

Chair Baldrige, Vice-Chair McClain, Ranking Member Sheehy, and Members of the Transportation and Public Safety Committee:

Thank you for the opportunity to offer proponent testimony on House Bill 346 (HB 346) - Reduce additional registration fees for certain motor vehicles. My name is Mryia Williams and I volunteer as the Chapter Leader of Drive Electric Columbus. Drive Electric Columbus is an education and outreach program fostering Electric Vehicle adoption and ownership. We are a group composed of Electric Vehicle enthusiasts and owners who volunteer their time and personal electric vehicles for showcases, ride-and-drives, and speaking engagements. We also support owners by bringing them together to: socialize with others who have a common interest, learn about new Electric Vehicle (EV) policies, celebrate charging infrastructure launches, and offer programming on various topics about services for EV ownership. Today, I am here on behalf of our members who own Hybrid Electric Vehicles (HEV) and Plug-In Hybrid Electric Vehicles (PHEV) to support House Bill 346 for reducing additional registration fees for certain motor vehicles.

When the Electrified Vehicle fee was first introduced to the Transportation Budget for all EVs with no regard to the vehicles' source of propulsion and without considering the distance they can travel on electricity, Drive Electric Columbus was one of the voices trying to encourage a reasonable fee structure. HB 346 is a step toward correcting parts of the EV Fee Structures.

There are three types of Electric Vehicles (EVs):

1. Hybrid Electric Vehicles (HEVs) have a battery to store energy from the regeneration of the braking system. These vehicles cannot access external electricity and use gasoline for their propulsion. The Toyota Prius is a well-known HEV model and while it is an efficient vehicle, it pays gas tax on the miles it travels.

Currently, HEVs have a \$100 per year fee even though they pay gas tax for the entirety of their energy source. If HB 346 were in place, the extra fee on these vehicles would be eliminated.

2. Plug-In Hybrid Electric Vehicles (PHEVs) have a battery to store energy from the regeneration of the braking system and can accept grid electricity. Typically PHEVs can travel just 20 to 30 miles on electricity before they switch to their gasoline engine for propulsion or they need to recharge the battery. The Chrysler Pacifica and Jeep Wrangler 4xe are two examples of PHEVs that are popular in Ohio and, as with most PHEVs, they pay gas tax on the majority of miles they travel.

As of today, PHEVs have a \$200 per year fee (the same as a fully Electric Vehicle) even though the large majority of their mileage range comes from gasoline. If HB 346 were in place, the extra fee on these vehicles would be reduced to \$100.

3. Battery Electric Vehicles (BEVs) only have a battery system and must access the grid for electricity. BEVs today have a variety of ranges but can primarily be categorized into

Short Range (125 miles or less) and Long Range (up to 500 miles). Some common examples of BEVs are the Tesla Model 3, Chevy Bolt, and Ford F-150 Lightning.

HB 346 does not offer any changes to the fees for BEVs. The current \$200 extra EV fee would remain in place for all battery sizes of BEVs.

If enacted, HB 346 would mean our members who own HEVs would not be double-dipped for road use taxes, and our members who own PHEVs would not pay such an excessive amount of supplemental fee in addition to the gas tax they already pay.

I would like to share the story of one of our formerly HEV-owning members. Ginny is a retiree on a fixed income and a few years ago purchased a used HEV because it was the best choice for a pre-owned vehicle in her price range. She loved her 2012 Honda Civic Hybrid but the \$100 per year fee was not in place when she purchased it. When the EV Fee was proposed, Ginny signed our letter campaign to send to her Ohio Senator and Representative. She explained while \$100 might not seem like much, it was significant to her budget and was such a burden she would have to consider switching to a different car. When the fee went into place, Ginny listed her HEV for sale before her plate renewal and purchased a 2015 Hyundai Elantra in its place. The last time she connected with our organization, she was getting a higher efficiency than the HEV had been but she no longer had to pay the additional EV fee. Ginny is just one example of how these fees impact people.

Hybrids and Plug-In Hybrids often have close to price parity with their gasoline-only new and pre-owned vehicle counterparts, which means HEVs and PHEVs are purchased by people with a range of incomes. HEVs are not eligible for tax credits and owners pay gas tax for the miles they drive. Some PHEVs, when purchased new, do receive a reduced tax credit but pre-owned PHEVs and many new PHEVS are no longer eligible for the credit while still paying gas tax for most of their miles driven. Eliminating the fee on Hybrids and halving the fee for PHEVs will have a positive impact on the budgets of the Ohioans who own these vehicles and they will continue to pay road tax every time they visit the pump.

Drive Electric Columbus supports the modifications to the fee structure as a good first step toward creating more reasonable taxation for Hybrids and Plug-In Hybrids while continuing to support road maintenance and new projects.

Thank you again for allowing me to offer my proponent testimony. I look forward to your eventual committee vote in favor of HB 346.