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FISCAL IMPACT REPORT

ORIGINAL DATE 1/18/19

SPONSOR Sedillo Lopez/Woods LAST UPDATED _____ HB _____

SHORT TITLE Electric Vehicle Income Tax Credit SB 333

ANALYST Graeser

REVENUE (dollars in thousands)

Estimated Revenue					Recurring or Nonrecurring	Fund Affected
FY19	FY20	FY21	FY22	FY23		
0	(4,500.0)	(5,000.0)	(5,000.0)	(5,000.0)	Recurring	General Fund (PIT) –EV Credit
0	(500.0)	(500.0)	(500.0)	(500.0)	Recurring	General Fund (PIT) – Charging Station Credit
0	57.0*	159.0*	198.0*	231.0*	Recurring	State Road Fund

Parenthesis () indicate revenue decreases

* Per DOT note, these values assume all EV and PHEV would be subject to the annual additional fee.

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY19	FY20	FY21	3 Year Total Cost	Recurring or Nonrecurring	Fund Affected
Total		12.5	12.5	25.0	Recurring	MVD operating

Parenthesis () indicate expenditure decreases

Note: this administrative impact was indicated in TRD’s review of 2014’s HB-136. This table will be updated when TRD provides an analysis of this bill.

Previous introductions:

2014 HB-136
2015 SB-09
2015 HB-40

Conflict, Companions, Duplicates

HB-185 is similar with a few clarifying technical changes.

SOURCES OF INFORMATION

LFC Files

Response Received from:

Department of Transportation (DOT)

SUMMARY

Synopsis of Bill

Senate Bill 333 proposes a pair of personal income tax credits to incentivize the purchase or lease of plug-in hybrid and 100 percent electric vehicles. The electric vehicle income tax credit is \$2,500 for most vehicle purchases, but is increased to \$3,500 for:

- Single taxpayers with adjusted gross income of \$50,000 or less;
- Married filing separately with adjusted gross income \$50,000 or less; and
- Married filing jointly or heads of household with adjusted gross income of \$75,000 or less.

Taxpayers may claim a credit in each year in which the taxpayer purchases an electric or plug-in hybrid vehicle. The maximum aggregate amount of personal income tax credits that will be paid in any year is \$5,000,000. If any claim is denied because of the cap, that claim becomes the first paid in the following year. *The credit is refundable.*

The second credit is an electric vehicle charging unit income tax credit. This credit is a maximum of \$300 or the actual cost of purchasing and installing an electric vehicle charging unit. The aggregate annual credits to be paid are limited to \$500,000 and will be paid in the order received by the Department. There is no rollover feature; claims will be paid by TRD on a first-come, first-paid basis. Only installations in single-family residential homes are eligible for this credit. This credit is not refundable.

The bill also imposes an additional annual registration fee of \$25 dollars for an electric vehicle and \$15 for a plug-in electric vehicle. The proceeds of this additional registration fee will be distributed to the state road fund. This fee is imposed whether the vehicle owner is allowed an electric vehicle income tax credit or not. The purpose of this additional registration fee is to compensate the road fund for the loss of gasoline tax receipts for these vehicles that use the streets and roads of the state, but pay less or no gasoline taxes compared to conventionally powered vehicles.

The effective date of the additional registration fee is January 1, 2020. The applicable date of the income tax credit is for income tax years beginning on or after January 1, 2020. The refundability of the purchase credit poses a problem. See Technical Issues for more information. The income tax credit portion of the bill does not carry a delayed repeal, but vehicle purchases or leases must be consummated by January 1, 2027.

FISCAL IMPLICATIONS

This bill creates or expands a tax expenditure with a cost that is difficult to determine but likely significant. LFC has serious concerns about the significant risk to state revenues from tax expenditures and the increase in revenue volatility from erosion of the revenue base. The committee recommends the bill adhere to the LFC tax expenditure policy principles for vetting, targeting, and reporting or be held for future consideration.

DOT provided the following estimates of Plug-in hybrid (PHEV) and Battery Electric Vehicle (BEV) stock and new purchases or leases.

