Testimony of David Jankowsky, Founder and President, Francis Energy

Subcommittee on Energy of the Committee on Energy and Commerce hearing entitled,
"The CLEAN Future Act: Driving Decarbonization of the Transportation Sector."

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Chairman Rush, Ranking Member Upton, and members of the subcommittee. My name is David Jankowsky and I am the Founder and President of Francis Energy. I appreciate the opportunity to testify before you today.

Francis Energy is an Oklahoma-based owner and operator of over 350 public-access direct-current fast chargers (DCFC), across 119 distinct locations, under its ownership and management.[1] In the next five years, Francis plans to build comprehensive statewide networks every 50 miles across the heartland. Our core mission is to eliminate range anxiety, which is an electric vehicle (EV) driver's fear of being unable to recharge when away from home. According to numerous studies, range anxiety is a leading impediment to the adoption of EVs. Placing DCFC every 50 miles - across urban, rural, underserved, tribal, and disadvantaged communities - solves range anxiety.

Our company and others stand ready to implement the Biden administration's laudable goal of deploying 500,000 electric vehicle chargers throughout America. To accomplish this, the federal government must provide appropriate incentives to attract private capital in order to facilitate the build out of publicly accessible DCFC. The total project cost of an individual DCFC unit can easily exceed $100,000. In fact, DCFC with the highest power output can cost $400,000, or more. Without sufficient public support, the private sector will deploy projects only where EV adoption rates justify the investment. The result would mirror the rural broadband disparity, leaving countless Americans without meaningful access to modern infrastructure.

The comprehensive EV charging network built in Oklahoma is a useful case study in how effective policy can ensure equitable access to DCFC. In response to Oklahoma's alternative fuel infrastructure tax credit,[2] Francis Energy and other companies developed the first statewide network of DCFC in the country, and did so in less than two years. Importantly, this network, with chargers located roughly every 50 miles across Oklahoma, was designed to include every community. In order for America's transportation sector to fully electrify, federal policy must be

[1] *What's Missing in the Electric-Vehicle Revolution: Enough Places to Plug In*, WSJ.COM, https://www.wsj.com/articles/whats-missing-in-the-electric-vehicle-revolution-enough-places-to-plug-in-except-tesla-11614380406 (last visited February 28, 2021)

[2] 68 O.S. § 2357.22 (2014) *superseded 2020*

tailored to incentivize private capital to build chargers in communities which would otherwise be overlooked. Absent such federal policy, EV deserts will inevitably result.

The Oklahoma EV network exists because of the bipartisan efforts of state legislators. Lawmakers from both parties collectively realized that only a public-private partnership would properly incentivize the private sector to construct alternative fuel infrastructure. They also understood that embracing modern infrastructure will attract modern businesses, generating investment in rural and underserved communities.

The majority of Francis Energy's chargers are located in just such communities. The duration of charging sessions varies. Given that DCFC charging sessions can last 30-60 minutes, EV drivers will require access to amenities while they wait.[3] Drivers will thus visit local businesses, spend money, and contribute to the local economy. EV drivers who wish to charge quickly can do so. Travel stops, rest stops, gas stations, and convenience stores will serve that segment by providing high-powered DCFC systems which can fully charge an EV in 7 to 12 minutes.

Automakers have made it abundantly clear that EVs will be in these communities soon. GM recently announced its goal to manufacture only zero-emissions vehicles by 2035. Soon after that, Ford's President and CEO Jim Farley echoed the industry shift when he announced a $29 billion investment, stating, "The transformation of Ford is happening and so is our leadership of the EV revolution." Ford's "E-150" is expected next year. And a number of startup automakers, such as Rivian and Lordstown, will begin selling trucks and SUVs this year.

As we witness this exponential shift, away from internal combustion engines (ICE) and toward EV options for consumers, the scale of production will result in a decrease in their price. Estimates vary, but it is widely agreed that EVs will hit price parity with ICE vehicles in the near future, rapidly accelerating EV adoption. Consumers benefiting from the reduced ownership costs of EVs will also accelerate adoption. EV drivers will save between $1,000-$1,500 annually due to avoided maintenance and significantly lower fueling costs.[4]

It is clear that we are on the cusp of a major transformation in the transportation sector. Francis Energy seeks to replicate its success in Oklahoma across the country, with a near-term focus on the mid-continent region. H.R. 1512, "The Climate Leadership and Environmental Action for our Nation's Future Act" is the kind of bold legislative action that will have a far-reaching and

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[3] Charging times can vary due to many factors, such as the power of the charging station, the state of charge of the vehicle's battery, ambient temperature, among others.

[4] *EVs Offer Big Savings Over Traditional Gas-Powered Cars*, CONSUMERREPORTS.ORG https://tinyurl.com/hsaxy6ha (last visited April 1, 2021).

lasting impact on the electrification of transportation in the United States. Specifically, the rebate and grant provisions in H.R. 1512 will incentivize private capital to build out EV infrastructure across the country without leaving any community behind.

Francis Energy respectfully offers the following suggestions to further increase EV adoption rates:

- Section 432(b)(4)(A)(iv): increase the $100,000 cap for "covered expenses." The current cap will not provide sufficient incentive for private capital to install higher-powered DCFC systems, which are an essential component of public EV infrastructure.

- Section 432(b)(7): raise the 40% cap on appropriations for "networked direct current fast charging equipment" because networked DCFC are significantly more expensive than both non-networked DCFC and Level 2 chargers. Networked DCFC are the most widely utilized component of public EV charging infrastructure and should be prioritized.

- Section 440B(e): include private entities under the EV Charging Equity Program eligibility criteria.