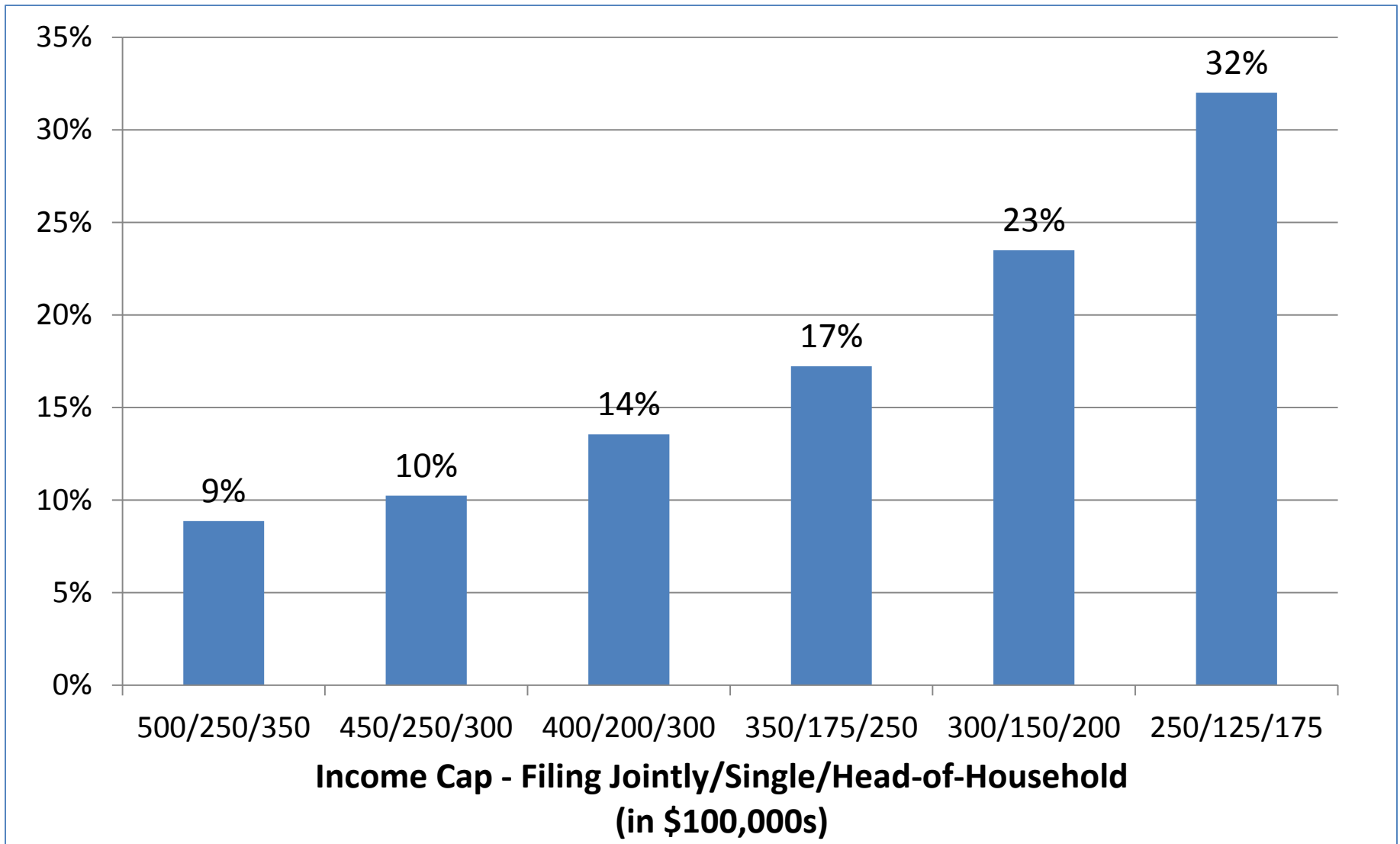
Analysis:

- This analysis is best effort to evaluate potential impact of different income cap levels using available historical data
- Actual impact of the current cap on the ZEV market is unclear at this time; Effective date was March 2016

