

U. S. House of Representatives
Washington, D. C. 20515

December 13, 2013

The Honorable Dave Camp, Chairman
House Ways and Means Committee
1102 Longworth House Office Building
Washington, DC 20515

The Honorable Sandy Levin, Ranking Member
House Ways and Means Committee
1102 Longworth House Office Building
Washington, DC 20515

Dear Chairman Camp and Ranking Member Levin,

As strong supporters of electric vehicles and the charging infrastructure that enables their expanded use, we urge you to once again extend the Alternative Fuel Vehicle Refueling Credit (26 U.S.C. §30C). The 30C credit leverages substantial private investment in charging stations and other alternative fueling infrastructure which creates jobs and allows our nation to decrease its reliance on fossil fuels and imported oil.

Section 30C provides a credit equal to 30 percent of the cost of installing alternative fuel vehicle refueling infrastructure, including electric vehicle charging stations, natural gas pumps, E85 ethanol pumps, B20 biodiesel pumps, and propane pumps. The 30C credit significantly reduces the cost of installing charging stations, and in some cases it allows operators to offer charging stations to small businesses free of charge. These important infrastructure improvements will speed the electrification of the transportation sector and provide benefits for years to come.

Despite only becoming widely available in the last two to three years, there are over 100,000 plug-in electric vehicles on our roads today. According to the Union of Concerned Scientists, electric vehicles could represent 40 percent of all new vehicles by 2035. Plug-in electric vehicles are less expensive to drive than traditional gasoline-powered vehicles and produce fewer greenhouse gas emissions on a life-cycle basis, even in regions of the country that generate most of their electricity from burning coal.

With the rapid rise in electric vehicle sales comes demand for more charging stations in more locations, and the 30C credit is critical to the expansion of charging infrastructure nationwide. In creating the 30C credit in the Energy Policy Act of 2005, Congress intended to diversify our transportation fuel options to increase energy independence and energy security. Allowing the 30C credit to expire just as we are beginning to see the proliferation of electric vehicles would prevent it from achieving this fundamental purpose.

We applaud your bipartisan efforts to make the U.S. tax code simpler and fairer, and believe that every credit and expenditure should be considered on its own merits. Given the rapid expansion of the electric vehicle market and the associated environmental, economic, and security benefits, we believe the 30C credit should be included in any broad reform package. However, with comprehensive reform yet to be achieved, the 30C credit must be extended before December 31, 2013.

The most recent extension of the 30C credit in the American Taxpayer Relief Act was scored by the Joint Committee on Taxation at a yearly cost of \$22 million. This relatively small public investment produces recharging and refueling infrastructure that encourages alternatives to foreign oil and thereby enhances our energy and economic security. It also creates jobs at the American companies that manufacture electric vehicle supply equipment, and at the local level when stations are installed.

Absent Congressional action to extend the 30C credit before the end of this year, the private sector will lose an important incentive to invest in electric vehicle infrastructure. We ask that you support renewal of this important credit to ensure that it remains in place for 2014.

Sincerely,



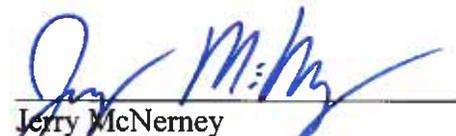
Anna G. Eshoo
Member of Congress



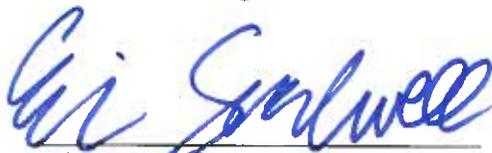
Zoe Lofgren
Member of Congress



Mike Honda
Member of Congress



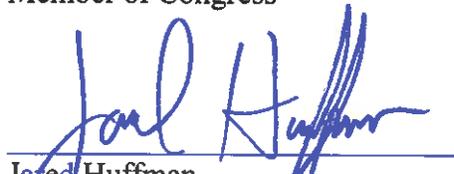
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Member of Congress



Eric Swalwell
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Barbara Lee
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Jared Huffman
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