



## **Representative Casey Weinstein**

*The Ohio House of Representatives*

Chairman Green, Vice-Chairman McClain, Ranking Member Sheehy, and members of the House Transportation and Public Safety Committee, thank you for the opportunity to testify on House Bill 546 with my joint sponsor, Representative Miller.

I want to be clear that the owners of electric vehicles must pay their fair share, and they know that. I can say so with certainty because I am one. We cannot afford to let any vehicle contribute to wear and tear on our roads and bridges without also contributing to their maintenance and construction. So long as the gas tax remains the primary source of funding for our infrastructure, some sort of fee on electric vehicles is necessary to avoid a problem of free-ridership. And while we all want to avoid that problem, we must ensure we do so fairly. The fees introduced in the last transportation budget did not do that. Instead of being asked to pay their fair share, we have asked electric vehicle owners to contribute significantly more.

As Representative Miller already alluded to, the average electric vehicle has a much better fuel economy than traditional vehicles with internal combustion engines. According to the latest data from the federal Bureau of Transportation Statistics, the average passenger vehicle got 37.63 miles per gallon in 2016.<sup>1</sup> With the average American driving around 13,400 miles per year, we can roughly approximate that average Ohioan pays \$99.71 in gas taxes per year.<sup>2</sup> Electric vehicle owners are paying slightly more than double in fees what the average Ohioan pays in gas taxes. I am sure that my fellow electric vehicle enthusiasts would be willing to pay

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<sup>1</sup> <https://www.bts.gov/content/average-fuel-efficiency-us-passenger-cars-and-light-trucks>

<sup>2</sup> <https://sanduskyregister.com/news/93649/americans-drive-13k-miles-per-year/>



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29-cents more than the average to fund Ohio's roads and bridges if it means saving \$100 in punitive fees, the costs of which extend beyond personal savings.

There were 1.1 million electric vehicles sold in 2017, and it is anticipated that number will increase to 11 million sold in the year 2025.<sup>3</sup> That's more than 1 million new electric vehicles sold, per year. This explosive growth is hard to find in the automobile industry, and is being driven in large part by battery innovations resulting in lower costs to consumers. General Motors and LG Chem's plans to invest in Lordstown with a new battery facility means we have the opportunity to capitalize on that growth, but we cannot take it for granted. If Ohio is going to retain its position in the automotive industry, let alone get ahead, we must prove our openness to electric vehicles and their place in our economy. Passing this bill will do just that and demonstrate we are open for business with our eyes on the future, not the past.

Chairman Green, Vice-Chairman 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 today. Representative Miller and I would be happy to answer any of your questions.

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<sup>3</sup> <https://apnews.com/b57db265ca54498f92dec71ff52d4379>