May 25, 2021

The Honorable Tom Carper
Chairman
Senate Environment and Public Works Committee

The Honorable Peter DeFazio
Chairman
House Transportation and Infrastructure Committee

The Honorable Shelley Moore Capito
Ranking Member
Senate Environment and Public Works Committee

The Honorable Sam Graves
Ranking Member
House Transportation and Infrastructure Committee

Dear Chairmen Carper and DeFazio and Ranking Members Capito and Graves:

We write on behalf of a diverse group of associations and organizations representing electric utilities, infrastructure providers, motor vehicle manufacturers, and suppliers who are committed to reducing transportation emissions through electrification including the successful integration of electric vehicles and the necessary charging and hydrogen refueling infrastructure.

We must work collaboratively to ensure that federal policy meets the needs of consumers, industry, workers, and state and local governments as the transportation sector transitions to low or zero-emissions vehicles. This letter focuses on necessary infrastructure investments we recommend that your Committees consider as you reauthorize surface transportation programs, understanding that other Committees of jurisdiction will also play essential roles in crafting a multi-year transportation bill. Such investments are just one of the conditions for success of an electric-drive future.

Collectively, our members understand this goal and are making significant investments in clean transportation. Automakers and suppliers are on pace to invest $250 billion in electrification by 2023, which includes plug-in hybrid vehicles, battery electric vehicles and fuel cell electric vehicles (collectively, "EVs"). By 2026, automakers are expected to offer 130 EV models for sale, up from more than 50 models today. Electric utilities invest more than $120 billion each year, on average, to make the energy grid stronger, smarter, cleaner, more dynamic, and more secure. These investments, including approximately $3 billion for EV infrastructure and related programs, enable our members to integrate more clean energy and new technologies, including EVs, into our electric systems, to benefit customers.

Along with these private sector investments, a coordinated and comprehensive strategy is required to bolster the position of the United States as a leader in the next generation of clean energy and in the transition to cleaner, safer, and more efficient transportation. Policies that incentivize wider-scale EV adoption, build out the necessary charging and hydrogen refueling infrastructure, and build consumer awareness are essential to expanding the EV market.

Federal policies that support supply chain development, expanding manufacturing capacity and workforce training are also important to ensure the U.S. is a leader in the global transportation and energy transition. As our members work toward this shared vision for the future, this transition

should benefit all communities, support American workers, and enhance U.S. competitiveness and economic security.

As part of a comprehensive federal policy framework, we want to highlight key policies that your respective Committees should include in transportation and infrastructure legislation to accelerate expansion of charging and refueling infrastructure and of EV consumer opportunities:

- Establish a grant program to help build public charging and hydrogen refueling infrastructure along the Federal Highway System by expanding alternative fuel corridors and providing funding for deployment of EV infrastructure along them.
- Modify Congestion Mitigation and Air Quality Grants to facilitate the use of funds for EV fleets and the installation of charging and hydrogen refueling infrastructure.
- Commit funding for charging or hydrogen refueling infrastructure installation at workplaces, multi-family housing, and other public settings, including in underserved and disadvantaged communities.

Federal investments and commitments toward EV innovation and deployment can supplement state and local initiatives for zero-emission transportation and related infrastructure. As community transportation needs are highly variable, providing flexibility within federal programs, including various public-private partnership arrangements, will ensure that diverse communities can participate and tailor electric transportation infrastructure to their needs while expanding the national network of EV charging and hydrogen refueling stations across the country. The people and companies we represent are best positioned to understand and to maximize the value of different technologies and systems that can help optimize the operation of the energy grid, integrate EVs, and spur innovation in manufacturing and adoption for the vehicles customers want.

It will take collaboration and a sustained commitment from all stakeholders, both public and private, to realize our country's economic, environmental, and competitive interests in a cleaner transportation future. Chairman Carper and Ranking Member Capito, we appreciate your leadership in introducing the bipartisan Surface Transportation Reauthorization Act of 2021, which represents a significant step in the build out of clean transportation infrastructure. We look forward to working with your committees and other members of Congress to craft and implement a comprehensive plan that addresses both the supply- and demand-side policies necessary to transition to a cleaner transportation future.

Sincerely,

Alliance for Automotive Innovation
Electric Drive Transportation Association
Edison Electric Institute
National Rural Electric Cooperative Association