**Northwest Public Power Association**

**Resolution 2021-15**

**Public Power Support of Electric Vehicle Policies**

**Background**

Community-owned utilities are investing in transportation electrification, including electric vehicle (EV) adoption and deployment. EVs offer an environmentally-beneficial source of load growth, along with managed charging, and an opportunity to demonstrate our environmental stewardship. In some areas of the country, EVs are playing an increasingly integral role in grid modernization and resilience as a distributed energy storage asset as our systems continue developing vehicle-to-grid solutions.

Public power systems are ideally positioned to partner with the auto industry, EV owners, municipal and private vehicle fleets, car sharing companies, charging networks/developers and the communities they serve to offer products and services encouraging transportation electrification. Many public power systems have found that investments in charging infrastructure, customer education, and tailored rates and incentives are key to helping customers adopt electric transport. EV adoption, in turn, fueled by clean, affordable, and reliable public power benefits entire communities beyond drivers and fleet operators of EVs. These investments and the community benefits are enhanced by continued support for EVs at the federal level.

Federal policies determine whether the benefits of transportation electrification reach all the communities served by public power nationwide. Federal tax credits provide rebates to buyers that can offset the higher upfront cost of these vehicles.

The National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) jointly regulate tailpipe emissions and fuel economy standards. However, the State of California holds an exclusive right under the Clean Air Act to set its own emissions rules, which 13 other states have chosen to follow. These standards drive deployment of EVs.

Separately, Congress may consider further incentives for EV adoption, such as the EV tax credit. Some wish that the credit be eliminated to pay for other priorities, while others point to the need for increasing incentives to bolster EV adoption. Congress is considering a highway reauthorization that may call for EV owners to pay a registration fee, since they do not pay gasoline taxes that finance federal highway projects.

**NWPPA’s Position**

* NWPPA supports federal policies that incentivize production and deployment of electric vehicles and charging infrastructure.
* NWPPA supports strengthening federal incentives for EV adoption, including raising the cap on the number of vehicles eligible for the IRS Code 30D tax credit from a single manufacturer.
* NWPPA opposes policies that eliminate or weaken EV incentives or pose new barriers to EV adoption. EV owners may be required to pay into a federal highway fund, but not more than an equitable share.

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