



## **Representative Casey Weinstein**

*The Ohio House of Representatives*

Chair Baldrige, Vice-Chair McClain, Ranking Member Sheehy, and members of the House Transportation and Public Safety Committee, thank you for the opportunity to testify on House Bill 346 with my joint sponsor, Representative Miller.

I want to be clear that the owners of electric and hybrid vehicles want to pay their fair share toward our state's infrastructure. I can say so with certainty because I am one myself. 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 the problem of free-ridership. And while we all want to avoid that problem, we must ensure we are doing so fairly. The fees introduced in the last GA's transportation budget did not do that, and instead of asking these drivers to pay their fair share, we have asked electric vehicle owners to contribute significantly more.

With the average American driving about 13,500 miles per year, we can roughly approximate that the average Ohio family driving a standard sedan would pay anywhere from \$110 to \$130 in gas taxes each year. Someone driving a comparable electric sedan—the Tesla Model 3, for example—is paying nearly double that in fees, and more than 5 times what they would be paying if you looked at the miles-per-gallon equivalent. Furthermore, the \$200 fee that EV owners are made to pay is up-front, not per-use as with standard gas taxes. So, folks who may have paid their annual registration fee and are then told they will be working from home—as we've seen more and more of over the last two years—or have moved and have a shorter commute are still paying as though they are driving the same 13,500 miles as before. This fee only serves to penalize families and penalize efficiency.

With major American auto companies such as GM and Ford making commitments to zero emissions and increased production of electric cars, sales of EVs are skyrocketing across the globe. Economists are estimating that the EV market will reach \$1.5 TRILION by 2025. This explosive growth is hard to find in the automobile industry at large, and we have the opportunity to capitalize on these developments. We cannot afford to take it for granted, and we certainly should not be maintaining legislation that may effectively disincentivize consumers

from considering EVs. 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.

Chair Baldrige, Vice-Chair 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.