



MISSOURI HOUSE OF REPRESENTATIVES  
**WITNESS APPEARANCE FORM**

BILL NUMBER: <b>HB 1921</b>		DATE: <b>3/28/2024</b>	
COMMITTEE: <b>Transportation Accountability</b>			
<b>TESTIFYING:</b> <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES			
<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>RON LEONE</b>		PHONE NUMBER: <b>573-864-5189</b>	
BUSINESS/ORGANIZATION NAME: <b>MPCA-MO PETROLEUM &amp; CONVENIENCE ASSOCIATION</b>		TITLE:	
ADDRESS: <b>205 E CAPITOL AVE</b>			
CITY: <b>JEFFERSON CITY</b>		STATE: <b>MO</b>	ZIP: <b>65101</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>3/28/2024 12:00 AM</b>	
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>			



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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>ANNE BLAIR</b>		PHONE NUMBER: <b>404-849-7929</b>	
BUSINESS/ORGANIZATION NAME: <b>ELECTRIFICATION COALITION</b>		TITLE: <b>VICE PRESIDENT OF POLICY AND FREIGHT</b>	
ADDRESS: <b>1111 19TH ST NW</b>			
CITY: <b>WASHINGTON</b>		STATE: <b>DC</b>	ZIP: <b>20036</b>
EMAIL: <b>eheins@electrificationcoalition.org</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/28/2024 9:11 AM</b>	
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>			

March 28, 2024 Chair Don Mayhew 201 West Capitol Avenue Room 412-A Jefferson City MO 65101  
Dear Chair Mayhew and members of the Transportation Accountability Committee, Thank you for the opportunity to submit comments on House Bill 1921. My name is Anne Blair, and I am the Vice President of Policy and Freight at the Electrification Coalition. The EC is a national, nonpartisan, not-for-profit organization committed to promoting policies and actions that facilitate the deployment of electric vehicles on a mass scale to combat the national security, economic, and public health impacts associated with our nation's dependence on oil. Mass adoption of electric vehicles (EVs) is key to addressing the U.S.'s reliance on oil, which currently powers 90% of our nation's transportation system and affects not only our national security but our economic security as well. EVs plug into a grid that is domestic, diverse, and can insulate our businesses and consumers from the volatile nature of oil prices. I write today to oppose House Bill 1921 and the over-taxation of consumers and businesses choosing electric vehicles in Missouri. In the interest of national and economic security, and many other air quality and public health benefits of transportation electrification, we need a stable funding mechanism for our roadway infrastructure while not discouraging drivers from switching to electric. It is imperative that the funding mechanism is equitable and nonpunitive for EV drivers. Instituting a 4% tax on new and used electric vehicles and 2% on plug-in hybrid vehicles is an overly punitive and ineffective way to account for lost revenue from the gas tax and should not be passed. Many states are concerned about not collecting roadway usage costs from electric vehicles, but Missouri residents already pay an annual registration fee of \$75 for EVs and \$37.50 for plug-in hybrids, which is intended to make up for the gas tax and contribute to road funding. Adding another fee for the purchase in addition to an annual fee is overly punitive for drivers. While EV drivers ought to pay their share to use our roadways, a flat rate taxation based on the purchase price of the vehicle fails to account for the size, weight, and annual mileage of the vehicle, and it would run the risk of undercharging super-users and far overcharging drivers that drive very few miles and contribute little wear and tear to the road systems. While EVs are decreasing in cost every year and on track to meet cost parity with traditional internal combustion engines in the next few years, the upfront cost of EVs is still higher than ICE vehicles, and a tax on that upfront cost would be inhibitive for early adopters and particularly for low and middle-income Missourians wanting to access the overall savings provided by switching to EVs. Consumers should be able to purchase the vehicle that suits their use case best without the concern of changing state fees and taxes. We encourage the committee to think holistically about how EVs, increasing fuel efficiency of ICE vehicles, and changing trends in vehicle weight and miles traveled contribute to the state road fund, and plan long-term for higher rates of EV adoption in the future. While a new fee based on the sale price of the vehicle may

**provide some short-term influx of funding, in reality it discourages Missouri residents from purchasing more fuel-efficient, cost-effective vehicles and further continue the vulnerability of Missourian residents and businesses to volatile price swings in the global oil market to actors and geopolitical events beyond our control. Thank you for your consideration, Anne Blair Vice President of Policy & Freight, Electrification Coalition [Ablair@electrificationcoalition.org](mailto:Ablair@electrificationcoalition.org)**



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>ARNIE C. "HONEST-ABE" DIENOFF-STATE PUBLIC ADVOCATE</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:      ZIP:
EMAIL: <b>arniedienoff@yahoo.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/28/2024 12:18 AM</b>
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**I very opposed to this Bill. Give me a Break! Yet another Tax, another Fee and another Money-Grab.  
STOP taxing us at every angle, every corner and every possibility.**



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WITNESS NAME: <b>ARNIE C. "HONEST-ABE" DIENOFF-STATE PUBLIC ADVOCATE</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:      ZIP:
EMAIL: <b>arniedienoff@yahoo.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/28/2024 11:58 PM</b>

**THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.**

**I am Opposed to this Bill. Stop trying to Tax, Tax and Tax us at every opportunity and in every way. Government already Collects 53% of Missouri's Income in a Fee or a Tax at the Federal, State, County, Local and Special District Levels of Government. Enough is Enough! We as Missouri's are Working for the Government, instead of the Government Working for us. Defeat this Bill!**



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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>BEAU WHITEMAN</b>		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME: <b>RIVIAN AUTOMOTIVE</b>		TITLE: <b>SR. MANAGER</b>	
ADDRESS: <b>14600 MYFORD ROAD</b>			
CITY: <b>IRVINE</b>		STATE: <b>CA</b>	ZIP: <b>92606</b>
EMAIL: <b>bwhiteman@rivian.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/28/2024 9:01 AM</b>	

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Rivian opposes the proposed tax on Electric Vehicle (EV) sales included in HB1921. This proposal will harm a growing technology sector in the United States. If Missouri requires additional revenues for its highway trust fund, any new taxes should be equally born by all road users.



