

**Statement to U.S. House Committee on Agriculture  
The Honorable David L. Strickland  
Vice President, Global Regulatory Affairs  
General Motors Company  
January 12, 2022**

Good morning.

My name is David Strickland, and I am General Motors' Vice President of Global Regulatory Affairs. I want to thank Chairman Scott, Ranking Member Thompson, and the other committee members for inviting me to tell you more about General Motors' commitment to an all-electric, zero emissions future and the opportunities of electric vehicle investments for rural America.

At General Motors, our vision for the future is a world with zero crashes, zero emissions, and zero congestion. The key to unlocking that vision is automobile electrification. Building an inclusive, all-electric future is the right thing to do for the world, U.S. competitiveness and our company – which includes more than 85,000 U.S. employees across the nation. We're committed to bringing everybody in on this future, and we are working hard to ensure we leave no community behind. While we can't achieve this alone, GM is committed to doing our part.

We are on track to invest \$35 billion in electric and autonomous vehicles by 2025, powering our plants to launch more than 20 electric vehicles in North America over that same timeframe – including options at every price point and for every lifestyle. We are increasing range and decreasing the cost of EVs to make them more affordable and accessible. In addition to our manufacturing investments, we

are investing \$25 million in our Climate Equity Fund, which is dedicated to closing equity gaps in the transition to electric vehicles and other sustainable technologies.

Just last week at the Consumer Electronics Show, we revealed the Chevrolet Silverado EV. This new electric pickup will harness Silverado's proven credentials as the brand's best-selling nameplate and integrate the capability Silverado customers have come to expect in terms of strength, durability, and performance. Based on GM's revolutionary Ultium battery platform, Silverado EV will offer a GM estimated range of 400 miles on a full charge (a round trip from Atlanta to Albany), and with 664 horsepower, our customers in rural America will find it satisfies all their needs, both on and off the farm. The Silverado EV will be built in our first ever fully dedicated EV Assembly Facility, Factory Zero, which just opened in Detroit after a \$2.3 billion investment to retool the plant from the production of internal combustion engine vehicles.

With GM's EV portfolio today and those just on the horizon – including Chevrolet Silverado EV, Equinox EV, Blazer EV, Bolt EV and Bolt Electric Utility Vehicle, GMC Sierra EV, GMC HUMMER EV and EUV, Cadillac LYRIQ, and BrightDrop EV600 and EV450 – GM believes that no other automaker today matches the depth and

range of our all-electric portfolio. We will deliver electric vehicles that fit all needs and price points, for all customers, including those in rural America.

To support this growing portfolio, we are converting large portions of our manufacturing footprint for EV production. GM is committed to bringing our workforce and our dealers with us on this journey as well as continuing to create good paying U.S. jobs as we transition to an all-electric future.

By 2025, our North American EV assembly capacity will reach 20 percent and climb to 50 percent by 2030. We have recently announced nearly 9,000 jobs and more than \$9 billion in new electric vehicle or battery cell manufacturing facilities in Michigan, Ohio, and Tennessee, and, there is more to come. This transformation has already happened at Factory Zero, and is underway in Spring Hill, Tennessee. To meet the demand for batteries, two of our battery plants are already under construction today in Ohio and Tennessee, and two more U.S.-based plants are also being planned as we build the scale that will enable us to lower the cost of EVs to make them accessible to everyone. Furthermore, we are working to secure the raw materials supply chain needed to build and grow at the scale required.

Another critical aspect of preparing communities for an all-electric future is ensuring access to charging. Today, charging "deserts" still exist in many rural and underserved areas that lack the critical EV charging infrastructure necessary for the more widespread adoption of EVs. GM is committed to helping expand access and offering ubiquitous charging solutions that can help meet customers where they are. Last year, we announced that GM will invest nearly \$750 million to expand home, workplace, and public charging. As part of this investment, we are developing a new community charging program working with our more than 4,000 dealers to expand access by installing up to 40,000 Level 2 destination chargers at key locations throughout their communities, including rural communities and other areas where charging is limited. This is significant, because nearly 90 percent of the U.S. population lives within 10 miles of a GM dealership. These charging stations will be available to all EV customers, not just those who purchase a GM EV. It is critical that America's charging infrastructure be an interoperable network.

Beyond this Dealer Community Charging Program, GM is leading integration with major EV charging networks to simplify the charging experience. Customers can use their GM brand mobile apps to see real-time information from over 100,000 charging spots throughout the U.S. and Canada, find stations along a route and

initiate and pay for charging. We know that to get to an all-electric future we must ensure customers can get from farm to city, from coast to coast. We are working with our partners, and with the federal, state, and local governments to make this happen.

Many governments across the globe have recognized the competitive advantages to be gained by leading in electric vehicle and battery technology. China has included EV development as a key industry in their Made in China 2025 initiative and provided billions in government subsidies to develop their domestic industry. European countries have provided similar levels of support to domestic EV manufacturers. If the US is to remain the global leader in automotive technology, several key policy elements are needed to help augment private sector efforts to lead in electrification. They include:

- **Investing in infrastructure** that includes fast-charging stations along highway corridors. We look forward to working with Congress and the Administration to implement funding plans from the recently enacted Infrastructure Investment and Jobs Act to make EV charging accessible to all, including rural communities. Further, we would welcome the opportunity to work with the committee to leverage existing USDA

programs to further support EV charging infrastructure. We are also committed to working with our dealers and community partners, using our learnings from years of electric vehicle experience, to make charging ubiquitous and convenient.

- **Investment tax credits** to incentivize companies to establish battery and EV manufacturing capacity in the U.S. and to help build out the U.S. supply chain for critical EV components. Investment tax credits can help ensure the US remains competitive for capital.
- **Consumer incentives** including a modification to the EV tax credit for new and used vehicles, which has proven to be an effective accelerator for EV adoption. As we make significant investments to bring 20 models to market in the U.S. by 2025, we support a modification that lifts the cap.

As we implement our strategy, we have an opportunity and, frankly, a responsibility to create a better future for generations to come. Our mission is to leave no one behind. Thank you again for your invitation to testify on this topic that is critical to the future of our company, our customers, our industry, and our country. I look forward to answering your questions.