

TESTIMONY OF CASSANDRA POWERS, SENIOR MANAGING DIRECTOR,
NATIONAL ASSOCIATION OF STATE ENERGY OFFICIALS, BEFORE THE U.S.
SUBCOMMITTEE ON ENERGY OF THE HOUSE COMMITTEE ON ENERGY AND
COMMERCE – March 8, 2022

Chairman Rush, Ranking Member Upton, and members of the Subcommittee, I am Cassandra Powers, Senior Managing Director of the National Association of State Energy Officials (NASEO). I am testifying on behalf of NASEO and our 56 governor-designated state and territory energy office members. First, I want to thank you Chairman Rush and Ranking Member Upton for your leadership reauthorizing the U.S. State Energy Program (SEP), as well as the transportation and energy security enhancements included in the reauthorization. NASEO has supported State Energy Offices across the country for over a decade as they design and implement the electric vehicle (EV) policy priorities of their governors and administer EV infrastructure programs within their states. The states have made tremendous progress toward achieving their energy, economic development, climate, and energy security goals by supporting transportation electrification activities, and in many instances catalyzing private sector investment not only in EV charging infrastructure, but also an expanded and enhanced EV manufacturing and supply chain and grid modernization. Initiatives from the State Energy Offices stress public-private partnerships and are accomplished using state and private sector funds, as well as critical formula funding the states receive from Congress through the U.S. State Energy Program. The bipartisan support for both SEP and the *Infrastructure, Investment and Jobs Act* (IIJA) is transforming our nation's energy and transportation infrastructure to enhance economic competitiveness, create high-paying jobs, and address important security, resilience and climate issues. In addition, the newly established U.S. Department of Energy – U.S. Department of Transportation Joint Office of Energy and Transportation is demonstrating a serious commitment to working with the states and private sector as partners to achieve the EV infrastructure goals set forth by Congress as rapidly and effectively as possible. Today I would like to highlight the tremendous work of the states in building out the country's EV charging network.

There is a strong history of bipartisan support at the state level for EV infrastructure investment. Through the REV Midwest MOU, **Illinois, Indiana, Michigan, Minnesota, and Wisconsin** are working together to support fleet electrification along key commercial corridors to safeguard economic security, reduce emissions, improve public health, and advance innovation. The collaboration is in the early stages, but midwestern states are already sailing ahead: **Michigan** is partnering with utilities and the private sector to invest in EV chargers at strategic locations across the state and grow the EV market, with a focus on activities that will enhance economic development opportunities. The state has undertaken rigorous modeling to identify appropriate locations for EV charging station investment – including in rural and remote areas, such as the Upper Peninsula – and also administers the “[Charge Up Michigan](#)” program that aims to build DC fast charging stations to ensure feasibility of all long distance trips within the state, to neighboring states, and Canada. **Illinois** is charging ahead not only with programs to support EV infrastructure investment, but also with policies and incentives to grow EV manufacturing in the state. In 2021, the [Reimagining Electric Vehicles in Illinois Act](#) was signed into law. The legislation is designed to bolster Illinois manufacturing and create new capacity for EV and component parts production by offering competitive incentives for companies that manufacture EVs, EV parts, and charging stations to expand in or relocate to Illinois. **Minnesota’s** [2021 EV Assessment](#) uses a data-driven approach to make recommendations that will help the state build-out EV chargers, and Minnesota has already invested heavily in DC fast chargers along key corridors across the state. **Iowa** has [two similar plans](#) that are being used to guide EV investment and enhance economic development opportunities in the state.

Other regions have launched multi-state collaborations to support EV infrastructure deployment and grow the EV economy. In 2017, the Governors from eight western states – **Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming** – signed a [Memorandum of Understanding \(MOU\)](#) to create a “Regional Electric Vehicle Plan for the West” (REV West) and support EV infrastructure build-out along key corridors in the region. The intent of the REV West MOU was to support EV tourism and recreation in the region’s rural communities and bolster the states’ economies, and by fostering cross-border collaboration the states sought to create a seamless and consistent experience for the EV driver – tourist and residents alike. Since the signing of the MOU, the REV West states have invested in over 175 DC fast charging stations along key corridors in the region, coordinated on the Alternative Fuel

Corridors designation from the Federal Highway Administration (FHWA), developed [Voluntary Minimum Standards for EV charging stations](#), partnered with Clean Cities Coalitions to pair EV infrastructure investment with awareness-raising activities, and worked with utilities and the private sector to identify solutions for challenges associated with rural and remote charging. This has been particularly important as the western states face the significant challenge of long stretches of highway with limited electric infrastructure or amenities to support EV charging, requiring the states and private sector to find creative solutions to complete EV charging corridors in the region. Funding for state-led work in the REV West states, and other regions of the country, has come from a variety of sources, such as the Volkswagen Settlement, state and private funds, and the U.S. State Energy Program. Longstanding, bipartisan congressional support for SEP dollars have been particularly instrumental in enabling states in every region to coordinate and plan for EVs in a holistic manner by taking electric grid, transportation, and energy security considerations into account.