FISCAL YEAR	PHEV Stock	BEV Stock	New PHEV	New BEV
2018	1,188	784		
2019	1,597	1,788	410	1,005
2020	2,037	3,303	440	1,515
2021	2,678	4,768	642	1,465
2022	2,937	6,145	259	1,377
2023	3,198	7,341	261	1,196

DOT notes the source of these estimates: (<https://autoalliance.org/energy-environment/advanced-technology-vehicle-sales-dashboard/>). The growth rates applied to data for projections were obtained using data from the Annual Energy Outlook 2018 (on EIA.gov) on vehicle sales for PHEV, and BEV. The EIA growth rates assumed a scenario of 'Low Oil Price' (reference year 2016). The 'Low Oil Price' scenario assumes low oil prices result from a combination of lower demand for petroleum and other liquids in the non-OECD nations and higher global supply. Using these projections results in the conclusion that the entire \$5,000,000 in credits will be claimed at least through FY23, with substantial rollover of credits each year, building in a deferred liability for the General Fund.

With the advent of >150 mile range vehicles, with price after federal credit of under \$48,000, including the new Nissan Leaf, the Tesla Model 3 and the Chevrolet Bolt, as well as vehicles from Ford, Mercedes-Benz and others, plug-in electric cars may become more popular. However, gasoline prices will continue around \$2.00 per gallon for some time. This will put a damper on growth of plug-in electric vehicles. In addition, TRD estimates a slow growth in the adoption of the technology for the following reasons:

- Lack of consumer education is a significant barrier to the adoption of the technology since people have little understanding of electric vehicles; and
- Introducing a new technology into a very competitive and established automotive market is a herculean effort.

The federal EV and PHEV credit ranges from \$2,500 per vehicle to \$7,500, depending on vehicle weight and battery capacity. The credit is equal to \$2,500 plus, for a vehicle which draws propulsion energy from a battery with at least 5 kilowatt hours of capacity, \$417, plus an additional \$417 for each kilowatt hour of battery capacity in excess of 5 kilowatt hours. The total amount of the credit allowed for a vehicle is limited to \$7,500. Attached to this review is a listing of BEV and PHEV battery capacity and the amount of federal credit allowed. No manufacturers have sold enough units to exceed the 200,000 ceiling for eligibility for the credit.

SIGNIFICANT ISSUES

A “qualified electric vehicle” has a number of restrictions and requirements and separate definitions for tax credit and the additional registration fee. The vehicle must:

Purpose of Tax Credit	Purpose of Additional Registration Fee
Plug-in Hybrid: <ul style="list-style-type: none"> • Uses both internal combustion engine and electric motor • Has a battery pack that holds > 6 Kwh • Has an all-electric range of >= 15 mi. 	Plug-in Hybrid: <ul style="list-style-type: none"> • Uses both internal combustion engine and electric motor • Has a battery pack that holds > 6 Kwh • Has an all-electric range of >= 15 mi.
Qualified Electric Vehicle <ul style="list-style-type: none"> • Is a motor vehicle or plug-in hybrid • Is new • Has four wheels and manufactured for use on public roads, therefore Is not a motorcycle or golf cart • has a base MSRP of less than \$48,000; • has an unloaded base weight of not less than 2,200 pounds and not more than 8,500 pounds; • not be homemade or significantly modified from a stock manufactured vehicle; • has a maximum speed in excess of 65 mph; • has a battery capacity of not less than four kilowatt hours; and • has a battery capable of being recharged from an external source of electricity. 	Electric Vehicle <ul style="list-style-type: none"> • Is new • Has four wheels and manufactured for use on public roads, therefore Is not a motorcycle or golf cart • has an unloaded base weight of not less than 2,200 pounds and not more than 8,500 pounds; • not be homemade or significantly modified from a stock manufactured vehicle; • has a maximum speed in excess of 65 mph; • has a battery capacity of not less than six kilowatt hours; and • has a battery capable of being recharged from an external source of electricity.

The definitions for both the credit and the additional registration fee ensures that electric golf carts, electric motorcycles and homebuilt electric vehicles will not be eligible for the credit or for the additional registration fee. It is not absolutely clear, however, that this definition will disqualify conventional gasoline electric hybrid vehicles from the credit. For example, early model Prius hybrid vehicles had a battery capacity of 4.4 Kwh, even if not equipped for external charging. These vehicles would have qualified for the tax credit, but would be exempt from the additional registration fee. The difficulty may be with the phrase "... capable of being recharged from an external source of electricity. This is a qualification on the battery, not on the vehicle.

