

Greetings:

First, thank you for taking the time to get this issue on the floor of the Ohio House for discussion. This is an important issue that needs to be thoroughly discussed and hopefully, a reasonable resolution found regarding what is simply a draconian additional tax on electric cars.

We are a two EV household. We have a 2020 Bolt EV, and a 2012 Nissan LEAF. As such, we're being subjected to this penalty level of taxation - twice. Something not considered, is that most EVs on the road are still short distance city cars. Our 2012 LEAF falls into this category. Since buying the car, fixing it up, and putting it in service last spring, the car has seen barely 1,000 miles of driving as it's limited battery capacity keeps the car in primarily a "neighborhood" status. In that 1,000 miles of driving, I've been fined twice to the tune of \$400 just for that car, as we had purchased it after the additional tax had been levied on EVs. The math on this is obvious. I've been taxed to the level approaching 50 cents per mile to utilize a vehicle that doesn't pump harmful emissions into our state's cities. I have to ask the state why I'm being taxed so high to be driving a vehicle that is actually beneficial to the state?

On to the Bolt. Now, this one sees the lion share of our driving. Still, since buying it last summer, it has yet to cross the 4,000 mile mark, and this includes a trip to Chesapeake Bay. I'm on par to barely cross the 10k mile threshold in one year, roughly 5k miles short of the national average driven annually. Still, I'm being subject to a tax that requires me to drive IN EXCESS of that average to break even vs. driving a gasoline car. Still I chose to drive electric because it's the RIGHT thing to do. So, I should be punished for this? Why?

Ohio keeps saying in one statement that it wants to be the forefront in EV technology. The state did the right thing working to get Lordstown Motors, and having GM build their equivalent of a gigafactory in Youngstown. The state has done an adequate job in pushing to get the charging infrastructure in place. Yet it then turns around and does a thing that will make every potential EV buyer stop and pause to decide if they really want to make the jump from pollution generating fossil fuel burning vehicles to electrics. This isn't the way to get people to make that move.

Instead, one needs to look at other countries, and the steps they're taking to successfully entice people to make that switch. We live in an emissions area. Why do we have these emissions checks? Think for a moment about eventually not needing smog days, having clear air on days that would have had pollution alerts, the health benefits of not having vehicle exhaust emitted in high quantities on our roadways. COVID gave us a glimpse of how much of an impact gasoline powered vehicles still have on our air quality.

I ask of you to take a moment to drop party lines, think, and do something not because you have a letter "R" or letter "D" by your name. Get rid of or reduce this tax because it's something that is right to do. Better yet, come up with a real, enviable plan to entice vehicle buyers to make the jump from gas to electric. Our household is approaching 18 months of electric vehicle ownership. It's been an amazing ride, marred only by the draconian taxation levied on us for doing the right thing. Thank you for your time.

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