



Legend for HVIP Map and Data File

This legend accompanies the Excel data file and map, which are updated monthly at www.californiahvip.org/impact. Dataset includes vouchers requested and redeemed since 2010.

Last updated on 6/12/2024

Amount Column: The dollar amount of the voucher incentive for the vehicle. All current voucher amounts per vehicle can be found at <https://californiahvip.org/vehicles>. The voucher amounts can be affected by enhancements and the website does not include the historical voucher amounts.

Drivetrain Column: A group of components that deliver power to the vehicle's wheels. Note that since the data covers all HVIP's history, some drivetrain types are *no longer eligible* for new funding.

Categories:

- **ZEV** (Zero Emission Vehicle): Produces no emissions when stationary or operating.
- **BEV** (Battery Electric Vehicle): Battery electric-powered vehicle technologies
- **FCV** (Hydrogen Fuel Cell Vehicle): Powered by compressed hydrogen gas that feeds into an onboard fuel cell "stack" that doesn't burn the gas, but instead transforms the fuel's chemical energy into electrical energy.
- **EVSE** (Electric Vehicle Supply Equipment)
- **Natural Gas:** The 8.9L Natural Gas engine certified to a 0.02 grams per brake horsepower-hour (g/bhp-hr) nitrogen oxide (NO_x) standard was no longer eligible for HVIP funding after 2019 and the 11.9L was ineligible after 2020.
- **Hybrid/HV** (Hybrid Vehicle): Can draw propulsion energy from both of the following on-vehicle sources of stored energy: consumable fuel and rechargeable energy storage system (*none currently eligible*).

- **ePTO** (electric Power Take-Off): Device that takes power from an on-vehicle source (like a battery) and produces no emissions and which is used to power an aerial boom. Work vehicles with ePTO are deemed HVIP-eligible by CARB based on a demonstration that the vehicle engine does not idle to recharge the battery or to power the truck mounted hydraulic, pneumatic, or electric work equipment utilized for performing stationary work in a typical workday.

Voucher Requested Year Column: the year in which the voucher request was created.

Disadvantaged Community Column: Denotes whether the vehicle is domiciled (vehicle deployed location) in a census- designated disadvantaged community (DAC), as identified by the California Communities Environmental Health Screening Tool (CalEnviroScreen). The DAC definition is based on CalEnviroScreen version in effect on the date when the voucher was requested, based on the Implementation Manual at <https://californiahvip.org/im>.

Public or Private Column: A public fleet includes all federal, state, city, public universities, public airports, public school districts, public ports, and special districts (water, utility, and irrigation districts), or any other public entity. “Private” means the vehicle purchaser is any private entity / business / commercial operation.

Gross Vehicle Weight Column: The maximum total safe weight of a vehicle.

- **Class 1:** 5,000 – 6,000 pounds
- **Class 2:** 6,001 – 10,000 pounds
- **Class 3:** 10,001 – 14,000 pounds
- **Class 4:** 14,001 – 16,000 pounds
- **Class 5:** 16,001 – 19,500 pounds
- **Class 6:** 19,501 – 26,000 pounds
- **Class 7:** 26,001 – 33,000 pounds
- **Class 8:** 33,001 pounds and above

See more categorization at <https://californiahvip.org/vehicles>

Manufacturer Column: Vehicle Original Equipment Manufacturer, who built the vehicle.

Vocational Use Column: Type of vehicle. Starting in 2021, the Vocational Use / Vehicle Type categories used are Utility Truck; Heavy Duty Bus; Medium Duty Bus; Refuse; School Bus; Panel and Step Van; Straight Truck; and Tractor. However, these categories are not retroactive, so different categories were used prior to 2021 in some cases.

Infrastructure Column: Whether the voucher is for infrastructure or not.

County Column: The County where vehicle will be domiciled.

Assembly District Column: The district where vehicle will be domiciled.

Senate District Column: The district where vehicle will be domiciled.

Air District Column: The district where vehicle will be domiciled. Air districts are responsible for regional air quality planning, monitoring, and stationary source and facility permitting. Air districts administer grant programs in partnership with CARB. See more details at <https://ww2.arb.ca.gov/california-air-districts>.

Census Tract Column: The tract which the vehicle will be domiciled.

Fleet Zip Code Column: The zip code where the vehicle will be domiciled.

Redemption Status Column: “Redeemed” means the vehicle has been delivered and dealer / manufacturer has been reimbursed (Note that purchaser has already received the discount up front at the point of sale). “Unredeemed” means the voucher has been submitted. Funds are then set aside, and voucher can remain unredeemed for 18 months in most cases, unless otherwise approved by the California Air Resources Board.

Small Fleet Column: This column identifies whether the fleet has 20 or fewer vehicles. This information is not available until June 8, 2021. Prior to this date, it shows as “No Data”.

Voucher Category: There are five voucher categories offered in the HVIP program:

- “Standard” as the Standard HVIP vouchers,
- “PSB” as the Public School Bus vouchers,
- “Transit Set-Aside” as the Transit Set-Aside vouchers,
- “ISEF” as the Innovative Small e-Fleet vouchers,
- “Drayage Set-Aside” as the Drayage Set-Aside vouchers.

Please visit <https://californiahvip.org/purchasers/> for more details.

Purchaser Entity: The entity that purchases the vehicle.

Dealership Entity: The entity that assists the purchaser entity in the vehicle purchase transaction and request the vehicle voucher on behalf of the purchaser entity.