

Sorrel Dunn  
Bath  
LD 622

Testimony on LD 622  
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I am submitting testimony as an EV owner committed to paying my fair share to support Maine's roads. I do not oppose LD 622 on principle: I oppose it because it does not seem fair. If the aim of the bill is to bring EV drivers onto par with gasoline car drivers in their tax contributions to the state's highway fund, then it far and unfairly exceeds this goal.

The average mileage for light duty vehicles in Maine, in 2023—the most recent data I could find from Maine.gov—was just about 12,000 per year. (Estimates for 2024, from Kelley Blue Book, PolicyGenius, Zebra.com, and other insurance websites put the average mileage higher: around and often above 14,000.) Say a gasoline car gets 30 miles to the gallon, and drives above the average mileage—15,000 miles per year. That driver will contribute \$157 in gas taxes to the state each year.

Maine is seeing increased damages from, among other factors, strong weather: this is caused by climate change from greenhouse gas emissions. Gas cars continually contribute to these emissions. EVs do not. I want to pay my fair share to support Maine's roads, but it is not right to pay so much more than gas cars, especially when gas cars are contributing to the root causes of increasing road damage in our state. This is not a time to penalize or deter people from lowering their greenhouse gas emissions, and this bill, as it is currently written, does just that. Please rewrite it to be fair.

Sources:

<https://www.maine.gov/dep/air/mobile/data/Annual%20Miles%20Traveled%20estimates02122024.xlsx>

<https://gwtoday.gwu.edu/new-study-finds-electric-vehicles-are-driven-less-gas-cars>

<https://its.ucdavis.edu/blog-post/no-electric-vehicles-arent-driven-less-than-gas-cars/#:~:text=Using%20multiple%20sources%20of%20data%2C%20we%20find,is%20much%20higher%20than%20previous%20studies%20report>