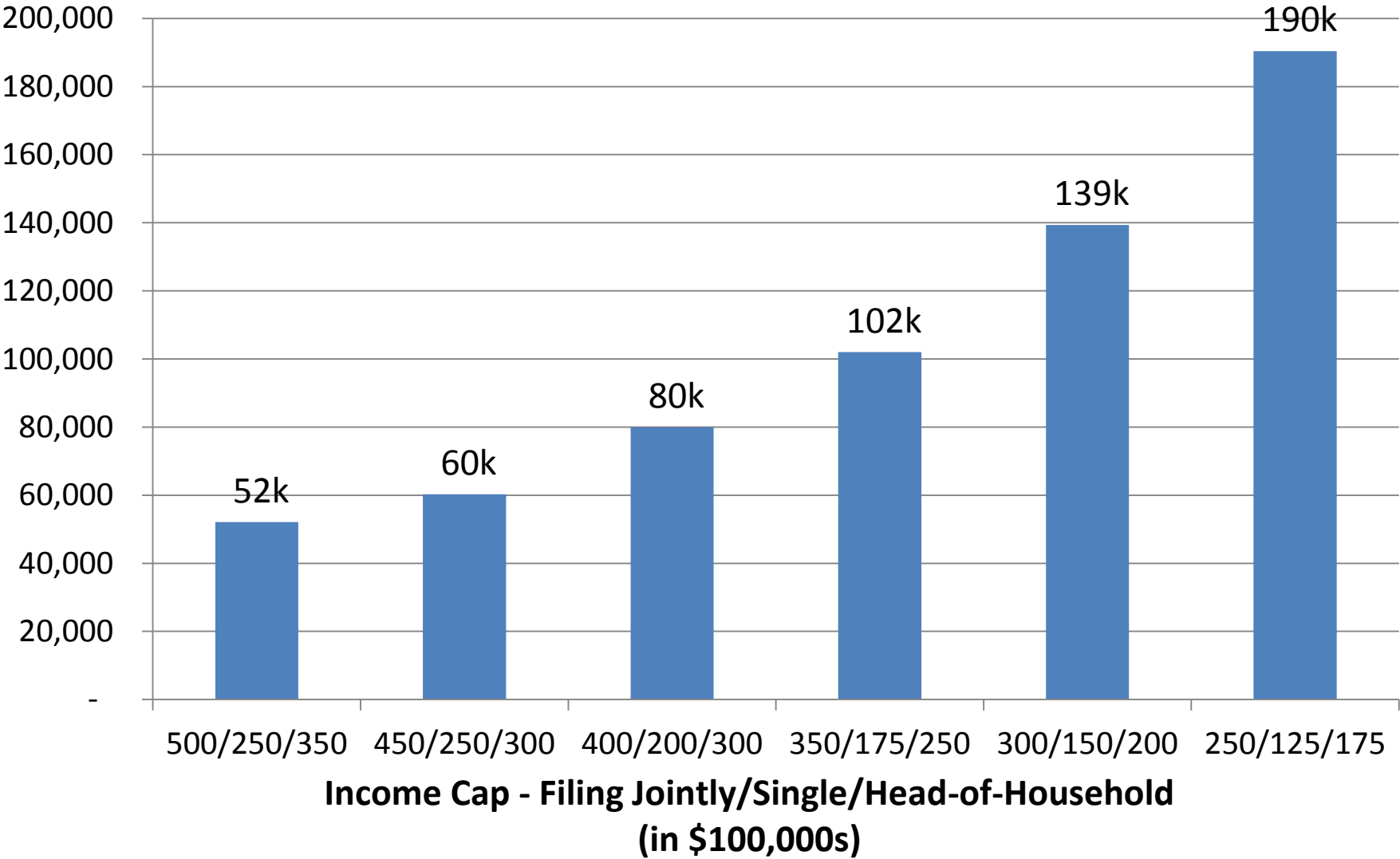
Distribution of CVRP Respondents by Household Income



