



NHCSL

THE NATIONAL HISPANIC CAUCUS OF STATE LEGISLATORS

RESOLUTION

No. 2019-23

Accelerating Electric Vehicle Adoption Across America

Reported to the Caucus by the NHCSL
Energy, Infrastructure and Environment Task Force
Sen. Moisés “Mo” Denis (NV), Chair

Sponsored by Del. Elizabeth Guzmán (VA) and Sen. Mo Denis (NV)

Unanimously ratified by the Caucus on December 5, 2019

1 **WHEREAS**, climate change threatens the health and livelihoods of every American;
2 and,

3 **WHEREAS**, the United States is the second highest emitter of carbon dioxide in the
4 world, accounting for 15% of current emissions,¹ and the top cumulative contributor
5 since 1850, accounting for nearly 30%; and,

6 **WHEREAS**, the transportation sector is the largest contributor of greenhouse gas
7 emissions in the United States, accounting for nearly 30% of total emissions, in fact,
8 the United States, Canada and Australia have the highest transport emissions per
9 capita among the G20;² and,

¹ World Economic Forum, *Chart of the day: These countries create most of the world's CO2 emissions* (June 2019). The US ranks lower in per capita emissions but, even then, it is among the top polluters. <https://www.weforum.org/agenda/2019/06/chart-of-the-day-these-countries-create-most-of-the-world-s-co2-emissions/>

² Climate Transparency, *Brown To Green: The G20 Transition Towards A Net-Zero Emissions Economy* (2019), p. 20. <https://www.climate-transparency.org/wp-content/uploads/2019/11/Brown-to-Green-Report-2019.pdf>

10 **WHEREAS**, passenger cars, sport utility vehicles, pickup trucks, and minivans
11 account for over half of the transportation sector's greenhouse emissions; and,

12 **WHEREAS**, reducing America's dependence on oil and unstable markets by
13 transitioning to electric vehicles is a matter of national health and economic security;
14 and,

15 **WHEREAS**, a robust national network of equitably distributed charging
16 infrastructure and stations is needed to accelerate market adoption of electric
17 vehicles; and,

18 **WHEREAS**, when we invest broadly in electric vehicles and their associated fueling
19 infrastructure, public health outcomes will dramatically improve as air quality
20 improves across America; and,

21 **WHEREAS**, transitioning vehicles on our roads away from fossil fuel technologies to
22 zero emission alternatives will reduce oil consumption, particularly oil from foreign
23 sources, provides cost savings to Americans, and may increase the number of
24 domestic jobs; and,

25 **WHEREAS**, encouraging ownership of electric vehicles through incentive programs
26 stimulates consumer demand and boosts production levels;³ and,

27 **WHEREAS**, to improve public health, fight climate change, and create jobs, as the
28 National Hispanic Caucus of State Legislators we urge the Administration and the
29 United States Congress to maximize Federal direct funding to accelerate the
30 transition of our transportation system from fossil fuel-powered technologies to
31 vehicle electrification; and,

32 **WHEREAS**, when a public entity enforcing jurisdictional authority establishes
33 requirements of vehicles operating on that facility (road or highway) that deter or
34 hinder the use of electric vehicles, or do not incentivize it, electric companies and
35 consumers alike are disincentivized from investing in electric technology.⁴

36 **THEREFORE, BE IT RESOLVED**, that the National Hispanic Caucus of State
37 Legislators is committed to the transition to zero emission technologies, and urges
38 the Federal Government to enhance the Federal EV tax credit, expand incentives to

³ See report by the Electric Coalition regarding Zero-Emission Vehicles (“ZEV”) state policy rankings, noting the existence of state-level incentives which help generate interest in, and stimulate demand for, electric vehicles. These incentives typically consist of tax credits as well as non-monetary incentives like

high-occupancy vehicle (HOV) lane access and preferred parking.

(https://www.zevscorecard.com/wp-content/themes/ec/assets/doc/zev_state_policy_rankings_embargo_6_14_2018.pdf)

⁴ A public authority has jurisdiction over the operation of an HOV facility pursuant to 23 U.S.C. § 166.

other vehicle classes⁵, and invest in EV infrastructure to ensure the transition occurs on an accelerated time frame; and,

BE IT FURTHER RESOLVED, that, specifically, we support the enactment of H.R. 2256 and S. 1094, the “Driving America Forward Act,” amending the Internal Revenue Code of 1986 to modify limitations on the credit for plug-in electric drive motor vehicles, and for other purposes;⁶ and,

BE IT FINALLY RESOLVED, that we also support legislative acts which promote ownership of alternative fuel vehicles, motor vehicles described in section 30D(d)(1) of Internal Revenue Code 1986, and other low emission and energy-efficient vehicles through exceptions to the occupancy requirements many jurisdictions require for use in HOV lanes.

THE NHCSL EXECUTIVE COMMITTEE UNANIMOUSLY APPROVED THIS RESOLUTION ON DECEMBER 3, 2019 AT ITS FALL MEETING IN SAN JUAN, PR.

THE NATIONAL HISPANIC CAUCUS OF STATE LEGISLATORS UNANIMOUSLY RATIFIED THIS RESOLUTION ON DECEMBER 5, 2019, AT THE ANNUAL MEETING IN SAN JUAN, PR.

⁵ For example, 26 U.S.C § 30D(d)(1) places numerous restrictions on qualifying vehicles, such as the requirement that the EV have a “gross weight rating of less than 14,000 pounds,” excluding a wide range of larger motor vehicles.

⁶ In addition to modifying the manufacturing limitations on the credit for plug-in EVs, H.R. 2256 and S. 1094 also extend the phaseout period and eliminate the “24 percent for the 3rd and 4th calendar quarters of the phaseout period” language under 26 U.S.C § 30D(e).