Statement for the Record

On behalf of the:
American Public Power Association
Edison Electric Institute
National Rural Electric Cooperative Association

Hearing Before the
House Subcommittee on Energy of the Committee on Energy and Commerce

"The Clean Future Act: Driving Decarbonization of the Transportation Sector"

May 5, 2021

Introduction

This statement is submitted on behalf of the American Public Power Association, the Edison Electric Institute and the National Rural Electric Cooperative Association. Together, we represent the nation's investor-owned electric companies, public power utilities and electric cooperatives.

Our members provide safe, reliable, and affordable energy to more than 300 million Americans. The electric power industry supports more than 7 million American jobs and contributes $880 billion annually to U.S. gross domestic product, about 5 percent of the total. Each year, our industry invests more than $110 billion to make the energy grid stronger, smarter, cleaner, more dynamic, and more secure. These investments enable us to integrate more clean energy and new technologies into our electric systems, including electric vehicles (EVs), to benefit customers.

Federal Investment in Electric Vehicle Charging Infrastructure and Supply Equipment Is Needed

We write in support of federal investment in EV charging infrastructure, which includes everything from installing the supply equipment (charging station) to performing any energy grid upgrades or modifications that may be needed. To help incorporate increased EV penetration on U.S. roads, it is important that we invest in and deploy more charging infrastructure. Building this infrastructure will require public-private partnerships, and our members are critical to that effort, in part because they employ a highly skilled workforce that builds and maintains the electric grid. A collaboration between the federal government and our sector will help to create additional jobs and will help spur economic growth.

Our members already are partnering with their customers to overcome barriers to deploy charging infrastructure. Some of our members own and operate EV charging stations in a variety of locations and for all types of customers, which is particularly beneficial to consumers who prefer not to procure and maintain charging infrastructure and seek a turnkey solution. Some of our members install the "make-ready" infrastructure that connects to the charging station, leaving it to the customer to own and maintain the charging station. And other members offer rebate programs to offset the costs to install charging infrastructure or partner with third parties to provide charging services. Regardless of the approach, each of these solutions is critical to building charging infrastructure that helps to spur the EV market and benefit communities.

Our members continue to work with local stakeholders and are best-positioned to understand and to maximize the value of different technologies and systems that can help optimize the operation of the grid, integrate EVs, and recover more quickly from natural disasters. This is particularly true in regions where private investment in EV charging stations historically has been lacking.

Any federal policy for EV infrastructure must maintain flexibility for states and localities to determine the most effective public-private partnership structure that meets their needs. We do not support efforts to restrict federal program flexibilities and limit stakeholder participation.

Federal Investment Can Complement and Leverage Public-Private Partnerships

Federal investment in charging infrastructure can leverage and amplify the progress that the nation's investor-owned electric companies, public power utilities, and electric cooperatives are already making in deploying charging infrastructure. The federal government is a key partner in the development of a nationwide EV charging network and technical and financial assistance can help accelerate EV deployment by filling in gaps or providing cost-share to complement the efforts already underway. **We**

support legislation that would include financial assistance for EV supply equipment, including grid upgrades and modifications, as part of a larger effort to support EV infrastructure.

In addition, electric transportation options are extending beyond light-duty vehicles, with many fleet operators looking to diversify their medium- and heavy-duty vehicle mix to include zero-emission options. Fleet charging may have disproportional impacts and reliability could be impacted if not managed properly and in coordination with utilities. Our members will be crucial partners in the building and maintaining of infrastructure – including charging depots – needed for an increasingly clean medium- and heavy-duty fleet market. We support federal efforts to help address upfront costs for the deployment of these vehicles and necessary infrastructure as it nears commercial viability.

While our members are investing in electric vehicle infrastructure, additional information regarding when and where public charging stations will be needed, particularly in areas that have not yet seen significant saturation or rural areas that may serve to connect communities. Mapping this demand, based on data, such as regional commute and travel patterns, can improve upon the investment decisions our members are making in charging infrastructure. **We support legislation that would provide technical and financial assistance to help entities, including electric utilities, map the demand for EV charging.**

Conclusion

Thank you for your consideration of these proposals. We look forward to working with you and to our continued partnership in advancing electric vehicle infrastructure.

Organizations

The American Public Power Association

The American Public Power Association is the voice of not-for-profit, community-owned utilities that power 2,000 towns and cities nationwide. We represent public power before the federal government to protect the interests of the more than 49 million people that public power utilities serve, and the 93,000 people they employ. Our association advocates and advises on electricity policy, technology, trends, training, and operations. Our members strengthen their communities by providing superior service, engaging citizens, and instilling pride in community-owned power.

Edison Electric Institute

The Edison Electric Institute (EEI) is the association that represents all U.S. investor-owned electric companies. Our members provide electricity for 220 million Americans, and operate in all 50 states and the District of Columbia. As a whole, the electric power industry supports more than 7 million jobs in communities across the United States. In addition to our U.S. members, EEI has more than 65 international electric companies as International Members, and hundreds of industry suppliers and related organizations as Associate Members.

National Rural Electric Cooperative Association

The National Rural Electric Cooperative Association (NRECA) represents more than 900 electric cooperatives. America's electric cooperatives are energy providers and engines of economic development for more than 20 million American homes, businesses, farms and schools across 48 states. Electric cooperatives play a vital role in transforming local communities.