

**Sponsors: Sacramento Municipal Utility District; ElectriCities of North Carolina; Colorado Springs Utilities; Idaho Falls Power; Salt River Project; Austin Energy; CPS Energy; Energy Northwest; Seattle City Light; Snohomish County Public Utility District; Tacoma Public Utilities; Chelan County Public Utility District; Los Angeles Department of Water and Power**

**In Support of Electric Vehicles**

1 Public power utilities see great promise in the electrification of the transportation sector, particularly  
2 electric vehicle (EV) adoption and EV charging infrastructure deployment. The electrification of vehicles  
3 will benefit communities in a variety of ways including improved air quality from reduced emissions of  
4 pollutants such as nitrogen oxides and carbon monoxide. It will also reduce carbon dioxide emissions  
5 from the transportation sector and diversify fuel sources for vehicles. EVs offer an environmentally-  
6 beneficial source of load growth and an opportunity to demonstrate environmental stewardship. Given  
7 the economic and environmental benefits of electrification, public power utilities across the United States  
8 are eager to promote EV adoption.

9

10 Public power is ideally positioned to partner with the auto industry, EV owners, municipal and private  
11 vehicle fleets, car sharing companies, and communities to offer products and services that encourage EV  
12 adoption and provide convenient and grid-friendly vehicle charging options. Many public power utilities  
13 have found that investments in charging infrastructure, customer education, and designed rates and  
14 incentives encourage EV adoption. The ability of public power utilities to make these investments will  
15 depend on continued support for EVs at the federal level.

16

17 The federal government, through the adoption of tax and environmental policies, has sought to incent EV  
18 development and adoption. EV owners receive federal income tax credits when they purchase their  
19 vehicles. Manufacturers benefit from corporate average fuel economy (CAFE) standards that can be met  
20 by including EVs in the fleet-wide average. The elimination of tax credits promoting EV adoption or the  
21 weakening of CAFE standards could discourage further investments in EVs just as electric utilities are  
22 realizing the benefits of transportation electrification to optimize electric grid infrastructure, improve  
23 management of electric loads, and integrate renewable resources.

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25 Both the electric and transportation sectors are impacted by regulatory and customer demands to reduce  
26 carbon dioxide emissions. While the challenges for the transportation sector are different, consumers'  
27 support for reducing emissions is growing annually. The electric sector is responding to consumer  
28 demand, making strides in its own carbon dioxide reduction efforts, and poised to assist the transportation  
29 sector's move toward the use of electricity as a more environmentally friendly transportation fuel.  
30 Electrification of vehicles will enable public power utilities to help reduce air pollution and carbon

31 dioxide emissions and support growing customer demand for EVs while increasing electricity sales and  
32 moderating rate pressures.

33

34 **NOW, THEREFORE, BE IT RESOLVED:** That the American Public Power Association (APPA)  
35 supports policies that incent production and deployment of electric vehicles and charging infrastructure,  
36 including tax incentives, a robust national vehicle emissions standards program that incorporates state  
37 authorities, and improving average fuel economy standards for cars and light-duty trucks; and

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39 **BE IT FURTHER RESOLVED:** That APPA urges Congress to consider the benefits of increased  
40 electric vehicle deployment when evaluating transportation or energy policy.