



June 17, 2020

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

Dear Chairman DeFazio and Ranking Member Graves:

I am writing on behalf of the Petroleum Marketers Association of America (PMAA) in opposition to specific provisions in H.R. 2, the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST) Act, that is scheduled to be marked up today.

PMAA is a federation of 47 state and regional trade associations representing petroleum marketers throughout the United States. Petroleum marketers represent a vital link in the petroleum distribution chain. Operating exclusively below the terminal rack, PMAA members supply 80 percent of all finished petroleum products sold nationwide including gasoline, diesel fuel, biofuels, heating fuel, jet fuel, kerosene, racing fuel and lubricating oils. Moreover, petroleum marketers represented by PMAA own and operate approximately 60,000 retail gasoline stations nationwide and supply heating fuel to more than 5 million homes and businesses.

Unfortunately, it has come to our attention that the Committee's manager's amendment will allow EV charging options at rest areas. We urge you to protect the federal ban on the commercialization of Interstate rest areas because it is essential to protecting the significant investments our members have made in communities and real estate directly off of the U.S. Interstate System. Allowing EV chargers at rest areas will discourage fuel marketers located off highway exits from investing in charging infrastructure because they cannot compete with an on-highway option. When Congress created the Interstate Highway System in 1956, Congress and community leaders feared that local businesses, jobs, and tax bases would shrink as motorists and truck drivers bypassed their cities and towns. For this reason, Congress prohibited new Interstate rest areas from offering commercial services, such as food and convenience items that are offered at businesses along the highway exits. The prohibition on rest area commercialization ultimately has led to a thriving and competitive business environment along the Interstate exits as these businesses continue to make investments to provide consumers the best available products.

Secondly, PMAA urges you to make changes to Section 1303 of H.R. 2 that creates an alternative fuel corridor grant program, specifically providing \$1.4 billion for electric vehicle (EV) charging and hydrogen fueling infrastructure. Fuel marketers are concerned that the grant program could allow the government to own and operate EV charging stations and unfairly compete with private businesses as well as permit electric utilities to charge their rate-paying consumers to pay to expand EV infrastructure, while also taking grant money to subsidize the same projects. Utility companies have been requesting permission from state public utility commissions (PUCs) to raise rates on all customers in some states to offset the costs associated with EV charging infrastructure.

Furthermore, an electricity monopoly installing EV infrastructure hurts consumers by effectively blocking out competition. Competition will ensure consumers pay a competitive price for EV charging and are ultimately serviced by the companies that provide the best customer experience. Utilities and non-utilities, including private businesses, should be on a level playing field when it comes to building out EV charging infrastructure.

PMAA members are also concerned that the grant program does not provide for the equitable distribution of funds or account for other investment required for infrastructure changes that may be needed to accommodate EV and alternative fueling equipment such as upgrades to site utilities and expanding paved areas. In addition, the focus on alternative fuel corridors could result in a preference for grants to companies that have multiple sites distributed along major transportation routes. As with other grants for alternative fuels, small to medium sized fuel marketers could be placed at a competitive disadvantage. **Therefore, PMAA urges the Committee to ensure that 50 percent of the grant program funding be dedicated to small, independent fuel marketing businesses who can diversify and bring necessary competition to the market.**

**PMAA looks forward to working with the Committee between the mark up and floor consideration to improve the bill so that small businesses fuel marketers are not put at a competitive disadvantage.**

Please feel free to reach out to me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Underwood". The signature is fluid and cursive, with a long horizontal stroke at the end.

Rob Underwood  
PMAA President