The subtle difference in definitions (highlighted in yellow above) may render the provisions of this bill somewhat difficult to administer. Including the requirement for the vehicle to be new in order to be charged for the additional registration fee may be unintentional.

TRD previously noted that "Even with this credit, the consumer incurs the initial expense before realizing the benefit which is often the tax year after the purchase or the leasing period. Considering the average household income in New Mexico, most families cannot afford to make such a big investment while they have other basic needs to meet."

Given the current average cost of new units for personal use, an electric vehicle is considered a luxury by most households contributing to the slow growth of electric vehicle purchases.

This bill may be counter to the LFC tax policy principle of adequacy, efficiency and equity. Due to the increasing cost of tax expenditures revenues may be insufficient to cover growing recurring appropriations.

The bill requires taxpayers applying for the electric vehicle income tax credit and the electric vehicle charging unit income tax credit to provide information to TRD which may include a receipt of lease or purchase of the vehicle, a receipt of purchase of a charging station and a copy of data sheet specifying connector type, plug type, voltage, and current of the purchased electric vehicle charging unit.

The bill includes reporting requirements. TRD must compile a report that includes the number of taxpayers approved to receive the tax credits and the aggregate amount of tax credits approved and an analysis of the effectiveness and cost of the tax credit and of whether the tax credit is performing the purpose for which it was created.

TRD has previously noted that the \$15 or \$25 additional registration fees may be simply a nuisance, costing more to collect than it benefits the road fund. The purpose of the fee may be to address the loss of gasoline tax revenues to the road fund created by vehicles that use minimal amounts of gasoline.

One EV lobbyist has proposed an evaluation methodology that recognizes that, because of range limitations, BEVs have a significantly lower annual utilization and, perhaps, deserve to have an additional registration fee somewhat less than the amounts proposed in HB-6 of this session. The amounts suggested in this bill may conform to that methodology. However, as the range of BEVs improve because of improvements in battery technology, this lower utilization may not persist.

PERFORMANCE IMPLICATIONS

The LFC tax policy of accountability is met with the bill's requirement to report annually to an interim legislative committee regarding the data compiled from the reports from taxpayers taking the deduction and other information to determine whether the deduction is meeting its purpose.

ADMINISTRATIVE IMPLICATIONS

TRD has previously reported a moderate impact and that forms and procedures would need to be developed. For ease of administration, TRD requires an application process for these credits prior to allowing the taxpayer to claim the credits. This application could be administered by MVD at the time the vehicle was initially titled and registered. While this provision is not explicit in the provisions of the bill, the bill does provide sufficient latitude and flexibility so that TRD can administer the credit in the most efficient manner.

In its review of the 2014 HB-236, TRD noted that pre-approval of the credit would eliminate delays in processing refunds which could cost TRD interest on late refunds. Manual review of the application would be needed, requiring a ¼ of an FTE at a recurring cost of \$12,500. However, if the application is processed by MVD at the time of registration, this cost would be assumed within the MVD operating budget. On the other hand, the EV charging station credit would cause delays in processing PIT refunds.

TRD employees and taxpayers would need to be provided technical training on what a qualified electric vehicle and electric vehicle charging unit is. Regulations will need to be drafted for the rules and procedures.

An application and claim form will need to be developed. The forms, instructions and modifications to the income tax forms and publications can be performed with existing resources as part of the annual revision of the tax forms and publications.

CONFLICT, DUPLICATION, COMPANIONSHIP, RELATIONSHIP

SB-333 and HB-185 are virtual duplicates, with this bill clarifying that the \$48,000 limit to qualify for the tax credit

TECHNICAL ISSUES

A plain reading of the bill indicates that once the \$500,000 charging station cap is exceeded, taxpayers not awarded a tax credit simply lose the credit, since there is no provision in the bill for rolling the credit to the next year with higher priority. The EV tax credits, however, include this rollover provision.

Requiring only new vehicles to incur the additional registration may be unintentional.

Having a different requirement for battery capacity to qualify for the tax credit and to incur the additional registration fee is curious. These requirements should be the same.

Allowing the tax credit to be refundable is also unusual and may violate the anti-donation provisions of the state constitution. In general, the legislature may adjust tax liabilities for any reason deemed valid by the legislature. However, making a tax credit refundable means that the legislature is actually appropriating money to private individuals. Article IX, Sec. 14 of the State Constitution provides:

Neither the state nor any county, school district or municipality,... shall directly or indirectly ... make any donation to or in aid of any person, association or public or private corporation or in aid of any private enterprise for the construction of any railroad ... (ellipses inserted to focus reader's attention on the main provisions of the section).

