

**House Transportation and Public Safety Committee**  
**House Bill 202 – EV Infrastructure Study Committee**  
**Sponsor Testimony**  
**18 June 2019**

Chairman Green, Vice Chair McClain, Ranking Member Sheehy, and members of the House Transportation and Public Safety Committee, thank you for the opportunity to testify today regarding House Bill 202, which establishes the Electric Vehicle Infrastructure Study Committee.

In invoking Bloomberg's 2017 report on electric vehicles, my colleague and joint-sponsor, Representative Kent Smith, has already informed you of the incredible growth the electric vehicle industry is undergoing. To go from 1.1 million electric vehicles on the road in 2017 to 11 million by 2025 is more than 1 million new electric vehicles on the road per year. Similar growth in the automotive market is hard to find, but this growth is not just some future abstract; it is happening all around us all the time.

Electric vehicles' explosive industry growth is thanks in large part to battery innovations resulting in retail cost drops. When the Tesla Roadster, the first highway legal all-electric car to use a lithium-ion battery, hit the market in 2008, it cost \$200,000. Today, a new Tesla Model 3 costs \$35,000; \$2,445 less than a new, comparable long-range Nissan Leaf Plus and in the same general ballpark as a new, Toledo-made Jeep Gladiator, which retails for \$37,000. The retail cost of electric vehicles to consumers will only continue to drop as their market share continues to grow.

To those who might argue that the Gladiator, a pickup truck, is not a good point of comparison for electric vehicles, I would be remiss to point out that in January of this year, Ford Motor Co. announced that they are, "going to be electrifying the F-Series" in an attempt to "futureproof" the franchise. While an electric member of the F-Series has yet to hit the market, Ford is not alone in their forward-looking mindset. Tesla is expected to begin production on a semi-trailer truck starting next year, and Cincinnati-based Workhorse has been building electric delivery vans since 2015.

Workhorse, as members are probably aware, is currently in discussions with General Motors to obtain the shuttered Chevrolet Cruz factory in Lordstown. Should the deal be successfully negotiated, Workhorse would bring back 100's of jobs to Lordstown, with a future potential to employ up to 3,000 workers; more than double the number General Motors employed in the final days of production.

It is for these reasons that we must join the ten other states that have already implemented committees to study electric vehicle infrastructure and futureproof their roadways, including our neighbors in Michigan and West Virginia. Companies are looking to transition to electric vehicles regardless of how the current market feels about them, and we cannot afford to be left behind. Volkswagen has already said they will stop manufacturing gas-powered cars by 2026. If Ohio is going to retain its position in the automotive industry, let alone get ahead, we must prove our adaptability and openness to electric vehicles and their place in our economy both on our roads and in our factories.

The future is now.

Chairman Green, Vice Chair McClain, Ranking Member Sheehy, and members of the House Transportation and Public Safety Committee, I would like to thank you again for the opportunity to testify. Representative Smith and I would be happy to answer any of your questions.