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133rd General Assembly

Bill Analysis

Version: As Introduced

Primary Sponsors: Reps. J. Miller and Weinstein

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SUMMARY

- Halves the additional motor vehicle registration fees for plug-in electric motor vehicles (from \$200 to \$100) and hybrid motor vehicles (from \$100 to \$50).
- Includes hybrid-type motor vehicles – ones that have internal combustion engines and battery cell energy systems that have the capacity for external charging – in the definition of “hybrid motor vehicle,” which subjects those vehicles to the lower fee specified above (these types of vehicles are currently classified as “plug-in electric vehicles”).

DETAILED ANALYSIS

Plug-in electric and hybrid motor vehicles

Under current law, passenger cars are subject to a \$20 registration fee, an \$11.50 additional fee, and a \$5 deputy registrar fee, for a total of \$36.50 in state fees. In addition, local governmental entities have the authority to levy up to an additional \$30 in registration fees. Regarding plug-in electric motor vehicles and hybrid motor vehicles, current law levies an additional fee of \$200 and \$100, respectively.¹ The bill reduces the additional registration fees for these vehicles by half (\$100 and \$50, respectively).

The bill also alters which vehicles are classified as plug-in electric motor vehicles and hybrid motor vehicles. Under current law, a “plug-in electric motor vehicle” is a passenger car that is **powered either wholly or in part** by a battery cell energy system that can be recharged via an external source of electricity. The bill narrows the definition to a passenger car that is

¹ R.C. 4503.10(C)(1), (3), and (4); 4503.02, 4503.038, 4503.04, 4503.10(C)(1), not in the bill, and R.C. Chapter 4504, not in the bill. This analysis refers colloquially to registration fees. Statutorily, they are generally referred to as both registration taxes and fees.

only powered wholly by a battery cell energy system that can be recharged via an external source of electricity.

Next, under current law, a “hybrid motor vehicle” is a passenger car powered by an internal propulsion system that consists of:

1. A combustion engine; and
2. A battery cell energy system that **cannot** be recharged via an external source of electricity but can be recharged by other vehicle mechanisms that capture and store electric energy.

The bill still requires a hybrid motor vehicle to have a combustion engine (that is, the bill retains (1)), but broadens (2), so that a “hybrid motor vehicle” is a passenger car powered by an internal propulsion system that consists of:

1. A combustion engine; and
2. Either of the following:
 - a. A battery cell energy system that **cannot** be recharged via an external source of electricity but can be recharged by other vehicle mechanisms that capture and store electric energy; or
 - b. A battery cell energy system that **can** be recharged both by an external source of electricity and other vehicle mechanisms that capture and store electric energy.

Otherwise put, the bill reclassifies a certain type of motor vehicle – ones that have internal combustion engines and battery cell energy systems that have the capacity for external charging – from “plug-in electric vehicles” to “hybrid motor vehicles.” This subjects those vehicles to the lower registration fee (\$50), as explained above.²

HISTORY

Action	Date
Introduced	03-10-20

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² R.C. 4501.01(DDD) and (EEE).