The REV West collaboration continues to see success, largely due to the dedication of the states to both build-out their individual networks and coordinate with their neighbors. In **Nevada**, the Nevada Governor's Office of Energy, in partnership with NV Energy, the Valley Electric Association, the Nevada Department of Transportation, and other state agencies and private sector partners are building out the [Nevada Electric Highway](#), an initiative to expand the state's EV charging infrastructure by placing charging stations at cost-effective and strategic locations along key corridors across the state. A total of 30 charging sites are being built-out across five corridors – some of which are in remote areas and require the EV chargers to be paired with distributed generation or battery storage to meet electric needs. This is in addition to the significant private-sector investment in the state both in EV chargers and EV manufacturing – such as the Tesla Gigafactory. In **Montana**, the Montana Department of Environmental Quality's Energy Office has used funds from the Volkswagen Settlement and strategic public-private partnerships to [build out EV chargers across the state's key travel corridors](#), including I-15, I-90, U.S.-2 and U.S.-93, bringing the number of chargers in the state to 21 and adding key corridors with access to popular travel sites such as Glacier and Yellowstone National Parks. Private-sector investment in EV chargers has also grown: a recent partnership between NorthWestern Energy and Town Pump will result in nine new charging stations along Montana highways, and Town Pump is also independently installing charging stations in additional

locations. In **Colorado**, the energy office leads the state's EV infrastructure investments in close coordination with Colorado DOT, and has [built-out 34 fast-charging stations across the state](#) in partnership with ChargePoint and site hosts such as local governments, utilities, and private companies. These activities support goals and priorities outlined in the Colorado EV Plan as well as the state's larger energy and transportation strategy. In **Idaho**, the state is providing [cost-shared funds for DC fast chargers](#) located along highways and interstates, and is also exploring opportunities to support EV tourism.

In the Southeast, the State Energy Offices have launched the [Southeast Regional Electric Vehicle Information Exchange](#) (SE REVI). SE REVI is a collaboration of State and Territory Energy Offices from **Alabama, Arkansas, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, and the Virgin Islands** focused on sharing information and best practices and collaborating on EV infrastructure planning, policy development, and program implementation, and recently expanded to include the Departments of Transportation from the SE REVI states. Through SE REVI, the State and Territory Energy Offices and their State DOT partners are: exploring ways to promote electric transportation solutions in communities that are rural, low-income, or facing disproportionate air quality burdens; examining the role of EV infrastructure during evacuations; and evaluating the use of EVs to build resiliency into power supply delivery. In late 2021, SE REVI launched a [multi-state EV infrastructure map](#) to enable coordination across the region on EV infrastructure investments, which the states have been using to plan for and coordinate EV charging station build-out in the region.

Individual states in the southeast are also setting ambitious EV charging station deployment goals and working to build-out the network. In **Tennessee**, the Tennessee Office of Energy Programs worked with stakeholders to develop an Electric Vehicle Roadmap and Statewide EV Charging Infrastructure Needs Assessment, and in 2021 partnered with the Tennessee Valley Authority and Tennessee DOT to develop an [EV fast-charging network](#). The initiative will add roughly 50 charging locations throughout the state, tripling the number of existing DC fast chargers. In **Florida**, the state is prioritizing DC fast charger investments along key corridors, and also along evacuation routes and in other underserved areas. In addition to the Florida Department of Transportation's [EV Infrastructure Master Plan](#), the Florida Department

of Agriculture and Consumer Services' Office of Energy has developed a plan for the [Emergency Evacuation of Florida Electric Vehicles](#). Enhancing resilience and ensuring the welfare and safety of all drivers is a priority of the state, and is reflected in their EV charging station investment strategy. In **Alabama**, the state administers the [EV Charging Infrastructure Program](#) and has issued [18 grants to finance the installation of EV charging stations](#) at existing fueling stations near interstates and other highway corridors, and is partnering with others to create an EV plan for the state.

While charging station build-out is a key transportation electrification priority for many states, states are also working with the private sector to grow the EV market, create jobs, and build an EV manufacturing and supply chain base within their jurisdiction. In addition to installing stations, private sector partners in **Alabama** have launched the Alabama Mobility and Power Institute, a collaborative effort with the University of Alabama, Alabama Power and Mercedes-Benz that will create a research and development center to enhance EV activity in the state. Just last month, **Louisiana** announced that Syrah Resources is [investing \\$176 million to expand Syrah Technologies graphite processing facility](#) in the state, giving the state a supply chain foothold in the rapidly expanding market for EV components produced domestically. The company expects to create 36 direct jobs and 52 indirect jobs. Expanding the domestic EV battery supply chain and supporting critical minerals research is a priority of NASEO and the states, and we were heartened last year to see announcements for 12 battery factories to be built in the U.S.