In addition, after the initial year in which the tax credit for vehicle purchases or leases made at any time during 2019 would have to be claimed on 2019 tax returns, the refundability provision would allow EV or PHEV purchasers or leasees to make claims on amended returns for the previous year.

It is not clear when the \$5,000,000 limit is exceeded and tax refund claims or credits are rolled to the following year whether a new application would have to be filed. This issue should be addressed in statute.

Section 1, paragraph L may have a problem: subparagraph (1) defines a plug-in hybrid vehicle as having a battery pack that holds at least six kilowatt-hours and is capable of operation without the use of the internal combustion engine for an all-electric range of at least fifteen miles. Section (2) defines a "qualified electric vehicle" as a new motor vehicle or a plug-in hybrid

vehicle with a battery capacity of at least four kilowatt-hours capable of being recharged from an external source of electricity. TRD’s analysis of the second provision is that it would allow conventional gasoline electric hybrids to qualify for this credit. This confusion should be clarified.

OTHER SUBSTANTIVE ISSUES

Note that the tax credit allowed in this bill is \$2,500 or \$3,500, depending on the adjusted gross income of the purchaser. This is an unusual ratio between allowed federal credits and the state credit. In the past, the ratio of federal credits and state credits has approximated the relative total income tax liabilities of the two jurisdictions. For TY16, total federal tax liabilities were about \$5.4 billion, whereas, state liabilities were about \$1.3 billion. A more appropriate tax credit might be \$500 or \$750 rather than \$2,500 or \$3,500.

TRD has previously noted the definition of “qualified electric vehicle” does not give a clear distinction between hybrid vehicles, and electric vehicles which are propelled wholly by rechargeable batteries.

TRD also pointed out another substantial issue dealing with leasing. A taxpayer can lease an electric car every tax year and thereby qualify for the credit every year, a potential loophole that may lead to the flooding (maximizing) the credit every tax year.

The provisions of this bill do not conform to the first four of the Legislative Finance Committee’s tax policy principles:

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| <ol style="list-style-type: none">1. Adequacy: Revenue should be adequate to fund needed government services.2. Efficiency: Tax base should be as broad as possible and avoid excess reliance on one tax.3. Equity: Different taxpayers should be treated fairly.4. Simplicity: Collection should be simple and easily understood.5. Accountability: Preferences should be easy to monitor and evaluate |
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ALTERNATIVES AND SUGGESTED AMENDMENTS

1. Although both the EV tax credits and the charging station tax credits appear similar, the administrative consequences are quite different. Separating this bill into a clean EV tax credit bill, which clearly excludes conventional gasoline electric hybrids and a companion bill that includes the charging station tax credit and the increase in registration fees should be considered.
2. Make the tax credit non-refundable. This will ensure that the provisions of the bill conform to the anti-donation clause of the State Constitution.
3. Make the battery capacity for the purpose of the tax credit and for incurring the additional registration fee the same.
4. If the intention is to impose the additional registration fee on the stock of vehicles rather than only on new vehicles, then the word “new” should be struck from the definition on page 10, line 5.

- The tax credits should be allowed only on tax returns for the year in which the purchase or lease was done.
- When the \$5,000,000 limit is exceeded and tax refund claims or credits are rolled to the following year, the bill should address whether a new application would have to be filed.

