

Alliance for Automotive Innovation

Electric Vehicle Fees

October 3, 2022



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Georgia's EV Market

- Demand for EV's remains strong
- 71% of consumers are interested in an EV as their next purchase

2022 First Half EV Market Share by State

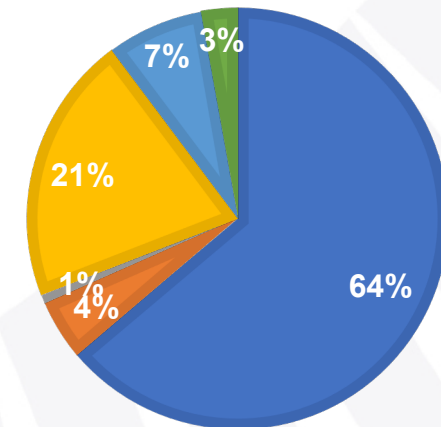
1	CA*	18.32%	11	CT*	6.83%	21	GA	4.59%	31	KS	3.07%	41	IA	2.56%
2	DC	12.70%	12	VA	6.71%	22	ME*	4.29%	32	WI	2.93%	42	AK	2.25%
3	WA*	10.36%	13	UT	6.35%	23	NC	4.18%	33	MI	2.92%	43	KY	2.21%
4	OR*	9.51%	14	VT*	6.10%	24	MN	4.12%	34	MT	2.92%	44	AR	1.87%
5	CO*	8.91%	15	AZ	5.85%	25	PA	3.85%	35	IN	2.88%	45	AL	1.76%
6	NV	8.64%	16	IL	5.39%	26	TX	3.67%	36	OK	2.86%	46	WY	1.57%
7	NJ*	7.93%	17	FL	5.23%	27	NM	3.57%	37	OH	2.84%	47	LA	1.51%
8	MA*	7.43%	18	NY*	5.16%	28	TN	3.36%	38	SC	2.64%	48	SD	1.42%
9	HI	7.34%	19	DE	4.73%	29	NH	3.30%	39	MO	2.61%	49	WV	1.29%
10	MD*	7.15%	20	RI*	4.67%	30	ID	3.26%	40	NE	2.57%	50	MS	1.17%
									40	NE	2.57%	51	ND	0.92%

Replacing Fuel Revenue:

- Impact of fuel-efficient vehicles and the cost of construction goods and services on revenues
- In Georgia, 65.6 percent of state highway funding derived through gas taxes (2020 analysis, Consumer Reports)
- Other causes of declining revenues

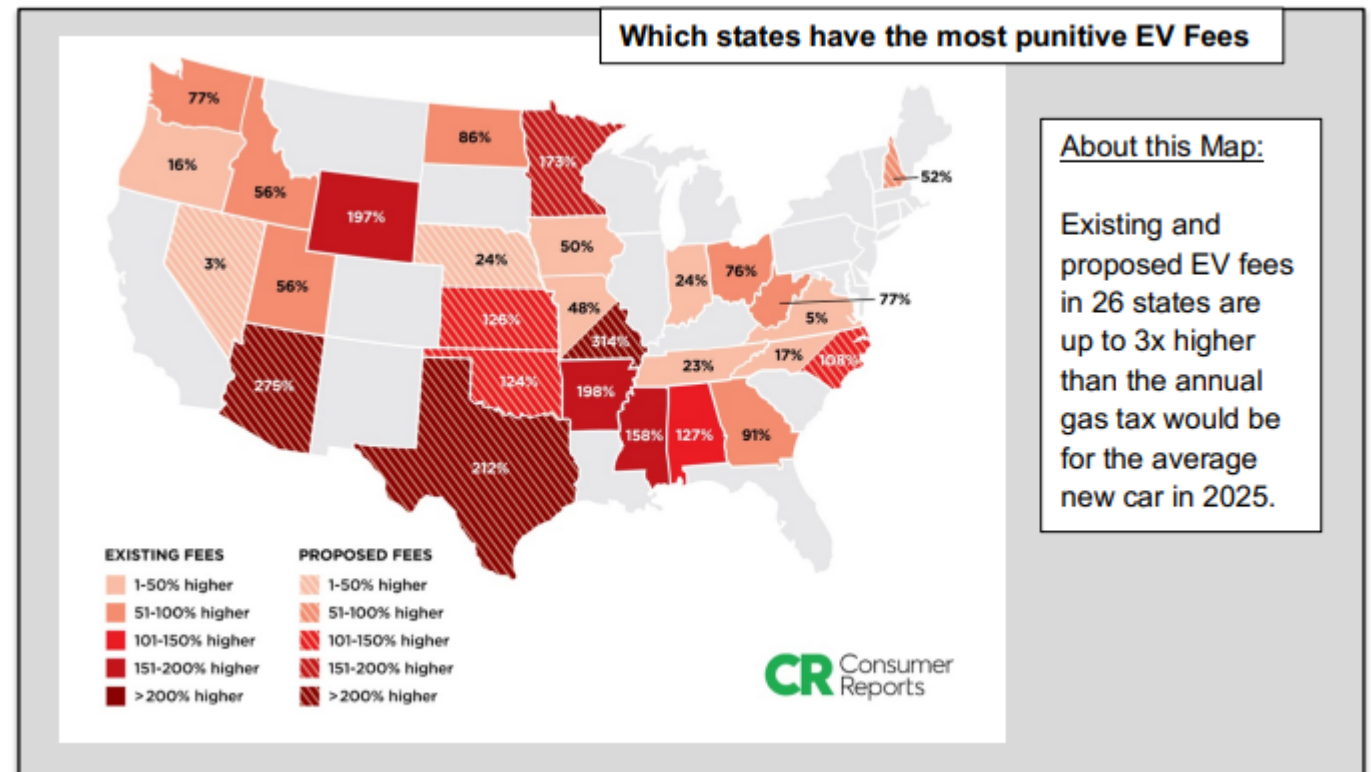
STATE HIGHWAY FUNDING SOURCES

■ Gas Tax ■ Reg. Fees ■ Tolls
■ General Fund ■ Other Revenue ■ Bonds



EV Fees Nationally and in Georgia:

- Average annual EV in place in states with an EV fee = \$121
- Average annual gas tax paid by residents with an ICE vehicle = \$134
- Current fees counterproductive; don't raise revenue & serve as barrier to adoption



Road Funding Principles

The protection of consumer privacy and freedom of movement are priorities when considering any funding mechanism.

Policymakers must consider the potential impact, positive and negative, of these programs on underserved communities.

Regardless of program type, any fees or taxes should not be so high as to be a barrier to EV adoption (*gas-tax equivalency*).

Collection of vehicle mileage data should be through voluntary good faith reporting by the vehicle owner

Supporting Policy – Updated Building Codes

- 80-90 percent of charging occurs at home
- Benefits of charging at home
- Long-term societal benefits to increased access to home charging
- Level of charging needed
- Legislation specifics



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Transforming Personal Mobility