

May 21, 2010

The Honorable Sander M. Levin
Chairman, Committee on Ways and Means
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Dave Camp
Ranking Member, Committee on Ways and Means
Washington, D.C. 20515

Dear Chairman Levin and Mr. Camp:

The Electric Drive Transportation Association, a cross-industry association promoting the adoption of electric drive technologies throughout the transportation sector (membership list attached), strongly supports restoration and extension of the alternative motor vehicle credit for medium and heavy duty hybrids in H.R. 4213, the American Jobs and Closing Tax Loopholes Act.

While great strides have been made in promoting efficient passenger cars, there is much more that can be done to increase the efficiency of the commercial fleet. Medium and heavy duty vehicles consumed 37 billion gallons of fuel and were the source of 18% percent of U.S. greenhouse gas emissions from transportation in 2008.

Hybrid and plug-in hybrid systems can increase medium and heavy duty vehicles' efficiency by more than 50%. Even greater efficiency gains will be achieved as electric drive technologies continue to advance. However, while these technologies offer great benefits, their current initial costs are higher than their conventional counterparts'. The credit for purchasing medium and heavy duty vehicles is critical in helping fleets to buy, and industry to invest in, these emerging technologies.

Extension of the now-expired tax incentives for clean, efficient medium and heavy duty hybrid and plug-in hybrid vehicles, will speed adoption of these technologies and grow jobs -- in manufacturing and in the industries served by a more efficient commercial fleet. It will also help the nation to reduce its dependence on oil and cut greenhouse gas emissions

We urge Congress to act as quickly as possible on H.R. 4213 and restore this critical support for the U.S. advanced technology vehicle industry and its consumers.

Sincerely,

Brian P Wynne,
President

EDTA Members

A123 Systems, Inc.	ECotality/eTec	Mitsubishi Motors R&D of America, Inc.
Advanced Energy	Edison Electric Institute	National Alternative Fuels Training Consortium
Advanced Transportation Technology Institute	Electric Mobility Canada	National Golf Car Manufacturers Association
AeroVironment, Inc.	Electric Power Research Institute	National Grid
American Electric Power	Electrovaya	New York Power Authority
American Honda Motor Co., Inc.	Ener1 Group, Inc.	New York State Energy - NYSEDA
American Public Power Association	Energy Future Holdings Corp.	Nissan North America, Inc.
Austin Energy	Enova Systems	Northeast Sustainable Energy Association
Azure Dynamics Corporation	Environmental Transportation Solutions, LLC	Pacific Gas & Electric
Baltimore Gas & Electric	FMC Corporation	Portland General Electric
Bannon Automotive	Ford Motor Company	Progress Energy Corporation
Better Place	General Electric	Remy Inc.
CenterPoint Energy, Inc.	General Motors Corporation	Sacramento Municipal Utility District
Chadbourne & Parke LLP	Global Electric Motorcars	San Diego State University
Chamber of the Americas	GridPoint	Sempra Utilities/SDGE
Charge Squad	GridWise Alliance	Smith Electric Vehicles
Chrysler LLC	Hero Electric	Southern California Edison
CITELEC	Hydro-Québec	Southern Company
City of New York	Institute of Electrical & Electronics Engineers	Tesla Motors
Club Car, Inc.	John Deere	The AES Corporation
Coda Automotive	Johnson Controls-Saft	Think North America
Compact Power, Inc	King County	TM4, Inc.
Coulomb Technologies, Inc.	L-3 Communications – Combat Propulsion Systems	Toyota Motor Company
Daimler	Light Electric Vehicle Association LLC	United Illuminating
Dakkota Integrated Systems, LLC	Magna Electronics-Intelligent Power Systems	University of California, Davis
Delphi Electronics & Safety	Michelin North America	UQM Technologies, Inc.
Dominion		Valence Technologies, Inc.
DTE Energy		Zenn Motor Company
DUECO, Inc.		
Duke Energy		
Eaton Truck Companies		