

Congress of the United States
Washington, DC 20515

June 24, 2021

The Honorable Peter DeFazio
Chairman
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Sam Graves
Ranking Member
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Richard Neal
Chairman
Committee on Ways and Means
U.S. House of Representatives
Washington, DC 20515

The Honorable Kevin Brady
Ranking Member
Committee on Ways and Means
U.S. House of Representatives
Washington, DC 20515

The Honorable Frank Pallone
Chairman
Committee on Energy and Commerce
U.S. House of Representatives
Washington, DC 20515

The Honorable Cathy McMorris Rodgers
Ranking Member
Committee on Energy and Commerce
U.S. House of Representatives
Washington, DC 20515

Dear Chairmen DeFazio, Neal and Pallone, and Ranking Members Graves, Brady and McMorris Rodgers:

As your committees consider clean energy and infrastructure legislation, we urge you to ensure that the policies and incentives put forth to develop a charging network for electric vehicles (EVs) result in a price-competitive and convenient refueling marketplace for consumers. It is our view that the best way to facilitate this is through policies that ensure there is a productive partnership between the utility sector and fuel retailers for EV fast-charging stations. This partnership is the most efficient, economical, and effective way to lower the carbon footprint of transportation fuel and facilitate a faster transition by the American driver to EVs.

In order to develop policies that facilitate this partnership, there are fundamentally two different types of activities to pursue:

First, the power grid needs to be modernized and updated to handle anticipated future demand. As EV charging stations are installed, electricity generation, transmission, and distribution networks will need to be expanded in order to both meet the new demand and to ensure there is consistent, reasonably-priced electricity for all users at all times of day. If consumers are going to purchase EVs, they must be assured that they will be able to refuel as reliably as they do today.

Second, the competitive market dynamics that govern the retail fuel market today should be replicated to accommodate EVs. The consumer should have multiple recharging options in high traffic locations all competing for their business on price, speed, quality of service, and other amenities.

A nationwide network of fast charging stations is only achievable if there is a policy framework that harnesses the core competencies of the utility and retail fuel sectors. Fuel retailers are best positioned to own and operate EV charging stations and provide transportation energy to consumers.

The United States currently has the most advanced fueling infrastructure in the world. Our current system was built through private sector investment to provide fueling services in locations convenient to motorists, from highway truck stops to local convenience stores. As our economy transitions to cleaner transportation fuels envisioned by policy makers and the American Jobs Plan, we believe that the private sector is best positioned to match the growth and demand for EV charging. Government investment leveraged with the expertise of private industry will ensure that EV charging options are available wherever the consumer may be -- from the gas station of the future, to shopping centers, workplaces and residences.

Until the number of EVs on the road reaches a critical mass, there is an important role for federal policy to make private investments more viable while providing long-term consumer benefits. These policies should encourage utilities and fuel retailers to focus on those activities where each is most productive. Further, these policies should not disadvantage small business fuel marketers who play a critical role in the energy and fuel supply chain.

Some policies may appear to be quick and easy solutions but in practice would weaken either utilities' incentives to upgrade and modernize the power grid, or retailers' incentive to invest in charging infrastructure. These counterproductive policies include increasing costs on all utility ratepayers to underwrite investment in charging stations, and allowing EV charging stations to be placed at Interstate rest areas.

These approaches undermine the business case for fuel retailers especially small business fuel marketers, and other businesses, including off-highway businesses, to install charging stations. We will encourage EV adaptation and work to decrease carbon emissions and fight climate change by ensuring the transition is as easy as possible for the consumer.

There should be a very strong business case for both utilities and fuel retailers to work together to create a nationwide network of fast charging stations. For maximum impact, grant programs, rebates, tax credits, and other federal investment designed to encourage investment in EV charging infrastructure and supply equipment should be designed with these principles in mind.

Sincerely,

/s/
J. Luis Correa
Member of Congress

/s/
Maxine Waters
Member of Congress

/s/
Josh Gottheimer
Member of Congress

/s/
Stephanie Murphy
Member of Congress

/s/
Deborah K. Ross
Member of Congress

/s/
Dean Phillips
Member of Congress

/s/
Danny K. Davis
Member of Congress

/s/
Ron Kind
Member of Congress

/s/
Cindy Axne
Member of Congress

/s/
Vicente Gonzalez
Member of Congress

/s/
Matt Cartwright
Member of Congress

/s/
Ed Case
Member of Congress

/s/
Kurt Schrader
Member of Congress

/s/
Henry Cuellar
Member of Congress

/s/
Sean Casten
Member of Congress

/s/
Henry C. "Hank" Johnson Jr.
Member of Congress

/s/
Carolyn Bourdeaux
Member of Congress