

March 13, 2018

The Honorable Mitch McConnell
Majority Leader
United States Senate
Washington, DC 20510

The Honorable Paul Ryan
Speaker
United States House of Representatives
Washington, DC 20515

The Honorable Chuck Schumer
Democratic Leader
United States Senate
Washington, DC 20510

The Honorable Nancy Pelosi
Democratic Leader
United States House of Representatives
Washington, DC 20515

The Honorable Orrin G. Hatch
Chairman
Committee on Finance
United States Senate
219 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Kevin Brady
Chairman
Ways and Means Committee
United States House of Representatives
1102 Longworth House Office Building
Washington, DC 20515

The Honorable Ron Wyden
Ranking Member
Committee on Finance
United States Senate
219 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Richard E. Neal
Ranking Member
Ways and Means Committee
United States House of Representatives
1102 Longworth House Office Building
Washington, DC 20515

Subject: Section 30D Electric Vehicle Credit

Dear Majority Leader McConnell, Leader Schumer, Speaker Ryan, Leader Pelosi, Chairmen Hatch and Brady and Ranking Members Wyden and Neal:

As you work to formulate the Fiscal Year 2018 omnibus spending legislation, we write to you in support of the Section 30D electric vehicle (EV) tax credit and urge you to modify the credit by eliminating the existing manufacturer cap. The EV credit is essential to foster the rapid adoption and deployment of electric vehicles, which in turn will boost our economic and national security and continue to create the next generation of well-paying American jobs.

First-mover companies—all American manufacturers—are all likely to hit the existing 200,000 vehicle-per-manufacturer cap this year, just as a new generation of affordable, state-of-the-art EVs hits the market. These automakers created thousands of American EV jobs by making early investments in EV research and development, manufacturing capacity, and charging infrastructure. Maintaining the

current cap will effectively raise the cost to consumers for certain vehicles, skewing car choices and sales just at the time when electric vehicle sales are beginning to climb and choices are expanding.

As electricity providers, our utilities are working to support the interest shown by our customers and local governments in electric vehicles and the charging infrastructure to support their deployment. We are educating consumers and supporting infrastructure development so these technologies achieve economies of scale. We look forward to a time when EVs may help support grid services, the integration of renewable resources or demand response, thereby enhancing the efficiency of the electric grid.

Eliminating the manufacturers' cap will provide certainty to both automakers and consumers. It will also allow the utility industry to enable an electrified transportation future that creates and sustains more American jobs, reduces our reliance on foreign oil, makes our air cleaner, and our communities more sustainable. Thank you for your consideration of our request.

Sincerely,

ALLETE
(Minnesota and Wisconsin)

American Electric Power
(Arkansas, Indiana, Kentucky, Louisiana,
Michigan, Ohio, Oklahoma, Tennessee,
Texas, Virginia and West Virginia)

AVANGRID
(Connecticut, Maine, Massachusetts and
New York)

CMS Energy
(Michigan)

Consolidated Edison
(New York)

Dayton Power & Light
(Ohio)

DTE Energy
(Michigan)

Duke Energy Company
(Florida, Indiana, Kentucky, North
Carolina, Ohio, and South Carolina)

Duquesne Light Company
(Pennsylvania)

Edison Electric Institute
(Members in all 50 states)

Edison International
(California)

Eversource Energy
(Connecticut, Massachusetts and New
Hampshire)

Florida Power & Light
(Florida)

Green Mountain Power
(Vermont)

Hawaiian Electric
(Hawaii)

Kansas City Power & Light
(Kansas and Missouri)

Long Island Power Authority
(New York)

National Grid
(Massachusetts, New York and Rhode
Island)

NV Energy
(Nevada)

Pacific Power
(California, Oregon and Washington)

Public Service Company of New Mexico
Resources
(New Mexico and Texas)

PSEG Long Island
(New York)

Sacramento Municipal Utility District
(California)

Seattle City Light
(Washington)

Tacoma Public Utilities
(Washington)

Indianapolis Power & Light
(Indiana)

Liberty Utilities
(Arizona, Arkansas, California,
Connecticut, Georgia, Kansas, Maine,
Maryland, Michigan, Minnesota,
Missouri, New Hampshire, Nevada,
Oklahoma, Pennsylvania, and Texas)

MidAmerican Energy Company
(Illinois, Iowa and South Dakota)

National Rural Electric Cooperatives
Association
(over 900 members in 46 states)

Pacific Gas & Electric
(California)

Portland General Electric
(Oregon)

Public Service Electric and Gas
(New Jersey)

Rocky Mountain Power
(Idaho, Utah and Wyoming)

Salt River Project
(Arizona)

Southern Company
(Alabama, Florida, Georgia and
Mississippi)

Utah Associated Municipal Power
Systems
(Utah)