LG/sb/al/gb

INSIDE EVs		Plug-In Vehicle Comparisons - US										Estimation		
Updated 2018-09-03														
Brand	Model	Base Price (MSRP)	Dest. Charge	Tax Credit	Price After Tax Credit	Battery Size (kWh)	EPA EV Range (mi)	Total Range (mi)	Top Speed (mph)	Peak Power EV (kW)	Peak Power ICE (hp)	0-60 mph (sec)	Weight (lbs)	Price per kWh
Audi	A3 Sportback e-tron (2018)	\$ 39,500	\$ 975	\$ 4,502	\$ 35,973	8.8	16	400	130	75	150	7.6	3,616	\$4,489
BMW	330e iPerformance (2018)	\$ 45,600	\$ 995	\$ 4,001	\$ 42,594	7.6	14	350	140	65	180	5.9	3,900	\$6,000
BMW	530e iPerformance (2018)	\$ 53,400	\$ 995	\$ 4,668	\$ 49,727	9.4	16	370	87	70	184	6.0	4,266	\$5,681
BMW	530e xDrive iPerformance (2018)	\$ 55,700	\$ 995	\$ 4,668	\$ 52,027	9.4	14	360	87	70	184	5.8	4,385	\$5,926
BMW	740e xDrive iPerformance (2018)	\$ 91,250	\$ 995	\$ 4,668	\$ 87,577	9.2	14	340	155	80	255	5.1	4,409	\$9,918
BMW	i3 (33.2 kWh) (2018)	\$ 44,450	\$ 995	\$ 7,500	\$ 37,945	33.2	114	114	93	125	---	7.2	2,961	\$1,339
BMW	i3 REX (33.2 kWh) (2018)	\$ 48,300	\$ 995	\$ 7,500	\$ 41,795	33.2	97	180	93	125	34	8.0	3,234	\$1,455
BMW	i3s (33.2 kWh) (2018)	\$ 47,650	\$ 995	\$ 7,500	\$ 41,145	33.2	107	107	100	135	---	6.8	---	\$1,435
BMW	i3s REX (33.2 kWh) (2018)	\$ 51,500	\$ 995	\$ 7,500	\$ 44,995	33.2	97	180	100	135	34	7.6	---	\$1,551
BMW	i8 Coupe (2019)	\$ 147,500	\$ 995	\$ 5,689	\$ 142,826	11.6	17	320	155	105	228	4.2	3,501	\$12,716
BMW	i8 Roadster (2019)	\$ 163,300	\$ 995	\$ 5,689	\$ 158,626	11.6	17	320	155	105	228	4.4	3,671	\$14,078
BMW	X5 xDrive40e (2018)	\$ 63,750	\$ 995	\$ 4,668	\$ 60,077	9.2	13	540	130	80	240	6.5	5,220	\$6,929
Cadillac	CT6 PHEV (2018)	\$ 75,095	\$ 995	\$ 7,500	\$ 68,590	18.4	31	430	150	149	335	5.2	4,400	\$4,081
Chevrolet	Bolt EV (2018)	\$ 36,620	\$ 875	\$ 7,500	\$ 29,995	60	238	238	90	150	---	6.5	3,580	\$610
Chevrolet	Volt (2018)	\$ 33,220	\$ 875	\$ 7,500	\$ 26,595	18.4	53	420	98	111	101	8.4	3,543	\$1,805
Chrysler	Pacifica Hybrid (2018)	\$ 39,995	\$ 1,395	\$ 7,500	\$ 33,890	16	33	570	---	---	248	---	---	\$2,500
Fiat	500e (2017)	\$ 32,995	\$ 1,295	\$ 7,500	\$ 26,790	24	84	84	85	83	---	8.9	2,980	\$1,375
Ford	Focus Electric (2018)	\$ 29,120	\$ 875	\$ 7,500	\$ 22,495	33.5	115	115	---	107	---	---	3,640	\$869
Ford	Fusion Energi (2018)	\$ 31,400	\$ 875	\$ 4,007	\$ 28,268	7.6	21	610	104	88	141	8.6	3,984	\$4,132
Ford	Fusion Energi - Titanium (2019)	\$ 34,595	\$ 875	\$ 4,585	\$ 30,885	9.0	25	---	---	88	141	---	3,986	\$3,844
Honda	Clarity Electric (2018)	lease only	---	\$ 7,500	---	25.5	89	89	---	120	---	---	4,024	---
Honda	Clarity Plug-in Hybrid (2018)	\$ 33,400	\$ 895	\$ 7,500	\$ 26,795	17	47	340	---	135	103	---	4,052	\$1,965
Hyundai	IONIQ Electric (2018)	\$ 29,500	\$ 885	\$ 7,500	\$ 22,885	28	124	124	102	88	---	9.9	3,164	\$1,054
Hyundai	IONIQ Electric (2019)	\$ 29,815	\$ 885	\$ 7,500	\$ 23,200	28	124	124	102	88	---	9.9	3,164	\$1,085
Hyundai	IONIQ Plug-in Hybrid (2018)	\$ 24,950	\$ 885	\$ 4,543	\$ 21,292	8.9	29	630	---	45	104	---	---	\$2,803
Hyundai	IONIQ Plug-in Hybrid (2019)	\$ 25,350	\$ 885	\$ 4,543	\$ 21,692	8.9	29	630	---	45	104	---	---	\$2,848
Hyundai	Kona Electric (2019)	---	\$ 885	\$ 7,500	---	64.0	258	258	104	150	---	7.6	---	---
Hyundai	Sonata PHEV (2018)	\$ 33,250	\$ 885	\$ 4,919	\$ 29,216	9.8	28	600	75	50	154	---	3,787	\$3,393
Karma	Revero (2018)	\$ 130,000	\$ 1,400	\$ 7,500	\$ 123,900	21.4	37	240	125	301	260	5.4	5,400	\$6,075
Kia	Niro PHEV (2018)	\$ 27,900	\$ 940	\$ 4,543	\$ 24,297	8.9	26	560	---	45	104	---	3,391	\$3,135
