



April 5, 2022

Before the Senate Energy and Public Utilities Committee  
Proponent Testimony on Senate Bill 307

Chair McColley, Vice Chair Schuring, and Ranking Member Williams, my name is Phil Dion and I serve as Vice President and Chief Customer Officer for American Electric Power. AEP operates in 11 states, including in Ohio; where we have our headquarters in Columbus, 1.5 million customers and 6,500 employees. Thank you for the opportunity to testify in support of Senate Bill 307 (SB 307).

AEP is strongly committed to the increased deployment of plug-in electric vehicles (PEVs) and related infrastructure throughout Ohio. In August 2018, AEP Ohio implemented a \$10 million incentive program approved by the Public Utilities Commission of Ohio (PUCO) to encourage the installation of electric vehicle charging stations at public sites, workplaces and apartment complexes throughout our 66-county service territory. Our customers recognized the benefits of this program as the entirety of the available funding was subscribed two years before the conclusion of the program, demonstrating the need for PEV and PEV charging support and showing that utility investment is also vital in fostering PEV adoption across the state.

SB 307 builds on these efforts by updating Ohio law and creating a clear role for utilities in PEV adoption and deployment. Ohio's current policies present barriers by requiring large capital investments from customers seeking to host PEV chargers. There is also no clear pathway for the utility investment necessary to optimally support customer PEV demand. Under this legislation, these barriers are removed by allowing utilities to file transportation electrification plans with the PUCO. These plans can include customer outreach and education, rate designs and programs that are appropriate for PEVs in Ohio and, critically, utility investments and incentives for customer and utility owned PEV infrastructure, including chargers. Any utility transportation electrification plan filed with the PUCO will be challenged and scrutinized by intervening parties as it goes through procedural due process, will endure Commission review and can only proceed with Commission approval, which will be predicated on a finding that the program(s) both maximize program benefits while minimizing overall program costs prior to implementation. Regarding the benefits, utilities, like AEP Ohio, are the only entities that have the obligation to maximize the efficient use of the grid and socialize the benefits, including transportation electrification, to everyone. Thus, utility participation, as outlined in the bill, is necessary to advance electric transportation equitably in Ohio.

This bill properly addresses the need for utility participation and provides regulatory clarity that is necessary to advance electric vehicle transportation in Ohio. Without such a declaration, the sector will expand, but it will do so in an inefficient and inequitable manner, especially in more rural territories.

AEP also supports the various other provisions in SB 307 that would work together to make Ohio a leader in the PEV space. We applaud the inclusion of utility representatives on the accelerating Ohio's automotive industry task force to ensure all types of Ohio ratepayers are represented. This task force, along with the PEV purchase incentives included in the bill, reflects the cooperation evident throughout Ohio's history as an industrial powerhouse and will ensure that the state remains competitive into the future.

Thousands of Ohioans are already driving PEVs and as automakers produce more types of EVs at a variety of price points we anticipate this market segment will rapidly increase. We must work together to prepare Ohio ready for this new reality.

SB 307 is an exciting, collaborative piece of legislation that addresses these challenges in a comprehensive manner and AEP is pleased to give our support to the bill. Thank you very much and I am happy to answer any questions.