

After carefully reading the text of HB 546 I wish this could be changed/amended as follows.

Definition, lines 408-410:

(DDD) "Plug-in electric motor vehicle" means a passenger car powered wholly or in part by a battery cell energy system that can be recharged via an external source of electricity"

- 1) The "or in part" should not be deleted (I am not sure why you want to delete this "or in part").
- 2) To be added: ... "with an all-electric driving range of 50 miles or more" ...

Reason:

There are many Plug-in Hybrid vehicles with very short ranges where the combustion engine provides the power after only a few miles. The flat fee (additional registration fee) is already unfair compared to usage based gasoline/diesel taxes beyond this the flat fee is particularly unfair for plug-in hybrids with short ranges.

Concrete example:

My 2012 Plug-in Prius had initially an electric range of 12 miles and now, after 8 years has a range of 8.5 miles. As a result, of the total energy consumed for my 6000 miles driven annually, 600 miles (10%) are coming from an outside electric charge (plug-in) and 5400 miles (90%) from gasoline for which I pay gasoline tax. In practical terms I have to pay an additional registration fee for just 600 miles driven per year. In addition, I also have to pay taxes on the electric utility bill for these 600 miles, which means, in addition to the unfair flat fee not taking into account the miles driven, the State of Ohio effectively double-dips.

The additional registration fee (Lines 604 and 605 of HB516) constitutes a particular unfair fee (tax) for owners/operators of plug-in vehicles with short ranges.

Without specifying a range limitation the additional registration fee is a strong incentive to drive combustion engine cars vs plug-in hybrids. Respectfully submitted Nov 15, 2020 W Dieter Müller-Greven

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