

To: Hon. Joe Bellino, chairman, House Energy Committee
Hon. Donna Lasinski, minority vice chairwoman, House Energy Committee
Members of the House Energy Committee

From: Clean Fuels Michigan; Michigan Energy Innovation Business Council; MICHauto

Date: February 5, 2020

Subject: House Bill 4806 and House Bill 5445

The emergence of the next generation of mobility presents numerous opportunities and challenges, and the electric vehicle (EV) is no exception. As deployment of EVs grows, infrastructure must meet the increased public charging demands these will require. While states and municipalities across the nation embrace new and evolving technologies, our regulatory climate must also make certain that we maintain our commitment to protecting consumers and encouraging investment.

On behalf of automotive, mobility, and electric vehicle supply equipment stakeholders, we are supportive of HB 4806, as amended, and its objective of promoting a strong and vibrant EV charging infrastructure market. The bill codifies decisions by the Michigan Public Service Commission to allow the sale of electricity and charging services at EV charging stations. The State of Michigan, investor-owned utilities, municipalities, and businesses are already engaged in an effort to greatly expand access to electric vehicle charging infrastructure across Michigan, including fast charging stations; this legislation is a decisive next step in that endeavor.

As we together pursue this vital expansion of our charging infrastructure, we recognize and appreciate the importance of also instituting strong consumer protections. While we respect the intent of HB 5445, we have concerns that the current language in HB 5445 would not create a process that is straightforward or that would encourage investment in this nascent industry. As proposed, HB 5445 creates what we believe would be an overly burdensome and challenging licensing scheme for charging station installations – requirements that would be unique to Michigan, even amongst states with much more developed EV charging networks, and without necessarily ensuring the additional consumer safeguards we all hope to enact.

We have had an opportunity to present the abovementioned concerns to Rep. Schroeder and we thank her for her willingness to consider stakeholder input on her legislation before moving forward. We look forward to working as a partner in this effort to support Michigan's mobility future.