



Representative Kent Smith

Minority Whip
Ohio House District 8

House Bill 202 Testimony

Transportation and Public Safety Committee

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Chairman Green, Vice Chair McClain, Ranking Member Sheehy and members of the Transportation and Public Safety Committee. Thank you very much for providing us an opportunity to explain why Ohio needs to become more proactive in the emerging electric vehicle industry.

House Bill 202 would create the Electric Vehicle Infrastructure Study Committee. This study committee will be made up of representatives of nonprofit organizations, businesses, local governments and state departments: These entities include The Ohio Environmental Council, Clean Fuels Ohio, the Mid-Ohio Regional Planning Commission, the Columbus Partnership, American Electric Power, the City of Columbus, The Public Utilities Commission, the Ohio EPA, the Ohio Department of Transportation. These commission members will be joined by the Chair and Ranking Member of the relevant Committee from both chambers that handle transportation matters. The Chair of this Study Commission will be the Chair of Transportation Committee in the Ohio House. Sorry to add to your workload, Mr. Chairman – but that's you.

The study committee will examine Ohio's state and local EV charging infrastructure costs and determine the amount of revenue and funding sources needed to make Ohio competitive.

This legislation spells out 5 specific tasks of the Electric Vehicles Infrastructure Commission

1. Examine state and local government efforts regarding the construction of EV Infrastructure
2. Estimate the costs of constructing and maintain EV infrastructure
3. Identify possible funding sources for the construction of EV infrastructure
4. Develop recommendations for changes to laws and policies to expand the adoption of electric vehicles
5. Study and develop recommendations on any other relevant issue regarding EVs.

In 2017, Bloomberg New Energy Finance released a report on electric vehicles. Let me highlight two of their conclusions.

1. The upfront cost of EVs will become competitive on an unsubsidized basis starting in 2024. By 2029, almost all segments reach parity as battery prices continue to fall.
2. Our latest forecast shows sales of electric vehicles (EVs) increasing from a record 1.1 million worldwide in 2017, to 11 million in 2025 and then surging to 30 million in 2030 as they become cheaper to make than internal combustion engine powered cars. That 30 million figure would represent 28% of all new vehicle purchases worldwide. Ten years beyond that, by 2040, 55% of all new car sales and 33% of the global fleet will be electric.

According to Bloomberg, what the world drives is going to be significantly different in ten years and completely different in twenty years.

For that reason, we need to get all relevant electric vehicle stakeholders around a table, they need to gather information from industry leaders and consumer advocates and be open to public input and they need to develop a roadmap for where this investment makes the most sense and will do the most good. We need to be strategic but also collaborative as we seek to accelerate EV adoption. In other words, we don't want areas to be left behind but we also don't want two different entities to install two different charging stations on right next to each other on the same road.

Charging infrastructure plans should not just be along high trafficked corridors but should also be in the types of locations where consumers will spend a

reasonable amount of time. Those partnership entities could include grocery stores, restaurants, health and fitness clubs, shopping centers and workplaces.

The state of Ohio could add charging locations to freeway rest stops and underutilized weight stations.

But, Mr. Chairman, the State of Ohio needs to act with some deliberate speed because jobs are at stake. A 2018 JobsOhio report called *Ohio: An Automotive Powerhouse* stated that 108,000 Ohioans work in the automotive industry. The report states that Ohio is the number one producer of engines; number one in automotive related plastics and rubber manufacturing and number one in automotive glass manufacturing. Ohio is number two in transmission manufacturing and number three in automotive -related manufacturing of iron and steel. Ohio currently is “a full, in-state automotive supply chain”. Those are not my words, that’s JobsOhio.

These Ohio auto industry jobs pay a solid middle-class wage. According to the February 2019, report by the Ohio Development Services Agency entitled, *The Ohio Motor Vehicle Report*, the 108,000 Ohioans earn an average of \$60,600 - \$15,000 higher than the average for all private sector employees in our state.

But if the Bloomberg report is correct, the automotive industry is changing drastically and quickly. Ohio needs to act fast or else many of the 108,000 citizens that we serve will be out of work in ten to twenty years, or less.

The goal of this legislation is to make sure those good paying paychecks remain in Ohio as the transportation sector evolves. House Bill 202 gets Ohio moving towards a brighter future. Now let me offer the podium to my cosponsor, Rep. Weinstein.