

ONE HUNDRED SEVENTEENTH CONGRESS
Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
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July 27, 2022

Cassandra Powers
Senior Managing Director
National Association of State Energy Officials
1300 North 17th Street, Suite 1275
Arlington, Virginia 22209

Dear Ms. Powers:

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. Cassandra Powers

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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**

Cassandra Powers, Senior Managing Director, National Association of State Energy Officials

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

1. Ms. Powers, this round of funding does not really apply to locations on private property (with the exception of allowing access to other fleets if on private property which will not likely happen due to liability concerns). The initial market penetration of EV's will follow a hub-and-spoke model in that the vehicles conduct business and return to their base locations (i.e., private property) to recharge overnight.
 - a. How do you envision money allocated by states will meet the EV needs of trucking at these initial stages of adoption if current funding is not available to private charging locations?

RESPONSE: Representative Butterfield, thank you for the question. States will have discretion under the National Electric Vehicle Infrastructure (NEVI) Formula Program to invest in DC fast-charge stations at public and private locations, as long as the charging infrastructure is publicly accessible (e.g., at a private business that allows public charging). While investments in stations that service medium- and heavy-duty (MHD) vehicles is allowable under NEVI, the focus of the program is on charging infrastructure for light-duty (passenger) vehicles, and most states are electing to invest in stations for these vehicles. Some states (e.g., the ZEV states) are exploring options for using state or other funds for investing in infrastructure to support MHD vehicles, with some funding available for corridor MHD charging, and other for depot (hub-and-spoke) charging. As you noted, the hub-and-spoke model is most prevalent due to limitations with current battery/vehicle technology, although states see a need to “future proof” corridor sites where LDV infrastructure currently exists to accommodate MHD vehicle charging in the future.

2. Ms. Powers, while it's important to build out a national network and reduce range anxiety, do you believe that distance between publicly available EV charging stations should also be a function of population density? In other words, the higher the population density the more EV charging stations we have?

RESPONSE: States in the western United States – where there is generally lower population density and often significant stretches of highway without any electric infrastructure – have repeatedly emphasized the need for flexibility with regard to minimum distance between charging stations. The requirement under NEVI and the Alternative Fuel Corridors Program is

that stations must be placed no more than 50 miles apart along the highway, and no more than one mile from the highway exit; some states are asking for flexibility to allow greater distances between fast charging stations along highways.

The Honorable Ann McLane Kuster (D-NH)

1. Funding under last year's bipartisan infrastructure law for the deployment of an interconnected national EV charging network presents a once in a lifetime opportunity to decarbonize transportation in America. It's vitally important that we ensure widespread and equitable access to this buildout if we want to ensure that it's both efficient and impactful for all communities.
 - a. Traditional EV policies have often been over-indexed for homeowners, affluent high-income communities and private car ownership. How can the Federal government best fill gaps in urban charging networks and support lower-income households, underprivileged groups, and marginalized communities in this effort?

RESPONSE: Representative Kuster, thank you for the question. State Energy Offices have repeatedly heard that early and meaningful community engagement is necessary for effective policy and program design. With regard to EV charging investment in disadvantaged communities, it will be necessary for state and federal government agencies to engage community based organizations (CBOs) and other trusted community groups to understand the travel and charging needs within a community, and after that engagement, design an EV charging program to best meet community needs. The federal government can provide funding and flexibility for stakeholder engagement activities before EV program design and rollout, to identify community needs and ideal locations for charging. In addition, the federal government can continue to provide and support EV charging installations in publicly accessible locations, as well as at workplaces and at multi-unit dwellings.

- b. Commercial drivers only represent a fraction of cars on the road but account for a higher proportion of vehicle miles-traveled and greater emissions reduction potential when they switch to EVs. How should we prioritize support for commercial/higher-mileage drivers, including ridehail drivers, taxi, and urban delivery fleets, to adopt EVs?

