



Speaker To Governor: Let's Hike EV Fees

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Last month, House Speaker [Matt HALL \(R-Richland Township\)](#) said he was willing to look at higher fees on electric vehicles (EVs) as a source for additional revenue for road improvements (See "[Hall: EV Owners Pay More For Roads?](#)" 2/13/25).

Now, this week, the Republican speaker said it's a proposal he "could support."

Make no mistake, Hall doesn't want an across-the-board tax hike of any kind on the "backs of the working people," but he is more than willing to hike the fees on EV owners to help fix the roads and if the Governor goes there, he'll go along for the ride saying, "I could support that . . . that would be more revenue. That would be a tax increase but only for the electric vehicles."

Gov. [Gretchen WHITMER](#) has consistently called for new revenue as part of a multi-faceted road fix plan, and now she has a key GOP partner to go there if she signs off.

"I think the drivers of electric vehicles should pay their fair share, and we don't see that happening . . . so if we are going to look for new revenue, we should look at these electric vehicles," Hall told FOX 2 News and TV6 News.

Hall adds this could be part of the negotiations and "if Whitmer needs a tax increase, I'm just saying start with looking at what the EV's are paying . . . they are not paying the same amount as the conventional motorists, so that should be equalized."

Michigan currently has more than 55,000 EV owners in the state and data suggests 60 percent earn more than \$100,000 a year while 20 percent of the owners earn under \$50,000.

The Speaker reflects, "The EV drivers, these are more expensive cars. These are usually better-off financial people. They are getting all kinds of government incentives, coupons, and discounts for their EVs."

But the environmental lobby points out those owners already pay a higher registration fee than the non-EV owners and adding more fees on top of that could diminish the demand, which would not help produce cleaner air.

Charles **GRIFFITH**, director of Climate and Energy for the Ecology Center in Ann Arbor, cited last month a 2019 Ecology Center report that a car with an internal combustion engine that gets 50 miles to the gallon pays a \$170 registration fee and \$62.40 a year in

state gas taxes, presuming the car racks up 12,000 miles a year for a total of \$232.40 a year. The registration for a Chevy Volt plug-in hybrid runs \$218 a year on top of \$47.50 in fees and \$37.14 in gas taxes, presuming it travels 12,000 miles year. That equals out to \$340.64 a year.

An all-electric Tesla Model 3 comes with a \$254 registration fee and \$135 in additional fees for a total of \$389 in annual fees (See "[EV Owners? They Pay Money For Roads](#)," 2/14/25).

The Speaker describes those folks as part of the radical left.