

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

Majority (202) 225-2927
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July 27, 2022

Natalie King
Chief Executive Officer
Dunamis Clean Energy Partners, LLC
15101 W 8 Mile Road
Detroit, MI 48235

Dear Ms. King:

Thank you for appearing before the Subcommittee on Energy on Tuesday March 8, 2022, at the hearing entitled “Charging Forward: Securing American Manufacturing and Our EV Future.” 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 certain members 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 August 11, 2022. 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.

Ms. Natalie King

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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
“Charging Forward: Securing American Manufacturing and Our EV Future”
Tuesday March 8, 2022**

Natalie King, Chief Executive Officer, Dunamis Clean Energy Partners, LLC

The Honorable G. K. Butterfield (D-NC)

1. Ms. King, the Infrastructure Investment and Jobs Act (IIJA) provides billions in charging infrastructure funding. How can we ensure equity in the distribution of these funds so low-income and disadvantaged communities have access to these investments?

RESPONSE:

Thank you for your question Congressman Butterfield. I believe that we can ensure that funds from the Infrastructure Investment and Jobs Act are equitably distributed to low-income and disadvantaged communities by starting with both community engagement and education related to 1) the adoption of electric vehicles (EVs) as a means of transportation and 2) the use and accessibility of EV charging stations within those communities. It is essential that we first engage the communities that we are planning for in order to find out what their priorities and needs are related to transportation, power and housing. Providing forums for discussion between key stakeholders within the electrification and mobility space with community residents in low-income communities and communities of color will enable us to effectively promote and encourage adoption of EV technology where economic status, lack of information and accessibility serve as true barriers. Constituents from these communities can then inform us how to prioritize the most effective and efficient ways to integrate EVs and EV infrastructure within the areas where they live and work. Examples of these solutions could include new EV purchase subsidies or tax benefits, ride-share programs, car share programs and/or public transportation, to name a few. Jointly, we, as stakeholders need to provide education on the topic of electrification and what the benefits are of incorporating this technology into a particular community's daily living. We need to make the adoption of EV technology easy by demystifying the process of what driving of an electric vehicle entails. Once we understand what is needed and prioritized by underserved, underrepresented populations, we can then allocate funds towards solutions that eliminate their barriers of adoption, thereby empowering their voice in the process early-on to be a part of the monumental EV transition being adopted throughout the entire country.

The Honorable Kathy Castor (D-FL)

1. Ms. King, expanding fast charging will make owning an EV accessible to more Americans. It's important we pay special attention to making sure low-income families, renters, and those living in multi-family buildings have access to quality chargers. How can Congress help ensure we consider equitable placement of fast chargers throughout communities to make sure EV charging is accessible and affordable for all American families?

RESPONSE:

Thank you for your question Congresswoman Castor. There are many “charging deserts” in low income communities that don’t have access to private charging at home or at work because they live in multi-family housing, rental properties or cannot afford private charging where they live. At the same time, we are seeing the number of DC fast chargers (DCFC) being installed in public areas throughout the country increasing at a very progressive rate and will see many more through the support of the IIJA. So while a number of Americans will benefit from this expansion of DCFC public charging in their communities, many communities do not yet have this benefit. There are a number of challenges to making sure that DCFCs are distributed equitably throughout the country and particularly in low-income communities and communities of color, including cost prohibitive and power infrastructure barriers. Therefore, we need to focus on the development of an inclusive electrified transportation system in underserved communities in addition to ensuring that the government and policy makers can direct our public funding to ensure that we provide better access to EV public transport charging in those communities. Utility companies can also become collaborative partners to ensure that electricity rates aren’t too high for the use of DCFCs in these communities in order to encourage adoption and use.

As we look at the electrification of fleets and particularly rideshare scenarios to encourage and integrate electric vehicle adoption in low-income areas, we have to think about how we will provide DCFC infrastructure to support this integrative model. This support is not just for those seeking ride-share services, but also for the drivers of rideshare vehicles that many times live in these low income communities and are forced to charge in neighborhoods outside of where they live. We must ensure that there is DCFC infrastructure available not just in wealthier neighborhoods where public charging stations frequently exist but also in the communities where drivers of electric vehicle fleets in the rideshare industry actually live and work.

2. Several rental car companies have announced plans to electrify their fleets. Picking up an EV from the airport might be the first introduction for many Americans to how fun driving an EV is and how well they really work. But there are also challenges to installing enough charging at airports. Ms. King, what are some ways we can install

more charging at airports and support the electrification of rental fleets so that more Americans can drive before they buy?

RESPONSE:

Thank you for the question Congresswoman Castor. I believe it's an excellent opportunity to promote and create adoption of electric vehicle technology by using the rental car industry as a "drive before you buy" tester model. As an EV driver myself, I believe that the best way to encourage EV adoption is to actually be able to experience what it is like to drive an electric vehicle for yourself. Most people rent cars for travel. Strategic collaborations between key stakeholders in the rental car and tourism industries, county-based airport authorities, state and local municipalities and utility companies can serve as effective implementation and integration models to ensure that the necessary infrastructure is in place to assist in the rental car industry's unique positioning to provide exposure to EV technology in a fun, interactive way that can greatly spur the creation of new EV drivers.

In addition, a large demographic of rental car drivers are low to middle income individuals that live in the underserved, underrepresented communities that the Biden Administration is committed to servicing through the IIJA. We should build upon this commitment by not only installing more charging infrastructure at airports across the country but also in neighborhood rental car hubs, particularly in low income communities or in communities disproportionately impacted by greenhouse gas pollution, thereby creating a wholistic, equitable approach to utilizing the rental car industry as a tool for EV education and adoption.