



Building America's Electric Vehicle Infrastructure

H.R. 5530, 116th Congress

Sponsor: Rep. Paul Tonko (D-NY)

"America's transition to a cleaner, more energy secure transportation future depends on giving drivers more and better options for where and when they charge."

❖ Paul Tonko

Transitioning to Clean Electric Vehicles

- Electric vehicles reduce air pollution, lower transportation costs for American households, increase national energy security, and combat climate change
 - The transportation sector is now the #1 source of greenhouse gas emissions in the U.S.
- An estimated 9.6 million charging stations will be needed in the United States to support the more than 18 million electric vehicles that are expected to be on road by 2030
- Today, more than 80% of EV charging occurs at homes, but half of U.S. vehicle owners do not have access to a reliable, dedicated, off-street parking space at home
- Consumers consider charging availability to be one of the greatest barriers to purchasing an EV

Access to Charging Makes Ownership Easier

- Cost & access to charging stations are key factors limiting widespread adoption of EVs in the U.S.
- Charging availability and charging-time must become more convenient and affordable
- Studies show that consumers who are aware of EV charging stations are more likely to have a positive view of electric vehicles and consider purchasing one

Congress Needs to do its Part!

H.R. 5530, the Electric Vehicle Infrastructure Rebate Act

- Establishes a federal rebate program overseen by the Department of Energy to reimburse Americans for the purchase and installation cost of electric vehicle supply equipment
- Eligible equipment must be installed at one of three types of locations:
 - Multi-family housing;
 - Workplaces; or
 - Publicly accessible parking lots
- Public & private entities are eligible for a rebate up to 75% of purchase & installation costs up to:
 - \$2,000 per non-networked Level 2 charger
 - \$4,000 per networked Level 2 charger
 - \$75,000 per Direct Current (DC) Fast Charger
- Hydrogen refueling equipment is eligible as though it were a DC Fast Charger
- The program is authorized at \$100 million through Fiscal Year 2025

Congress can take this simple step to reduce greenhouse gas emissions, save consumers' money, and grow our nation's energy independence. The time to act is now!

Connect with Congressman Paul Tonko on Facebook, Twitter or Instagram: @RepPaulTonko