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Steve Demetriou
State Representative

Chairman McClain, Vice Chair Dobos, Ranking Member Grim, and other colleagues serving on the Transportation Committee - thank you for allowing us to speak about House Bill 201.

Thanks to my joint sponsor, Representative Brett Hillyer for outlining the context and merits of House Bill 201. As legislators, we've talked a lot about inflation, supply chain security, and workforce development this year. By ensuring Ohioans can decide which type of vehicle they purchase, regardless of what type of engine it uses, we will live up to our own talking points.

We've probably all said or heard over the past year: "Inflation is out of control." High prices on consumer goods are making it hard for some Ohioans to get by. Market restrictions on goods can increase costs.¹ That's why creating government restrictions on what types of vehicles Ohioans can purchase is bad for our constituents.

We've also talked a lot about workforce development in the Statehouse. As you all know, one of the biggest strains on growing our workforce is getting workers to their workplace.² While public transportation makes sense for some workers in some markets, the fact is that many Ohioans need to have their own means of getting to work. If we artificially increase the price of vehicles in Ohio due to an unnecessary regulation- like adopting unnecessary emissions standards under the Clean Air Act of 1970- we will be putting our workforce and small businesses at an extreme disadvantage.

Over the past few years, especially during COVID-19 lockdowns, we saw what happens when our economy is over reliant on goods imported from countries like China. In the United States, we have been manufacturing vehicles with combustible engines for well over one hundred years. Despite how anyone feels about them, electric vehicles are reliant on batteries that require materials from markets in Africa and South America. Many of these supply chains are tightly controlled by China.³ Until the United States can create stable domestic supply chains for these raw goods in a way that is affordable to the consumer, we shouldn't restrict industries like the combustible engine market that we've spent decades streamlining.

Thank you for your time, and we look forward to earning your support on House Bill 201.

¹ [The Tax Foundation](#)

² [Journal of Urban Economics](#)

³ [NPR Interview](#)