



Summary of CVRP Rebate Eligibility and Funding Availability Over Time

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Prepared by the Center for Sustainable Energy for the California Air Resources Board

About

California’s Clean Vehicle Rebate Project (CVRP) provides consumer rebates for the purchase or lease of new clean vehicles; more than 400,000 vehicles have received CVRP rebates since the first application in 2010.¹ The purpose of this fact sheet is to detail changes in the program over time and to help inform assessments of CVRP’s impact.

Rebate Eligibility

Rebate values and the types of vehicles eligible for CVRP have both varied over time, as shown in Table 1. However plug-in hybrid and battery electric vehicles account for nearly all—roughly 98%²—of the rebates over the life of the program.³

Table 1: Rebates Over Time

| Vehicle Types | Effective Dates | | | | | | |
|-------------------------------------|------------------|------------------|----------|----------|-------------------|-------------------|-------------------|
| | 3/1/2010 | 6/18/2011 | 7/4/2013 | 6/1/2014 | 3/29/2016 | 11/1/2016 | 12/3/2019 |
| Plug-in Hybrid Electric (PHEV) | \$3,000 | \$1,500 | \$1,500 | \$1,500 | \$1,500–\$3,000** | \$1,500–\$3,500** | \$1,000–\$3,500** |
| Battery Electric (BEV) | \$3,000–\$5,000* | \$1,500–\$2,500* | \$2,500 | \$2,500 | \$2,500–\$4,000** | \$2,500–\$4,500** | \$2,000–\$4,500** |
| Fuel Cell Electric (FCEV) | \$3,000–\$5,000* | \$1,500–\$2,500* | \$2,500 | \$5,000 | \$5,000–\$6,500** | \$5,000–\$7,000** | \$4,500–\$7,000** |
| Zero-Emission Motorcycle (ZEM) | \$1,500 | \$900 | \$900 | \$900 | \$900 | \$900 | \$750 |
| Neighborhood Electric Vehicle (NEV) | \$1,500 | \$900 | \$900 | \$900 | \$900 | \$900 | N/A*** |

* Amounts varied by ZEV type. For definitions, see CCR 1962.1.
 ** Lower-income consumers eligible for an additional rebate. See Table 2 for specific amount by date.
 *** There are currently no neighborhood electric vehicles being manufactured that meet program requirements.

¹ Center for Sustainable Energy (2018). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated April 14th, 2021. Retrieved September 3rd, 2021, from <https://cleanvehiclerebate.org/eng/rebate-statistics>.

² Ibid.

³ A current list of eligible vehicles is available at <https://cleanvehiclerebate.org/eng/eligible-vehicles>.



A major change in consumer eligibility criteria was introduced in 2016, imposing income caps for consumers. On December 3rd of 2019, the household income requirement for the additional rebate for low-to-moderate income consumers changed from $\leq 300\%$ of the federal poverty level to $\leq 400\%$. These criteria are shown in Table 2.

Table 2: Income Criteria

| | March 29, 2016 | Nov 1, 2016 | Dec 3, 2019 |
|---|----------------|-------------|-------------|
| Consumer Income Cap* | | | |
| Single filers | \$250,000 | \$150,000 | \$150,000 |
| Head-of-household filers | \$340,000 | \$204,000 | \$204,000 |
| Joint filers | \$500,000 | \$300,000 | \$300,000 |
| Increased Rebate for Low-to-Moderate Income Consumers | | | |
| Standard rebate amount increased by | \$1,500** | \$2,000** | \$2,500*** |
| <p>* Income cap is deferred for fuel cell electric vehicles (consumers above the income cap with fuel cell vehicles can only participate in either the Clean Air Vehicle Decal Program or the Clean Vehicle Rebate Project, not both).</p> <p>** For consumers in households with income $\leq 300\%$ of the federal poverty level.</p> <p>*** For consumers in households with income $\leq 400\%$ of the federal poverty level.</p> | | | |

Since March 2016, over \$91 million—14.6% of CVRP funds—have been issued to lower-income consumers approved for increased rebates.⁴ Various other eligibility criteria have been introduced since 2019, which can be found below in Table 3.

Table 3: Other Criteria

| Criteria | Effective Date |
|--|----------------|
| Electric Range | |
| 35-mile UDDS | Dec 3, 2019 |
| 30-mile EPA | April 6, 2021 |
| Increased Rebate for Low-to-Moderate Income | |
| Household income $\leq 300\%$ of FPV | Dec 3, 2019 |
| Household income $\leq 400\%$ of FPV | Jan 27, 2021 |
| Rebate Limits | |
| Non-fuel cell vehicles limit 1 per person | Dec 3, 2019 |
| Fuel cell vehicles limit 1 per person* | Dec 3, 2019 |
| Vehicle base MSRP cap of \$60,000** | Dec 3, 2019 |
| <p>* If rebate limit was met with a non-fuel cell vehicle, then one additional rebate for an eligible fuel cell vehicle may be applied for.</p> <p>** Fuel cell electric vehicles are excluded from base MSRP cap.</p> | |

⁴ Center for Sustainable Energy (2021). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics, Equity Statistics tab, “Since Income Criteria” filter. Data last updated April 14, 2021. Retrieved September 3, 2021, from <https://cleanvehiclerebate.org/rebate-statistics>.



Funding Availability

CVRP is funded on an annual basis. On several occasions, the program’s available funding has been exhausted prior to the end of the funding cycle. These circumstances led to waitlist periods, during which CVRP continued to receive applications, but customers had to wait until funding was available (Table 4). In recent years, funding has been set aside from general rebate funds for low/moderate-income increased rebates, ensuring those rebates were issued without delay, even while the rest of the program was on a waitlist.

Table 4: 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 |
| 2020 | N/A | N/A | 0 |
| 2021 | 4/23 | 9/15 | 145 |

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

When waitlists occur, consumers are notified via news releases and prominent notices on the CVRP website. To avoid confusion, the real-time funding status tracker⁵ is taken offline. However, based on reports of consumer confusion and dealer reluctance to characterize the rebate program during times of uncertainty, these waitlist periods likely have an unintended impact on rebate demand.

More Information

- An interactive dashboard with rebate and equity statistics, as well as a data download, is available at cleanvehiclerebate.org/rebate-statistics.
- A near-real-time tracker of the program’s currently available funding is accessible at cleanvehiclerebate.org/eng/rebate-funding-status.
- FAQs and CVRP Terms and Conditions, including vehicle and consumer eligibility, are also available at cleanvehiclerebate.org.

⁵ <https://cleanvehiclerebate.org/eng/rebate-funding-status>.