



**HB 23 Proponent Testimony**  
**Kimberly McConville, CAE Executive Director**

**Senate Transportation Committee**

Chairwoman Kunze, Vice Chair Reineke, Ranking Member Antonio and members of the Senate Transportation Committee, I am Kimberly McConville, Executive Director of the Ohio Beverage Association (OhioBev).

OhioBev supports the electric truck weight exemption in HB 23 and is pleased to offer some perspective from an industry that relies on heavy-duty vehicles to transport our products throughout Ohio and beyond.

**Our Industry**

I represent nearly 10,000 beverage industry employees statewide. Our members manufacture and distribute some of the most popular non-alcoholic beverages in the world. Our industry has a \$6.4 billion economic impact in Ohio, pays over \$750 million in annual wages and benefits and contributes over \$516 million annually in state taxes. A healthy beverage industry supports an additional 33,814 workers in restaurants, grocery stores, and other retail outlets.

**Fleet Management**

Fleet management is a critical cost center for all our companies. Whether investing in hybrid trucks, installing no idle switches or using load and route optimization software, this industry works hard to cut our distribution footprint. Efficient fleets lead to reduced energy use, lower carbon footprint, less traffic and ultimately better customer service. And for many of our members, electric trucks are part of this efficiency strategy.

**Weight Exemption for Electric Trucks Amendment**

We support the proposed amendment to authorize a weight exemption for electric trucks, allowing them to carry an additional 2,000lbs. Congress gave natural gas trucks an exemption to federal weight limits and allowed states to codify this exemption. Ohio adopted this change in 2019. Congress later added electric trucks to the exemption and once again allowed states to codify the exemption.

This proposal would match the federal code and bring the electric truck weight limit equal to that of natural gas. Ohio would join at least 10 other states in making this change (CA, CO, FL, NC, AZ, PA, VA, OR, NV and OK). The exemption was created because electric truck batteries in their current form are heavier than the corresponding equipment in a diesel truck. Again, federal law grants this exemption and HB 23 would codify this in Ohio law.

**Bottom Line**

We respectfully ask for the committee's support for the electric truck weight exemption. Our members appreciate the Ohio General Assembly's focus on making Ohio a great place to do business. This exemption allows us to manage fuel costs, get our products to market more efficiently and continue our fleet decarbonization work. Thank you for your consideration.



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