



September 24, 2021

The Honorable Nancy Pelosi
Speaker
U.S. House of Representatives
Washington, DC 20515

The Honorable Kevin McCarthy
Minority Leader
U.S. House of Representatives
Washington, DC 20515

RE: Support of the Bipartisan Infrastructure Bill

Dear Speaker Pelosi and Leader McCarthy:

The undersigned associations, representing the retail fuel industry and more than 90 percent of retail motor fuels sales in the United States, are pleased to offer our support to the bipartisan infrastructure bill under consideration by the U.S. House of Representatives because it begins to lay the groundwork for the private sector to invest in the future of transportation energy.¹ Our industry urges all members of Congress to support it and to oppose any amendments that would detract from our retailers' ability to make forward-looking investments – and risk reversing our support and undermining the bipartisan consensus reached on these issues.²

The mix of transportation energy that our members sell is changing. The industry is making investments in a range of alternative including electricity, hydrogen, biofuels, natural gas, and more options. Investment in alternative forms of transportation energy is critical for the future growth of our industry. We appreciate that members of Congress from across the ideological spectrum, as well as Biden Administration officials are willing to work with us on policies to support and encourage investments in alternative transportation energy. Building the transportation infrastructure that we want for the future of the nation will only be successful if the private sector has incentives to invest its funds in that infrastructure.

Our industry supports this legislation because it recognizes the essential role that our industry must play in lowering the carbon intensity of transportation energy in the United States. Grant programs to

¹ The National Association of Convenience Stores (NACS) is an international trade association representing the convenience industry with more than 1,500 supplier companies as members, the majority of whom are based in the United States. The National Association of Truck Stop Operators (NATSO) currently represents more than 4,000 travel plazas and truck stops nationwide, comprised of both national chains and small, independent locations. SIGMA: America's Leading Fuel Marketers represents a diverse membership of approximately 260 independent chain retailers and marketers of motor fuel.

² Our industry employed approximately 2.34 million workers and generated more than \$548.2 billion in total sales in 2020, representing nearly 3 percent of U.S. gross domestic product. In fact, the industry processes more than 160 million transactions every single day. That means about half of the U.S. population visits our members on a daily basis. In fact, ninety-three percent of Americans live within 10 minutes of one of our locations. The average time a customer spends in one of our stores is about three and one-half minutes and the industry is focused on ensuring that the customer's needs are met as efficiently as possible – saving them time and money.

facilitate private investments in electric vehicle (EV) charging and other alternative fuel infrastructure, in conjunction with preserving the ban on offering commercial services at Interstate rest areas is key to encouraging our members to make investments in alternative fuels. If the bill were to allow EV charging at Interstate rest areas, it would fail to live up to its aspirations and our associations would be forced to aggressively oppose it.

The bill sends a clear policy signal that the federal government wants to work with private industry to achieve its shared goal of improving the environmental characteristics of the transportation sector. The alternative fuel corridor grants in the legislation are a good, bipartisan foundation for doing this. The grants require the involvement of the private sector and take into account whether projects support the establishment of long-term competitive infrastructure. That market will only benefit American drivers if it is based on competitive market principles – just as traditional fueling has been in the United States.

Importantly, the bill does not create grants with large risks of federal funds being used to double-dip and exacerbate the problem of electricity customers paying for infrastructure, which would make it impossible for private businesses putting capital at risk to compete.

Our associations appreciate the difficult work it took to get bipartisan agreement on this bill and are pleased the policy choices made on transportation energy infrastructure point toward a future in which the private sector can and should have incentives to act as a multiplier of federal funds to dramatically increase the alternative energy options available to consumers across the nation.

We look forward to continued work with you and your colleagues on these important issues and urge members of Congress to support this important legislation and oppose any amendments that would undermine this bipartisan effort.

Sincerely,

National Association of Convenience Stores
National Associations of Truckstop Operators
SIGMA: America's Leading Fuel Marketers

cc: U.S. House of Representatives