

Interested Party Testimony of Tom Bullock on House Bill 74
City Councilperson at Large, City of Lakewood
Senate Transportation Committee
March 17, 2021

Chair Kunze, Vice-Chair Reineke, Ranking Member Antonio and members of the Senate Transportation Committee, thank you for the opportunity to submit testimony on House Bill 74, the next State Transportation Budget. My name is Tom Bullock, and I am a city councilperson in the City of Lakewood, Ohio.

Ohio's registration fee levels for electric vehicle (EV), plug-in hybrid vehicle (PHEV), and hybrid electric vehicle (HEV) were set in the last transportation budget (H.B. 62) at \$200 for EV and PHEV, and \$100 for HEV registrations. These are too high, unfair, and must be corrected.

These fees are calculated on one-size-fits-all, gross overestimates of vehicle miles travelled for these vehicles; require up-front, lump sum payment (which costs more, given the net present value of money paid today versus in the future); and ignore the fact that many or most of these vehicle owners are already paying fuel tax for gasoline (so are double-paying for road use). By contrast, traditional internal combustion engines pay only once and pay-as-they-go, resulting in a more accurate tax based on actual usage and no up-front payment cash flow difficulty or overpayment due to net present value.

The net effect of Ohio's currently-excessive EV, PHEV, and HEV registration fee levels are an efficiency tax that penalizes innovation. That policy is exactly backwards from what Ohio should be doing: rewarding efficiency and encouraging innovation, which stimulates our economy.

My own city has installed three publicly accessible EV charging stations to encourage adoption of this innovative technology, which allows motorists to enjoy lower costs for fuel and maintenance while contributing far less to the emissions pollution that requires motorists to go through Ohio's E-Check program (thereby helping everyone). EVs will soon be the industry standard, and anyone who doubts that can look to growing sales (Ohio EV sales grew by 28% from 2016 to 2017, and 113% from 2017 to 2018); the huge investment in battery and EV pickup manufacturing in the Mahoning Valley; and the [2020 Superbowl commercial for an all-electric Hummer by Ohio's own LeBron James](#).

Other states in the Midwest and nationally have lower registration fees for each tier, and Ohio should adopt fees set at similar levels: \$100 for battery electric vehicles, \$50 for plug-in hybrid vehicles, and \$0 for hybrid vehicles would assess road maintenance costs on a fairer basis and would avoid the punitive, deterrent effect of today's excessively high fee levels.

Thank you for the opportunity to testify.