

## Electric Vehicle Deployment Act of 2010 (S-3442)

## Electric Drive Vehicle Deployment Act of 2010 (HR-5442)

The Electric Vehicle Deployment Act and the Electric Drive Vehicle Deployment Act are designed to advance the wide-scale deployment of grid-enabled vehicles (GEVs) and the infrastructure needed to support them. The bills establish a competition in which communities would compete to be selected as electrification “deployment communities”: communities in which incentives are employed so that all of the elements of an electrified transportation system are deployed simultaneously. Their goal is the deployment of 600,000 GEVs (House) or 700,000 GEVs (Senate) within 5 years. The House bill is cosponsored by Reps. Ed Markey (D-MA), Judy Biggert (R-IL), Anna Eshoo (D-CA) and Jerry McNerney (D-CA). The Senate bill is cosponsored by Senators Byron Dorgan (D-ND), Lamar Alexander (R-TN) and Jeff Merkley (D-OR). Key provisions in the bills include:

### 01 DEPLOYMENT COMMUNITIES

- DOE will select between 5 and 15 communities (Senate bill) or 5 and 8 communities (House bill) based on partnerships with key stakeholders in the public and private sectors, local cost share levels, the quality of the community’s deployment plan, and evidence of the plan’s likelihood for success.
- Senate bill creates an additional \$2,500 tax credit for purchase of GEVs in deployment communities, on top of existing tax credit of up to \$7,500. Entire credit of up to \$10,000 is refundable and transferable.
- House bill requires community to provide GEVs purchaser with a subsidy worth at least \$2,000 funded by its \$800 million grant (see next item).
- Selected communities will demonstrate a high level of electric vehicle integration through a 5-year grant program of up to \$250 million (Senate bill) or \$800 million (House bill), covering charging infrastructure, building code updates, workforce training, additional consumer incentives or other needs. Senate bill mandates cost-sharing with deployment communities.
- Neither bill alters existing GEV tax credit of up to \$7,500 or restricts sale of any vehicle in any way.

## 02 VEHICLE TAX CREDIT

- Expands number of GEVs from each manufacturer eligible for credit from 200,000 to 300,000 (Senate).

## 03 CHARGING INFRASTRUCTURE

- Extends existing 50 percent tax credit (capped at \$2,000 for home chargers and \$50,000 for depreciable property) for installation of charging equipment from the end of 2010 through 2016 (Senate & House) and makes the credit transferable (Senate only).
- Creates bonding program for non-profit and governmental entities to pay for charging infrastructure in lieu of tax credit. Senate bill authorizes \$1 billion in bonds; House bill authorizes \$100 million in bonds.

## 04 MEDIUM- AND HEAVY-DUTY TRUCKS

- Senate bill extends through 2016 and expands existing tax credit for medium/heavy duty hybrid trucks to up to \$24,000, depending on the weight of the vehicle, and makes the credit transferable.

## 05 NATIONAL ELECTRIC DRIVE VEHICLE DEPLOYMENT PROGRAM

- Senate bill directs the Secretary of Energy to establish a program to support the nationwide deployment of electric vehicles and offer technical assistance to communities to prepare for GEVs.

## 06 OTHER

- Promotes deployment of GEVs in Federal fleet (Senate & House);
- Establishes \$50 million (Senate) or \$300 million (House) in loan guarantees for stationary use of automotive grade batteries to help manufacturers reach scale and reduce prices for all batteries;
- Requires Dept. of Interior to complete study on GEV raw materials within 2 (House) or 3 (Senate) years;
- Requires utilities nationwide to develop plans to support deployment of GEVs (Senate & House);
- Authorizes \$1.5 billion (Senate) or \$1 billion (House) for R&D for batteries and other GEV components;
- Senate bill creates competition to invent a 500-mile battery with a \$10 million prize;
- Senate bill creates grants to schools to establish programs to train and educate GEV workforce;
- Senate bill requires redesign of fuel economy labels on new cars to account for use of electricity; and,
- House bill authorizes \$5 billion in loans to build GEV and GEV component manufacturing capacity.