

## **U.S. Senator Maria Cantwell**

### **Senate Committee on Finance Open Executive Session to Consider an Original Bill Entitled The Clean Energy for America Act**

**May 26, 2021**

CANTWELL: Thank you Mr. Chairman. I wanted to say thank you so much for this mark up and the work that your team has done incredibly and putting all of this together and taken together I think this is one of the biggest measures we've had before us to ensure that America continues to lead in the manufacturing sector, particularly with clean energy. I was proud to support the first \$7,500 EV incentive with Senator Hatch. We did that a 2007, maybe even in this room, I don't know. But when we did the 30-D credit, it became law in 2008 there were no electric vehicles in the market. Tesla only had a prototype, GM Chevy Volt was still a blue print, so fast forward to today and we have a tax incentive that has helped to develop lots of different models and hundreds of electric vehicles models in the future.

So very excited to continue to look at this investment I'm sure we'll end up talking about the F-150 and trucks in the future. Today, I wanted to point out a couple of things in the underline legislation that I think continues to help us and to move forward. We need to tackle other areas of our transportation infrastructure that will help us be competitive and to tackle climate issues. Many of the issues that I think we'll hear about today, people are going to claim that these are costly investments but I would say that they return to the taxpayer a very strong economy, very strong innovation, and certainly high wage jobs. So they are worth the investments.

There are many provisions I support but I'd like to highlight two. The first, I'd like thank the Chair for including my proposal to establish a landmark 30% credit for electric, electrified vehicles beyond passenger cars. This is an opportunity for us to look at everything from buses, to trucks, to the maritime community with boats, even planes and other industrial equipment like electric powered forklifts, tractors, and port equipment because our ports, obviously, under attainment challenges have lots of issues but if we can help them move forward on transitioning our ports to cleaner sources of energy, that would be helpful.

Americans run on freight but moving goods around the country accounts for 1/6 of U.S. greenhouse emissions. But these heavier vehicles are particularly difficult to decarbonize so I believe time-limited incentives are warranted to help scale and commercialize these promising technologies. These incentives will not only drive adoption of cleaner vehicles, they will help ensure the cleaner vehicles the world wants to buy are built here in the United States.

Electrifying freight which includes batteries, green hydrogen, and renewable natural gas also could reduce local air pollution, lower transportation costs, facilitate international trade, and provide us with competitive edge.

I want to thank Senators Stabenow and Cortez Masto for cosponsoring the amendment and we have the support of the Zero Emissions Transportation Association, the Electric Drive Transportation Association, and the National Marine Manufacturers Association. Can you

imagine fishing in an electric boat? We've had some stories of people winning fishing derbies just because they had an electric boat, so I like that. The Truck and Engine Manufacturers Association, the Fuel Cell and Hydrogen Energy Association, the Business Council for Sustainable Energy, and lots of other environmental groups like Earth Justice. So the second measure, I'll go quickly Mr. Chairman, is about what I will call Cantwell\_2, the proposal that would help maintain baseload hydropower facilities and remove obsolete river obstructions. So I thank you again, Mr. Chairman, for the fine job in pulling all this together.