States in other regions of the country, including northeast and west coast, have also worked with each other and individually to launch ambitious EV programs. In the northeast, through both the Transportation and Climate Initiative and Zero Emission Vehicles (ZEV) Taskforce, states are working together to reduce emissions in the transportation sector and build-out EV infrastructure. In **New Jersey**, the state announced the New Jersey [Partnership to Plug-In](#), which aligns state agency roles through an MOU. Supporting programs offered by New Jersey include the [It Pay\\$ to Plug In](#) program, which provides grants to offset the cost of purchasing and installing EV charging stations, as well as the public-private sector initiative [PlugStar program](#), which provides EV-specific training and works closely with auto dealers and their sales staff, recommending best practices to dealerships that want to sell more EVs. **New**

York has launched ChargeNY, an initiative to get more electric cars and trucks on the road. The state offers numerous supporting programs to accomplish the ChargeNY goal, including the [Drive Clean Rebate](#), [a DC fast charging incentive program](#), [a tax credit for public and workplace charging](#), and [a municipal ZEV rebate program](#). **Pennsylvania's** [Electric Vehicle Roadmap](#) presents strategies and actions that policymakers and others can take to expand knowledge and use of EVs. The state is not only building out DC fast chargers along key corridors, but is working to pair EV adoption with awareness raising activities, and is working with businesses through their [Alternative Fuels Incentive Grant program](#) to support EV and alternative fuel adoption. **Massachusetts** has a similar suite of programs, having long offered the [Massachusetts Electric Vehicle Infrastructure Program](#), which supports charging investments at workplaces, multi-family dwellings, and fleets, as well as the [MOR-EV Rebate Program](#) to support EV adoption amongst consumers.

And in the west, **California, Washington, and Oregon** have long partnered on the West Coast Electric Highway. Initially launched to support electrifying the I-5 corridor, the partnership has expanded to enable EV infrastructure deployment along key roadways throughout the region. Each state continues to invest heavily in EV infrastructure development, with Oregon and California also offering vehicle rebate programs. **Washington's** recent [Electrification of Transportation System Program awards](#) were designed to support EV infrastructure build-out in disadvantaged or underserved communities, and the state also collaborates closely across the Washington Department of Commerce State Energy Office, the Washington Department of Transportation, and other agencies and the private sector to ensure a holistic approach to EV infrastructure planning, technology innovation, and transportation electrification investment.

I highlight the regional nature of EV infrastructure planning and investment at the state level to show that states, while offering strong individual programs, are cognizant of the fact that drivers do not stop at state borders, and that any transportation infrastructure build-out must be done in a coordinated fashion to ensure a consistent and seamless driver experience. This multi-state, collaborative model has prepared the states for the historic \$7.5 billion infrastructure investment through the IIJA. As noted above, State Energy Offices and State Departments of Transportation have been building working relationships in the EV policy and program

landscape for years, and are preparing to take these partnerships to the next level as they work with partners in the federal government and private sector to design and implement EV charging programs under the IIJA. In February of this year, [NASEO signed a MOU with the American Association of State Highway and Transportation Officials \(AASHTO\), and the newly created Joint Office of Energy and Transportation](#) to ensure the strategic, coordinated, efficient, and equitable investment of EV charging infrastructure. This MOU exemplifies the partnerships between state agencies and the federal government on EV charging station build-out, and will be used to provide implementation support as states work to invest in EV infrastructure in a way that meets their energy, economic development, and climate goals. At NASEO we have a Transportation Committee that collaborates closely with the new Joint Office of Energy and Transportation, as well as the Deputy Assistant Secretary for Sustainable Transportation at U.S. DOE, Michael Berube, and the Deputy Assistant Secretary for Climate Policy at U.S. DOT, Andrew Wishnia. We are encouraged by the collaboration and progress both DOE and DOT have made and look forward to continuing this partnership.

NASEO's members (and NASEO) also encourage DOE, DOT, EPA, USDA, DOI, and other federal agencies to build on the work of the Joint Office and approach EV infrastructure in a holistic manner. Individual procurement under the IIJA should recognize, acknowledge, and encourage this holistic approach to expanding EV infrastructure and use. The states recognize the urgent need for EV infrastructure development in urban, suburban, and rural settings, and also the need to ensure that disadvantaged communities across the country benefit from this historic investment. There is also a need to coordinate EV infrastructure build-out with enhanced electric transmission, distribution, and generation planning and siting at strategic locations, as well as exploring opportunities to support grid-interactive efficient buildings that can accommodate EVs and bi-directional charging and local grid support. Continued use of direct federal funding and tax credits is necessary, and NASEO supports both tracks.

And finally, Congress also added (led by this subcommittee) language under the State Energy Program to enhance State Energy Office planning and coordination on EVs and transportation planning generally. The Subcommittee also advanced the "Open Back Better" legislation, authored by Representative Blunt-Rochester, to push for resilience upgrades at

mission critical facilities, which clearly could include microgrids and other infrastructure investments along evacuation routes. We encourage passage of that legislation.

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