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Office

H.B. 13
135th General Assembly

Bill Analysis

Version: As Introduced

Primary Sponsors: Reps. J. Miller and Weinstein

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SUMMARY

- Changes the definition of “hybrid motor vehicle” (used for purposes of an additional motor vehicle registration fee on those vehicles) to mean only what are commonly known as plug-in hybrids.
- By operation of that change, does both of the following:
 - Eliminates the \$100 fee for traditional (nonplug-in) hybrids; and
 - Reduces the fee for plug-in hybrids from \$200 to \$100.
- Delays the effective date of the bill’s changes until January 1, 2024.

DETAILED ANALYSIS

Additional registration fee for hybrid motor vehicles

Beginning January 1, 2024, the bill reduces the additional registration fee that applies to plug-in hybrid motor vehicles and eliminates the fee for traditional hybrids as shown in the table below:¹

| Hybrid motor vehicle fees | | |
|------------------------------|-----------------------|-------------------|
| Type of vehicle | Fee under current law | Fee under H.B. 13 |
| Plug-in hybrid motor vehicle | \$200 | \$100 |

¹ R.C. 4503.10(C)(3) and (4) and 4501.01(DDD); Section 4.

| Hybrid motor vehicle fees | | |
|---|-----------------------|-------------------|
| Type of vehicle | Fee under current law | Fee under H.B. 13 |
| Traditional hybrid motor vehicle without plug-in capability | \$100 | \$0 |

Under current law, the following three types of alternative fuel vehicles are subject to an additional registration fee:

1. Plug-in hybrid electric motor vehicles: passenger cars that are powered, in part, by a battery system that can be recharged via an external source of electricity (\$200);
2. Hybrid motor vehicles: passenger cars that are powered by an internal propulsion system consisting of a combustion engine and a battery 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 (\$100);
3. Battery electric vehicles: passenger cars that are wholly powered by a battery system that can be recharged via an external source of electricity (\$200).²

To accomplish the fee changes, the bill eliminates the term “plug-in hybrid electric motor vehicle” and incorporates that concept into the defined term, “hybrid motor vehicle.”³ The table below illustrates this change:

| Current law | H.B. 13 |
|---|---|
| <p>Plug-in hybrid electric motor vehicle:</p> <p>A passenger car that is powered, in part, by a battery system that can be recharged via an external source of electricity.</p> <p>Hybrid motor vehicle:</p> <p>A passenger car that is powered by an internal propulsion system consisting of both of the following:</p> <ul style="list-style-type: none"> ▪ A combustion engine; and ▪ A battery system that cannot be recharged via an external source of electricity, <u>but can be</u> recharged by other vehicle mechanisms that capture and store electric energy. | <p>Hybrid motor vehicle:</p> <p>A passenger car powered by an internal propulsion system consisting of both of the following:</p> <ul style="list-style-type: none"> ▪ A combustion engine; and ▪ A battery system that is recharged by both an external source of electricity and other vehicle mechanisms that capture and store electric energy. |

² R.C. 4501.01.

³ R.C. 4501.01(DDD).

The bill retains the term “battery electric motor vehicles” (which are subject to the \$200 additional registration fee).⁴

HISTORY

| Action | Date |
|------------|----------|
| Introduced | 02-15-23 |

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⁴ R.C. 4501.01(GGG) and 4510.03(C)(3).