Kia	Optima PHEV (2018)	\$ 35,210	\$ 895	\$ 4,919	\$ 31,186	9.8	29	610	75	50	154	9.1	3,788	\$3,593
Kia	Soul EV (2018)	\$ 33,950	\$ 895	\$ 7,500	\$ 27,345	30	111	111	---	81.4	---	---	4,321	\$1,132
Land Rover	Range Rover P400e (2019)	\$ 95,150	\$ 995	---	\$ 96,145	13.1	20	---	137	85	296	6.4	5,532	\$7,263
Land Rover	Range Rover Sport P400e (2019)	\$ 78,300	\$ 995	---	\$ 79,295	13.1	20	---	137	85	296	6.3	5,448	\$5,977
Mercedes	C350e (2018)	\$ 47,900	\$ 995	\$ 3,501	\$ 45,394	6.2	8	410	---	60	241	5.8	4,057	\$7,726
Mercedes	GLC 350e (2018)	\$ 49,990	\$ 995	\$ 4,460	\$ 46,525	8.7	9	350	---	---	320	6.2	---	\$5,746
Mercedes	GLE 550e (2018)	\$ 66,700	\$ 995	\$ 4,460	\$ 63,235	8.8	8	460	---	85	329	5.3	5,456	\$7,580
MINI	Cooper S E Countryman ALL4 (2018)	\$ 36,900	\$ 850	\$ 4,001	\$ 33,749	7.6	12	270	78	65	136	6.7	---	\$4,855
Mitsubishi	Outlander PHEV (2018)	\$ 34,595	\$ 995	\$ 5,836	\$ 29,754	12.0	22	310	---	120	117	---	---	\$2,883
Nissan	LEAF (40 kWh) (2018)	\$ 29,990	\$ 885	\$ 7,500	\$ 23,375	40	151	151	90	110	---	7.9	3,433	\$750
Porsche	Cayenne S E-Hybrid (2018)	\$ 79,900	\$ 1,050	\$ 5,336	\$ 75,614	10.8	14	490	151	70	333	5.4	5,181	\$7,398
Porsche	Cayenne E-Hybrid (2019)	\$ 79,900	\$ 1,050	\$ 6,670	\$ 74,280	14.1	14	---	157	100	340	4.7	---	\$5,667
Porsche	Panamera 4 E-Hybrid (2018)	\$ 99,600	\$ 1,050	\$ 6,670	\$ 93,980	14.1	16	480	172	100	330	4.4	4,784	\$7,064
Porsche	Panamera Turbo S E-Hybrid (2018)	\$ 184,400	\$ 1,050	\$ 6,670	\$ 178,780	14.1	14	450	192	100	550	3.2	5,093	\$13,078
smart	fortwo ED Cabrio (2018)	\$ 28,100	\$ 750	\$ 7,500	\$ 21,350	17.6	57	57	81	60	---	11.7	---	\$1,597
smart	fortwo ED Coupe (2018)	\$ 23,900	\$ 750	\$ 7,500	\$ 17,150	17.6	58	58	81	60	---	11.4	2,363	\$1,358
Tesla	Model 3 Standard	\$ 35,000	\$ 1,200	\$ 7,500	\$ 28,700	---	220	220	130	---	---	5.5	3,549	---
Tesla	Model 3 Long Range (2018)	\$ 49,000	\$ 1,200	\$ 7,500	\$ 42,700	80.5	310	310	140	---	---	5.1	3,814	\$609
Tesla	Model 3 LR AWD (2018)	\$ 54,000	\$ 1,200	\$ 7,500	\$ 47,700	80.5	310	310	145	---	---	4.5	---	\$671
Tesla	Model 3 LR AWD Performance (2018)	\$ 64,000	\$ 1,200	\$ 7,500	\$ 57,700	80.5	310	310	155	---	---	3.5	---	\$795
Tesla	Model S 75D (2018)	\$ 77,000	\$ 1,200	\$ 7,500	\$ 70,700	75	259	259	140	---	---	4.2	4,769	\$1,027
Tesla	Model S 100D (2018)	\$ 96,500	\$ 1,200	\$ 7,500	\$ 90,200	100	335	335	155	---	---	4.1	4,883	\$965
Tesla	Model S P100DL (2018)	\$ 135,000	\$ 1,200	\$ 7,500	\$ 128,700	100	315	315	155	---	---	2.5	4,941	\$1,350
Tesla	Model X 75D (2018)	\$ 83,000	\$ 1,200	\$ 7,500	\$ 76,700	75	238	238	130	---	---	4.9	5,307	\$1,107
Tesla	Model X 100D (2018)	\$ 99,500	\$ 1,200	\$ 7,500	\$ 93,200	100	295	295	155	---	---	4.7	5,421	\$995
Tesla	Model X P100DL (2018)	\$ 140,000	\$ 1,200	\$ 7,500	\$ 133,700	100	289	289	155	---	---	2.9	5,531	\$1,400
Toyota	Prius Prime (2018)	\$ 27,300	\$ 920	\$ 4,502	\$ 23,718	8.8	25	640	---	68	---	---	3,365	\$3,102
Volkswagen	e-Golf (2018)	\$ 30,495	\$ 895	\$ 7,500	\$ 23,890	35.8	125	125	93	100	---	9.6	---	\$852
Volvo	S60 T8 Twin Engine (2019)	\$ 54,400	\$ 995	---	---	---	---	---	---	64	313	---	---	---
Volvo	S90 T8 Twin Engine (2018)	\$ 63,650	\$ 995	\$ 5,002	\$ 59,643	10.4	21	410	---	64	313	4.7	4,579	\$6,120
Volvo	XC60 T8 Twin Engine (2018)	\$ 52,900	\$ 995	\$ 5,002	\$ 48,893	10.4	17	370	---	64	313	4.9	---	\$5,087
Volvo	XC90 T8 Twin Engine (2018)	\$ 64,950	\$ 995	\$ 5,002	\$ 60,943	10.4	19	380	---	64	313	5.9	5,059	\$6,245

