

House Bill 202  
Proponent Testimony  
House Transportation and Public Safety Committee  
June 25, 2019

Thank you, Chairman Green, Vice Chairman McClain, Ranking Member Sheehy, and members of the Committee. I stand before you today to offer our strong support for House Bill 202.

My name is Sam Spofforth and I serve as the Executive Director for Clean Fuels Ohio. We are a statewide non-profit organization that supports alternative transportation fuels and advanced vehicle technologies in order to increase prosperity, environmental sustainability and energy security in Ohio. Our efforts include working with local, state and federal leaders to reduce barriers to these fuels and innovative technologies.

House Bill 202 would establish the Electric Vehicle Infrastructure Committee. One of the most common reasons consumers hesitate in buying electric vehicles (EVs) right now is the lack of public charging infrastructure. While some in Ohio are beginning to address this issue, most of our state remains severely under-served. This blunts the potential for EVs to save consumers money, reduce air pollution and drive down costs for electricity consumers over time.

The EV market in Ohio is growing. 1,630 EVs were purchased in Ohio in 2016, 2,091 in 2017 and 4,456 in 2018. This marks a rise of 28.3% from 2016 to 2017 and 113.1% from 2017 to 2018. The potential near-term market drag of new annual EV fees is concerning. However, over the medium to long-term Ohioans should be able to enjoy the benefits of EVs if we overcome the charging infrastructure barrier.

As articulated in the PowerForward Roadmap, released by the Public Utilities Commission of Ohio, investment by electric utilities and government, especially in the high-power fast charging assets, is needed. In order to help guide these early-market investments most efficiently, we need to understand our needs today and within the next five to ten years. Then we need a plan to address these early-market needs. Today, we face a classic “chicken vs. egg” situation in which consumers cite a lack of EV charging as a barrier, yet the private sector on its own can’t invest in this needed charging due to the lack of an available market. We need a plan to jump-start this promising market as effectively, efficiently and quickly as possible.

Many other states, including our neighbor to the north, are conducting or have already completed these needs assessments and plans. They’ve recognized that assessing needs and developing a plan is critical to ensuring that EV charging assets are deployed most efficiently and any funds from local or state



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governments and utilities is spent wisely. Without a plan, EV charging could be clustered inefficiently with costly impacts to the grid, with major stretches of critical highway corridors and portions of Ohio simply left out and unserved.

Thank you for the opportunity to testify today. I would be happy to answer any questions you may have.

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*The Trusted Advisor & Collective Voice of Ohio's Clean Transportation Industry*