RESPONSE: Lowering the cost of the vehicle and enhancing access to high-powered fast charging will help facilitate EV adoption by commercial/higher-mileage drivers. Ridehail/taxi drivers have the unique need to recharge quickly in an urban area to allow for extended trips. Enabling DC fast charger investment in key locations around urban areas may encourage ridehail/taxi drivers to feel comfortable purchasing an EV rather than gasoline car. Delivery fleets may require access to EV charging at vehicle depots, but will also benefit from tax credits, rebates/vouchers, or other incentives to close the incremental cost gap and encourage fleet operators to purchase higher-cost EVs. [New York's Truck Voucher Incentive Program](#) has successfully increased EV purchases among fleets in the state.

The Honorable Tom O'Halleran (D-AZ)

1. Peer-to-peer carsharing is the authorized use of a vehicle by an individual other than the vehicle's owner through a peer-to-peer (P2P) carsharing platform, which is a business that connects vehicle owners with drivers to enable the sharing of vehicles for financial consideration. Many shared cars are available by the hour or day and can be more conveniently located than other forms of transportation. Studies have also shown that P2P carsharing benefits the environment by reducing car ownership and increases use of mass transit, buses, bikes, and other alternative transportation options, because car sharers are less likely to use their personal vehicle for all trips. What role do you see car-sharing play in a sustainable mobility ecosystem?

RESPONSE: Representative O'Halleran, thank you for the question. Car sharing is a convenient tool that can be used to reduce emissions from the transportation sector in high-density urban areas, and in some cases (e.g., shared vans) may be helpful in suburban or exurban communities. One [2016 study by the UC Berkeley Transportation Sustainability Research Center](#) examined ride-sharing service Car2Go's impact on vehicle ownership, modal shift, vehicle miles traveled and greenhouse gas emissions in five cities, including Washington DC. The study showed that across the five cities, Car2Go's one-way car sharing service prevented between 10 to 29 million vehicle miles travelled per year per city, which in turn removed between 5.5 to 12.7 metric tons of greenhouse gas emissions per Car2Go vehicle annually. While car sharing can have significant impacts on vehicle miles traveled and greenhouse gas emissions, it is worth noting that the market must be of sufficient size and/or have other contributing factors that will support adequate use of the shared vehicle service (Car2Go pulled out of the North American market in 2020 due to several factors, including costs needed to sustain operations).

The Honorable Kathy Castor (D-FL)

1. 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. Powers, 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: Representative Castor, thank you for the question. Rental cars often require quick turnarounds, meaning that DC fast chargers or (for longer-dwelling vehicles) Level 2 chargers will be needed. Airports will need to ensure that there is adequate power supply to ensure continuous power at its high-powered charging stations, so funding and technical support to enable electric system upgrades at the airport are likely needed. Rental car company staff will need training to (1) adequately service the vehicles and (2) provide basic information to travelers on how the EV works. Partnerships with tourism agencies, hotels, states installing publicly-available charging stations, and others will also be needed so that travelers can plan trips around charger availability. In addition to supporting rental fleets, airports should consider ubiquitous Level 1 charging for long-term airport parking, which will encourage drivers to drive their EV to the airport, rather than their gasoline vehicle.

The Honorable Michael Burgess, M.D. (R-TX)

1. The Access to sustainable transportation solutions can be prohibitively expensive, particularly in smaller cities and rural areas, which are typically underserved by mass transit options and rental car companies.

RESPONSE: (see below)

2. How can peer-to-peer car sharing facilitate transportation access and, in turn, increased economic participation, of those in rural and underserved communities?

RESPONSE: Representative Burgess, thank you for the question. Peer-to-peer car sharing can provide economic benefits to vehicle owners and enhance access for individuals that do not own a car. In rural areas there may be challenges getting the driver (person without a car) to the same location as the person owning the car; in those cases, organized ride-share/van-share services may be more appropriate. In the same way that the interstate Highway system connected the country, the nation will need additional financial support to ensure that all areas of the country will benefit. Thinking “outside the box” in this area will require us (federal, state, local, urban, suburban, rural) to think comprehensively about solutions, including peer-to-peer options. Financial support will be necessary. In the same manner that President Eisenhower recalled his terrible experience attempting to move troops and vehicles across the United States in the early days of the automobile over impassable dirt roads, we should ensure that comprehensive solutions are structured so that no region of the country is left behind.