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Why Does the Electrification Coalition Want \$124 Billion of Your Tax Dollars to Charge Electric Cars?

The **Electrification Coalition**, an industry group composed of Cisco, Pacific Gas and Electric, NRG Energy, Nissan, and various investment bankers among others, wants to spend **\$124 billion dollars of US taxpayer money** to put 1,000,000 electric cars on the road by 2018. That's **\$124,000 of taxpayer dollars per car!**

- Is it because the electric car is **too expensive**?
- Is it because recharging stations for short range vehicles are **uneconomical**?
- Is it because the disposal **cost** of batteries is **so high**?
- Is it because the electrical **grid cannot handle** 1 million electric vehicles?
- Is it because the electrical producers want to protect their investors and **pass on the costs to all electricity customers**?

Let's see what their **Electrification Roadmap** says about these key questions.

1. Is it because the electric car is **TOO EXPENSIVE**? The **Electrification Coalition thinks so!**

- *Modify plug-in electric drive vehicle tax credits by **significantly** increasing them for vehicles purchased and registered in phase one ecosystems (p.19)*

The current plug-in tax credit is \$7,500. What would a **"significant" increase** be? **\$15,000? \$20,000?** That's the *entire* price of many cars that can run on advanced biofuels!

2. Is it because recharging stations for short range vehicles are **UNECONOMICAL**?
The **Electrification Coalition thinks so!**

- *GEV advocates have suggested that private firms should install public charging infrastructure wherever consumers may need it. **However, a profitable business model for public charging infrastructure has not been reliably demonstrated.** (p.15)*
- *Establish tax credits equal to 75 percent of the cost to construct public charging infrastructure in phase one ecosystems (p.19)*
- *Extend consumer tax credits for home charging equipment (p.19)*
- *Modify building codes to promote GEV adoption (p.15)*

3. Is it because the disposal **COST** of batteries is **SO HIGH**? The **Electrification Coalition thinks so!**
- *Establish tax credits for installing automotive grade batteries in stationary applications to help drive scale (p.14)*
 - *Establish a guaranteed residual value for used large format automotive batteries (p.15)*
4. Is it because the electrical **GRID CANNOT HANDLE** 1 million electric vehicles? The **Electrification Coalition thinks so!**
- *No doubt, electrification will require the deployment of charging infrastructure, additional functionality, and increased investment in grid reliability, (p.12)*
 - *Establish tax credits equal to 50 percent of the costs of the necessary IT upgrades for utilities or power aggregators to sell power to GEVs in phase one ecosystems (p.19)*
5. Is it because the electricity producers want to protect their investors and **PASS ON THE COSTS TO ALL ELECTRICITY CUSTOMERS**? The **Electrification Coalition thinks so!**
- *Promote the inclusion of GEV-related investment in the utility rate base (p.15)*
 - *Adjust utility rate structures to facilitate GEV deployment (p.15)*

Yes, not only does the **Electrification Coalition** want **\$124 BILLION IN TAXPAYER FINANCED TAX CREDITS**, but they also want **ALL COSTS** associated with electric cars to be **PASSED ON TO ALL ELECTRICITY CUSTOMERS** whether they buy an electric car or not.

Is THERE A VIABLE, LOWER COST, **MADE IN AMERICA SOLUTION? YES!**

American Grown and Produced Advanced Biofuels!

- Made from **sustainable, non-food biomass**
- Useable in the **cars and trucks we can all buy today** without premium prices!
- **No expensive batteries** built with *imported* rare earth metals to buy or dispose of
- Provides for **Energy Security**—feedstocks are home-grown
- Enhances **Military Strategic Flexibility**
- **Mitigates Climate Change**
- Produces **Rural Economic Development**

For more information, visit www.AdvancedBiofuelsUSA.org today!