

ONE HUNDRED SEVENTEENTH CONGRESS
Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
2125 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-6115

Majority (202) 225-2927
Minority (202) 225-3641

July 1, 2021

Mr. David Jankowsky
Founder and President
Francis Energy
1924 East 6th Street
Tulsa, OK 74104

Dear Mr. Jankowsky:

Thank you for appearing before the Subcommittee on Energy on Wednesday, May 5, 2021, at the hearing entitled “The CLEAN Future Act: Driving Decarbonization of the Transportation Sector.” I appreciate the time and effort you gave as a witness before the Committee on Energy and Commerce.

Pursuant to Rule 3 of the Committee on Energy and Commerce, members are permitted to submit additional questions to the witnesses for their responses, which will be included in the hearing record. Attached are questions directed to you from a member of the Committee. In preparing your answers to these questions, please address your response to the member who has submitted the questions in the space provided.

To facilitate the printing of the hearing record, please submit your responses to these questions no later than the close of business on Friday, July 16, 2021. As previously noted, this transmittal letter and your responses, as well as the responses from the other witnesses appearing at the hearing, will all be included in the hearing record. Your written responses should be transmitted by e-mail in the Word document provided to Lino Peña-Martinez, Policy Analyst, at Lino.pena-martinez@mail.house.gov. To help in maintaining the proper format for hearing records, please use the document provided to complete your responses.

Mr. David Jankowsky

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Thank you for your prompt attention to this request. If you need additional information or have other questions, please contact Lino Peña-Martinez with the Committee staff at (202) 225-2927.

Sincerely,

A handwritten signature in blue ink that reads "Frank Pallone, Jr." in a cursive style.

Frank Pallone, Jr.
Chairman

Attachment

cc: The Honorable Cathy McMorris Rodgers
Ranking Member
Committee on Energy and Commerce

The Honorable Bobby L. Rush
Chairman
Subcommittee on Energy

The Honorable Fred Upton
Ranking Member
Subcommittee on Energy

Attachment—Additional Questions for the Record

**Subcommittee on Energy
Hearing on
“The CLEAN Future Act: Driving Decarbonization of the Transportation Sector.”
May 5, 2021**

Mr. David Jankowsky, Founder and President, Francis Energy

The Honorable Kathy Castor (D-FL)

1. Mr. Jankowsky, President Biden says that when he thinks about solving the climate crisis, he thinks about jobs. That’s how Democrats in Congress view it too, especially as we work toward a pollution-free transportation sector. In your testimony, you note that your company plans to build charging networks every 50 miles across the heartland, including in rural, underserved, tribal, and disadvantaged communities. How would Federal investments to build out charging infrastructure grow economies and create jobs around the country?

RESPONSE:

Federal investment in the creation of a comprehensive direct-current fast charging (DCFC) network across the United States will create hundreds of thousands of good-paying jobs. These jobs will be created to develop, engineer, procure, construct, operate and maintain DCFC networks across the country. As a direct result of this job creation, these DCFC networks will enable the success of the electric vehicle (EV) eco-system, begetting even more jobs, across an array of supporting technologies. The development, construction and operation of electric vehicle (EV) charging stations requires the skill of workers from a number of trades. By investing in charging infrastructure, the federal government will incentivize the hiring of workers who might otherwise be forced to change industries as our economy undergoes a transformational shift. From engineers - mechanical, structural, electrical, and environmental - who design systems to construction workers who pour concrete to the utility workers interconnecting the systems to the grid, this industry will provide domestic workers a secure future, as the overwhelming majority of these jobs cannot be outsourced. Charging-station operators and technicians are burgeoning middle-class occupations in some markets already. With federal investment, some estimate 40,000 technicians alone will be needed by 2030. According to the Rocky Mountain Institute, EV charging is "the largest growth sector in the U.S. electricity market for the foreseeable future."

2. Mr. Jankowsky, I am working on legislation to help upgrade and expand our electric grid to bring affordable clean energy to more homes across America and to support electrification in transportation, buildings, and other sectors. What kinds of grid

upgrades will be needed to support EV infrastructure build-out and the goal of 100% electric vehicle sales by 2035?

RESPONSE:

While the United States grid, in most regions, has sufficient capacity to support short-term EV growth - because of decreases in energy consumption in the recent past - investments for grid upgrades will be necessary in the near- to long-term. Planning has already begun. In fact, some states have mandated that utilities develop plans to accommodate the inevitable increase in power loads resulting from the electrification of transportation. Future demands on the grid will correlate with utilization rates and existing grid capacity. Those areas undergoing a more rapid transition to EVs will experience greater stress on their grids. Utilities and other power generators must forecast both the amount of charging which will take place and the time of day at which it occurs. Investments in new distribution and storage technologies, and modernization of our outdated grid will be necessary to facilitate the transition to EVs. Most experts agree that distributed energy resource management is the most effective tool to prepare for the future.