<https://insideevs.com/over-50-plug-in-evs-compared-price-range-more-march-2018-us/>

Federal	Qualified Plug-In Electric Vehicle (PEV) Tax Credit
Type:	Incentives
Jurisdiction:	US

A tax credit is available for the purchase of a new qualified PEV that draws propulsion using a traction battery that has at least five kilowatt-hours (kWh) of capacity, uses an external source of energy to recharge the battery, has a gross vehicle weight rating of up to 14,000 pounds, and meets specified emission standards. The minimum credit amount is \$2,500, and the credit may be up to \$7,500, based on each vehicle's traction battery capacity and the gross vehicle weight rating. The credit will begin to be phased out for each manufacturer in the second quarter following the calendar quarter in which a minimum of 200,000 qualified PEVs have been sold by that manufacturer for use in the United States. This tax credit applies to vehicles acquired after December 31, 2009. For more information, including qualifying vehicles and sales by manufacturer, see the Internal Revenue Service (IRS) [PEV Credit](#) website. Also refer to IRS Form 8936, which is available via the [IRS Forms and Publications](#) website. (Reference [Public Law](#) 112-240, Section 403; and 26 [U.S. Code](#) 30D)

For vehicles acquired after December 31, 2009, the credit is equal to \$2,500 plus, for a vehicle which draws propulsion energy from a battery with at least 5 kilowatt hours of capacity, \$417, plus an additional \$417 for each kilowatt hour of battery capacity in excess of 5 kilowatt hours. The total amount of the credit allowed for a vehicle is limited to \$7,500.

The credit begins to phase out for a manufacturer's vehicles when at least 200,000 qualifying vehicles have been sold for use in the United States (determined on a cumulative basis for sales after December 31, 2009). For additional information see Notice 2009-89.