

## EV Registration and Hybrid Registration Tax

### Point 1:

The proposed EV/Plug-in tax is unfair because the amount proposed is excessive and has no correlation to individual road travel. Currently, the fuel taxes on automobiles are correlated to how much fuel a vehicle consumes, which is based on the individual driving habits of the automobile owner. If an additional road travel related tax needs to be enacted on vehicles that do not run on traditional fossil fuels, a more practical amount would be far more feasible and fair for the general public. A fair tax, such as a flat \$20.00 fee for EV's and a \$10.00 fee for plug-in Hybrids, is much more reasonable. There should be no additional fees for basic hybrids because they use traditional fuels, and have similar fuel mileage to economy/high efficiency fossil fuel automobiles.

In Lancaster, there are few Electric Vehicles and Plug-in Hybrids currently on the road. Most of the EV/plug-in hybrids locally have not been sold through our area dealerships. I've personally spoken with the sales group at our new Kia dealership, and they did not install the EV charger that was planned to be put into the facility. They indicated they would not be selling plug-in vehicles, because it was not in their immediate interests. The effect of EV and plug-in vehicles on our local roads is minimal. Our local Chevrolet dealership has sold only a few Chevy Volts Plug-in's. Honda has not had a plugin until this year and so far has sold very few of them. Toyota only has the Prius Prime, which has been out for a few years. The Prius Prime has a very small battery and is mostly powered by gasoline. The Nissan Leaf is not offered at our local Nissan dealership, and very few are on the road here in Lancaster. Even Ford has discontinued their C-Max hybrid and Energi models, and they now only have the Fusion Energi which has seen minimal sales nationwide.

Assigning a recurring \$200 annual registration fee is unreasonable and does not reflect road wear and tear. I personally have a plug-in hybrid EV, and a regular EV that I drive. One of these vehicles stays in the garage most of the year, while the other is driven about 15-30 miles per day. That's amounts to about 11,000 miles annually between both vehicles. Between my two vehicles, the proposed cost would be \$400.00 in "road taxes". I even converted my VW beetle to use electricity, but I only drive it about 200 miles per year. The proposed new tax would cost me \$1.00 per mile on that vehicle.

Under the proposal of \$0.387, The typical economy car that gets 35MPG over 12,000 miles per year uses 315 gallons will get taxed \$121.90. If the energy equivalent for electricity is taken into consideration, an EV driven the same distance at 4 miles per KWH is equal to 89 gallons of gasoline which should be taxed at no more than \$33.82 for the same travel.

EV's produce no airborne, noise, water, or soil pollution during operation (and during refueling), which provides health benefits to everyone. This is especially important in polluted, congested cities. Many EV's owners have household photo-voltaic solar systems to provide a portion or all of the electric needed to operate their vehicles.

### Point 2:

Unfortunately, there are many individuals (and companies) that view EV's as a threat to their industry, but the reality is that EV's currently on the market are not yet practical vehicles for most consumers. Adding an unrealistic annual tax to this only further hampers this, and certainly hurts the owners who

already accommodate these vehicles. EV's are still many years away from becoming a larger portion of the automobile industry, and need to be viewed as beneficial to populated areas instead of threatening to the fossil fuel industry. This tax does not encourage EV/plug-in owners to reside in our city. In fact, at the proposed rate, it effectively punishes them. I have a business that easily greets 100 people every week. At best, one of these local Ohioans drive a plug-in vehicle. Very few of them even have hybrids, and I've seen none of the plug-in variety. Ohio would do better to take a wait & watch approach to EV tax proposals. If anything EV's should get some kind of subsidy to encourage lower pollution in cities, instead of a new tax. If there is a substantial tax, it would make more sense that the money collected from it should be used to invest in promoting EV migration – such as free public charging in community areas and roadside rests. The pollution minimizing effects of to EV's will eventually help our cities achieve a smog free skyline as we become more densely populated.

I have been an advocate of electric powered vehicles for more than fifteen years now. I have owned 3 EV's before the first modern EV's began production in 2011. I have converted one gas powered vehicle to electric, repaired and driven a EV produced by Solectria, and driven a EV manufactured in the 1980's.

Electric vehicles are not a rich man's toy. It is an unfortunate fact that in Lancaster there are many working poor, and many lower middle class workers. People sometimes have to make tough decisions between maintaining their car to keep it on the road, or paying for the roof over their head. Modern cars can be expensive to purchase, repair, and maintain. Used EV's are just getting to the price point on the market where lower income households are able to afford them and their benefits. All workers should be able to enjoy the financial benefits of electric vehicle ownership. A \$200.00 annual fee in addition to the cost of license plates will ruin the possibility (and the appeal) of electric vehicle ownership for those who already don't have additional money to pay. For consumers considering purchasing new EV's and plug-in vehicles in Ohio, there are no direct incentives to buy them in state. It is a wrong move for the first action of the state regarding EV's in Ohio to effectively punish consumers for purchasing "green" vehicles. I hope that the representative government of Ohio is not going to be used as a tool for the fossil fuel industry's conflicting interest in an attempt to push out alternative fuel vehicles.

**Point 3:**

Additionally, we cannot be expected to just continue to approve more and more taxes without first asking those responsible for our roads to do better with the money they are already given. Our country excels on innovation and improvements. We have seen minimal innovation for Ohio's roads. There are few incentives for contractors that bid on road projects to make the better roads for us Ohioans. Better, longer lasting roads actually mean less work for their businesses. As Ohioans, we need to demand better from the funding that we have already allotted for our roads. Our local highways are managed well enough, but many local roads are terrible and the funding for them seems to be mismanaged. There is no need to reward these groups with additional financing if they cannot (and have not) provided measurable improvement locally.