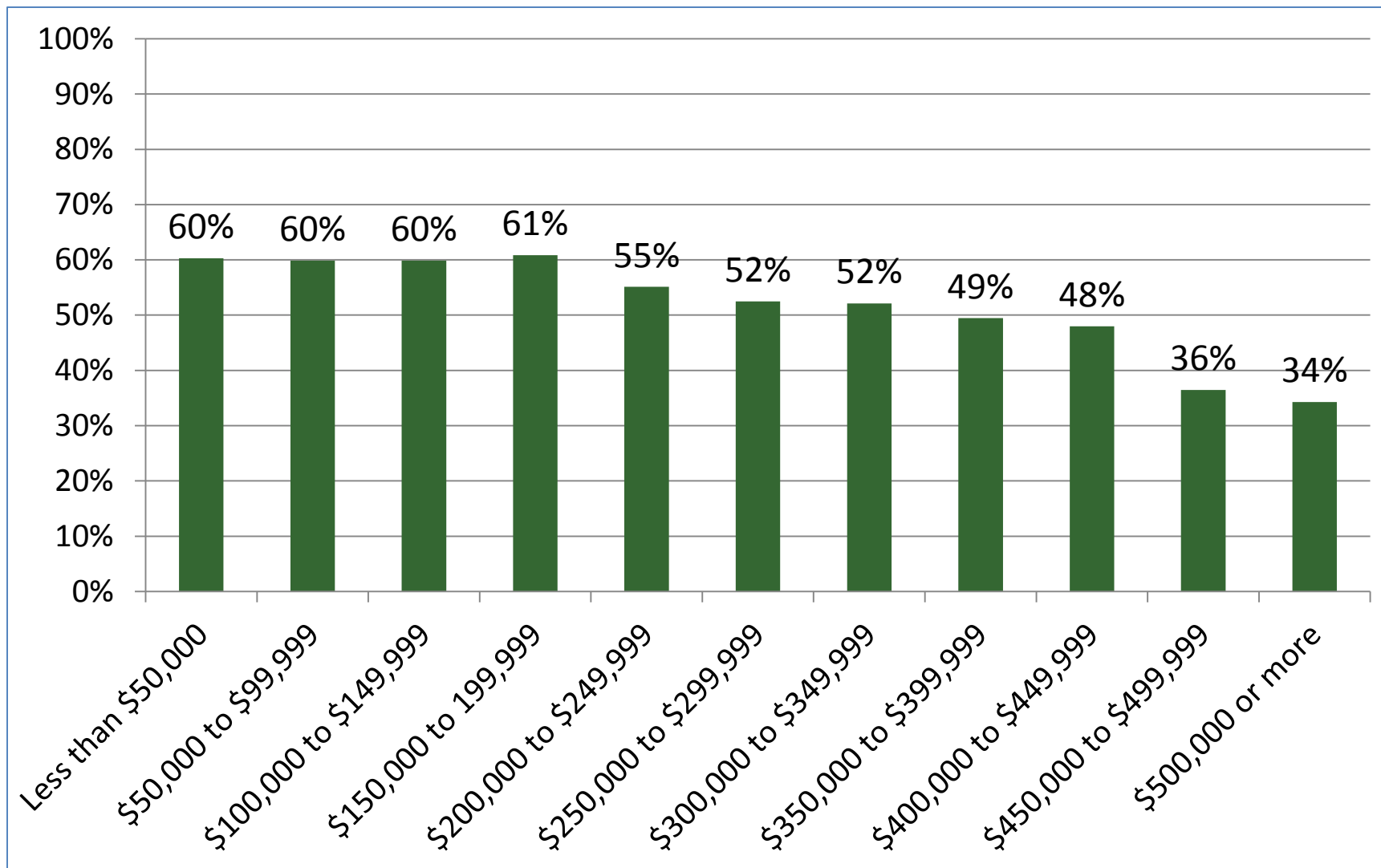
Percent of CVRP Program Excluded



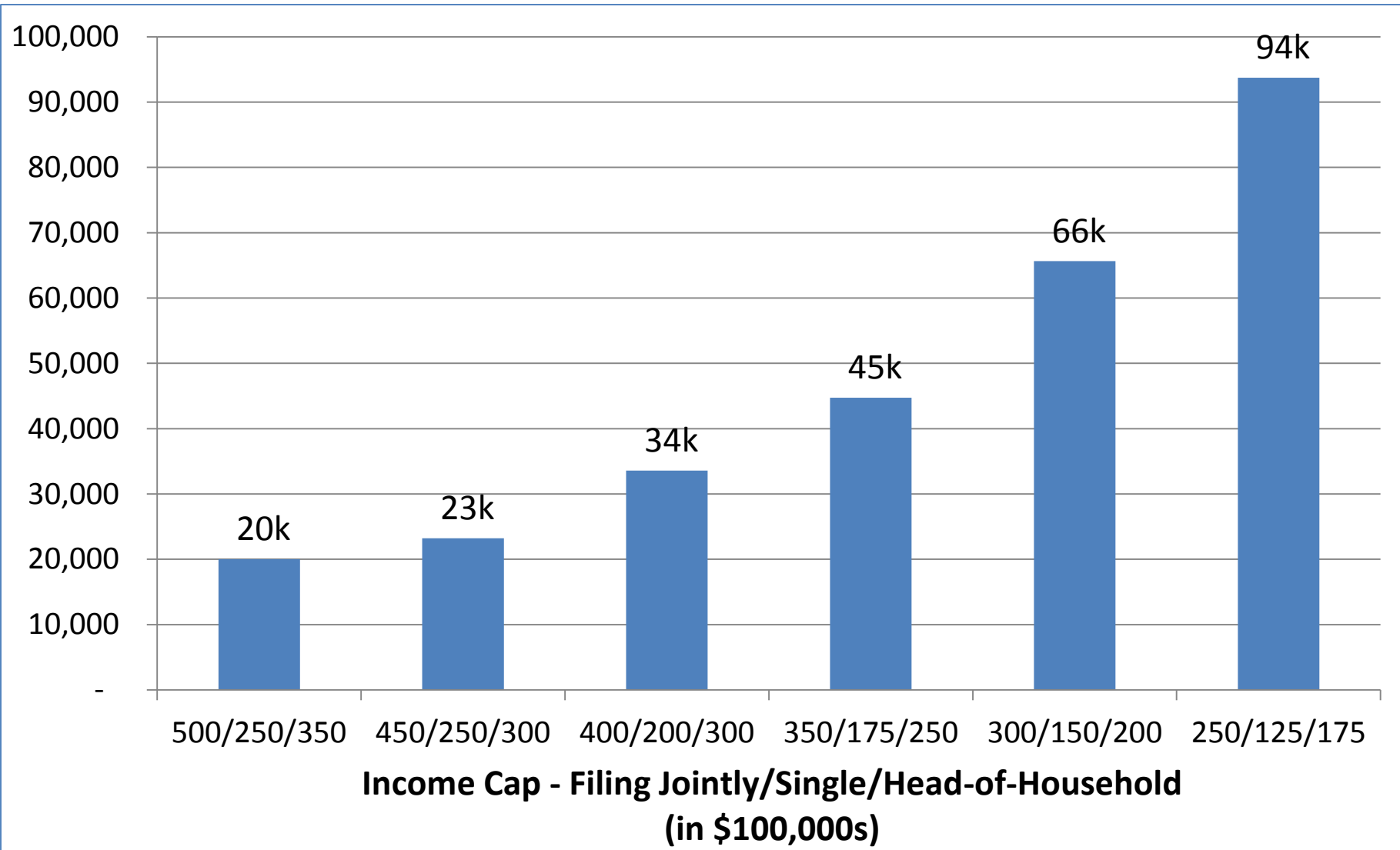
Estimated Vehicles Excluded from the CVRP thru 2022



Rebate Essential by Income



Estimated Vehicles Lost from ZEV Market thru 2022



Major takeaways

- Lowering the cap is likely to have a non-linear impact
 - As the cap moves to and below \$400k/\$200k/\$300k the losses “accelerate”
 - Halving the cap (from \$500k/\$250k/\$350k to \$250/\$125/\$175) causes 5-fold losses
 - This might make meeting SB 1275’s goal of 1M ZEVs by 2023 “more difficult” by roughly 10%

Thank You

What would you like to know more about?

What decisions are you facing?

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We work nationally in the clean energy industry and are always open to exploring partnership opportunities.