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Committees:

Small Business & Economic Opportunity Committee
(Chairman)
Primary & Secondary Education Committee
Transportation Committee
Workforce & Higher Education Committee

Michael A. Rulli
State Senator
33rd Senate District

SPONSOR TESTIMONY SENATE BILL 32
Senator Michael A. Rulli
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Chairman Kunze and members of the Transportation Committee, thank you for allowing me to provide sponsor testimony on Senate Bill 32. Senate Bill 32 will provide an essential boost to the Electric Vehicle (EV) revolution taking place in Ohio. We are currently sitting on the precipice of incredible economic, workforce, and career development opportunities – and Senate Bill 32 will help get Ohio over the edge and into an incredible expansion of amazing possibilities.

Ohio, like many former industrial economies, has fallen behind in attracting the investment and talent that other states have in previous decades. While the Southern states of the “Sun Belt” have grown significantly, we fail to attract many of the technologies and industries of the future. Ohio, as many of our constituents remind us, was not always like this. It was the center of the world when it came to innovation, industry, and prosperity. It’s the reason that I’m standing here before you today, so that we can reinvigorate our economy.

We have a bit of a “chicken or the egg” situation in this state, that has posed a significant hurdle to EV adoption and industry investment here in Ohio. If we don’t have the charging stations to charge EVs, people will not buy the vehicles because they cannot charge them. Conversely, it is tough to want to adopt charging stations without a large number of these vehicles on the road. I believe we should get ahead of this obstacle, by building out this infrastructure early on, demonstrating to the industry that Ohio is open *for* business and *to* innovation.

Senate Bill 32 solves this problem by appropriating \$10 million in both fiscal years 2022 and 2023 to the Department of Transportation to establish a charging station rebate grant program for Level 2 and DCFC charging stations. This would only be active until December 31, 2030. I believe charging station infrastructure should be robust enough to support EV adoption and put Ohio in a prime position to be the leading EV state. The LSC bill analysis provides an excellent breakdown of how this would be done.

This is going to be the first in a series of bills I plan to introduce to push Ohio to the forefront of the EV industry. I want to work with everyone on this committee to craft these bills into dynamic laws that show the world that Ohio is still a place for innovation and commerce.

Thank you once gain for this opportunity to provide testimony on Senate Bill 32. I would also like to thank Representative Loychik and his office for their work introducing the companion bill, House Bill 47. I am more than happy to answer any questions.