



National Association of
State Energy Officials

The Honorable Bobby L. Rush
Chairman
Energy Subcommittee
House Energy and Commerce Committee
2125 Rayburn House Office Building
Washington, D.C. 20515-6115

The Honorable Fred Upton
Ranking Member
Energy Subcommittee
House Energy and Commerce Committee
2322 Rayburn House Office Building
Washington, D.C. 20515

Re: Support for “New Opportunities to Expand Healthy Air Using Sustainable Transportation Act of 2021”

Dear Chairman Rush and Ranking Member Upton:

This letter is being submitted by the National Association of State Energy Officials (NASEO) in support of the “New Opportunities to Expand Healthy Air Using Sustainable Transportation Act of 2021” (“NO EXHAUST Act”) (H.R. 2852). We ask that this letter be made part of the hearing record for the Subcommittee hearing on this bill, set for May 5, 2021. NASEO represents the 56 governor-designated State Energy Office members across the United States, Washington, D.C. and the U.S. Territories. One of the key policy and program areas that NASEO members have been working on with their private and public sector partners is the deployment of electric vehicles (EVs) and associated infrastructure, as well as a variety of important clean energy policies.

NASEO enthusiastically supports H.R. 2852, and we commend the Chairman for introducing the bill. The NO EXHAUST Act would spur domestic manufacturing of EVs and facilitate the build-out of a nationwide network of EV charging stations at multifamily, workplace and publicly-accessible locations, enabling seamless EV travel from coast-to-coast. Important provisions of H.R. 2852 include programs to support domestic advanced vehicles manufacturing, an EV Supply Equipment Rebate Program, an EV Charging Equity Program to support sustainable transportation in disadvantaged and underserved communities, and aggressive federal fleet vehicle procurement targets (promising 100 percent zero-emission vehicle adoption in light-duty federal fleets by 2050).

The NO EXHAUST Act also would reauthorize appropriations for the State Energy Program (SEP), and has a separate authorization for appropriations to encourage states to create State Energy Transportation Plans to guide their

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investment and support state and federal energy and workforce goals. This is a critical element of the legislation: whether leading or engaging their sister Departments of Environment to support the build-out of EV charging infrastructure under the Volkswagen Settlement, working at the [regional level to promote interstate EV travel](#), or promoting policies and implementing programs to ensure the electric distribution networks are modernized for greater integration of EVs, the State Energy Offices have demonstrated their invaluable role in advancing the market for clean vehicles.

The inherent strength of this legislative approach is in its comprehensive nature, and State Energy Offices are a clear partner to advance the goals of the NO EXHAUST Act. The nation can ill-afford to address EV infrastructure and EV promotion in stovepipes. We must holistically develop a network of EV charging stations and support light-duty, medium-duty and heavy-duty vehicle electrification, in conjunction with the expansion of electricity transmission and distribution networks, and recognize the correlation to locations of generating sources, especially as the sources of generation, energy storage and renewables advance. We also must take in to account the need for cybersecurity and physical security, including the need to adapt to natural disasters and climate (e.g., charging stations on evacuation routes). State Energy Offices have over a decade of experience developing EV policies and administering EV infrastructure programs, and we recognize the importance of considering equity, workforce and electric system implications of widespread EV investment. The NO EXHAUST Act wisely includes provisions to allow for electric system upgrades at EV charging locations, and supports renewable generation and storage installations at EV charging sites. With almost every major automobile manufacturer offering EV models – and most setting ambitious goals for phasing-out gasoline-powered vehicles – a robust reliable network of EV chargers will be needed. It is also critical that DOE move forward to adopt an EV building energy code, especially since the International Code Council rejected this effort.

We are encouraged by this legislation and we believe that it will lay the groundwork for a nationwide sustainable transportation network. If enacted, this legislation accompanied by needed federal appropriations should reinvigorate American manufacturing, create well-paying, sustainable jobs, decrease emissions in some of our most vulnerable communities, and help build a backbone of EV chargers across the country that drivers will use for years to come.

NASEO has previously expressed support for key elements of the CLEAN Future Act (H.R. 1512), which is also the subject of this hearing. We also support the legislation recently introduced by Representative Tonko on electric vehicles (H.R. 2948), and we are working with Senator Stabenow and others on EV legislation, which will also advance the nation's future. The State Energy Offices are prepared to work with the Committee and the Administration to implement a plan to install EV chargers. Federal funding for this purpose could easily flow through the State Energy Program, as a known and operational mechanism for quick delivery of services. We also encourage Congress to incentivize publicly available on-street charging.

Thank you for the opportunity to express our views.

Respectfully Submitted,



David Terry
Executive Director

cc: The Honorable Frank Pallone
The Honorable Cathy McMorris Rodgers
State Energy Officials
Jeff Genzer, NASEO Counsel