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<b>WITNESS NAME</b>		
<b>REGISTERED LOBBYIST:</b>		
WITNESS NAME: <b>BECKY LOHMANN</b>		PHONE NUMBER:
REPRESENTING: <b>TESLA</b>		TITLE:
ADDRESS:		
CITY: <b>COLUMBIA</b>	STATE: <b>MO</b>	ZIP: <b>65203</b>
EMAIL: <b>becky@csga.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/28/2024 9:20 AM</b>
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**We believe electric vehicles should pay their fair share but do not support the approach taken in this bill.**



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>GUNNER GABBERT</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:      ZIP:
EMAIL: <b>gunner.gabbert@gmail.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/28/2024 5:34 PM</b>

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There needs to be more incentives for individuals to convert to electric vehicle usage, and currently with little electric vehicle infrastructure present in Missouri and high costs to purchase electric vehicles initially, there currently is not many incentives to individuals to purchase vehicles using renewable energy. Adding more fines to the usage of electric vehicles only solidifies the usage of gasoline vehicles for the near future and hinders progress on the conversion to renewable sources of energy.



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<b>WITNESS NAME</b>		
<b>BUSINESS/ORGANIZATION:</b>		
WITNESS NAME: <b>JASON WETZEL</b>		PHONE NUMBER: <b>371-560-9401</b>
BUSINESS/ORGANIZATION NAME: <b>GENERAL MOTORS</b>		TITLE:
ADDRESS:		
CITY: <b>INDIANAPOLIS</b>		STATE: <b>IN</b>
		ZIP: <b>46032</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>3/28/2024 12:00 AM</b>
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<b>WITNESS NAME</b>		
<b>REGISTERED LOBBYIST:</b>		
WITNESS NAME: <b>JEWELL PATEK</b>		PHONE NUMBER: <b>573-690-3573</b>
REPRESENTING: <b>ALLIANCE FOR AUTOMOTIVE INNOVATION</b>		TITLE:
ADDRESS: <b>PO BOX 1933</b>		
CITY: <b>JEFFERSON CITY</b>		STATE: <b>MO</b>
		ZIP: <b>65102</b>
EMAIL: <b>jewell@patekandassociates.com</b>	ATTENDANCE: <b>In-Person</b>	SUBMIT DATE: <b>3/27/2024 5:09 PM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		
<b>Opposed to the bill.</b>		



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>KATHERINE GLADHART-HAYES</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:                  ZIP:
EMAIL: <b>katherine.gladhart.hayes@gmail.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/28/2024 9:37 AM</b>
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<b>WITNESS NAME</b>			
<b>REGISTERED LOBBYIST:</b>			
WITNESS NAME: <b>MICHAEL BERG</b>		PHONE NUMBER: <b>314-644-1011</b>	
REPRESENTING: <b>SIERRA CLUB MISSOURI CHAPTER</b>		TITLE: <b>SIERRA CLUB MISSOURI CHAPTER POLITICAL DIRECTOR</b>	
ADDRESS: <b>PO BOX 432010</b>			
CITY: <b>SAINT LOUIS</b>		STATE: <b>MO</b>	ZIP: <b>63143</b>
EMAIL: <b>Michael.Berg@sierraclub.org</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/27/2024 9:07 AM</b>	
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**We believe at this time, given present EV density, existing fees are sufficient. We should encourage more EV use and not create this size of a penalty for purchase at this time.**



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<b>WITNESS NAME</b>			
<b>REGISTERED LOBBYIST:</b>			
WITNESS NAME: <b>NICK STEINGART</b>		PHONE NUMBER: <b>239-810-9367</b>	
REPRESENTING: <b>ALLIANCE FOR AUTOMOTIVE INNOVATION</b>		TITLE: <b>DIRECTOR, STATE AFFAIRS</b>	
ADDRESS:			
CITY: <b>WASHINGTON</b>		STATE: <b>DC</b>	ZIP: <b>20001</b>
EMAIL: <b>nsteingart@autosinnovate.org</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/27/2024 3:58 PM</b>	
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>			

Dear Chair Mayhew: The Alliance for Automotive Innovation (Auto Innovators) appreciates the opportunity to provide the following comments on HB 1921 as your committee considers the state's road funding needs and the appropriate taxation of electric vehicles (EVs). We respectfully request your opposition to HB 1921. There will be 150 models of electric vehicles for sale in the U.S. market by 2026, up from roughly 111 models today. Our members recognize the pressure this transition – along with the continued rise in MPG ratings of traditional gas/diesel powered vehicles and the increased costs of highway construction generally – places upon state road infrastructure budgets that have historically been funded through state and federal gas tax revenues. Automakers agree that EV fees are the most appropriate funding mechanism to replace lost revenue that would otherwise be collected at the pump through the gas tax. However, we disagree with HB 1921's approach as it would make Missouri the highest taxed state in the nation when it comes to charging EVs for roadway usage. In fact, HB 1921 would be the most punitive EV fee in the nation if it were signed into law by an order of magnitude. Drivers of EVs in Missouri already paid \$105, in addition to the registration fee charged to all motorists, for an alternative fuel decal in 2023. Furthermore in 2021, the General Assembly adopted legislation to increase these fees by 20 percent on an annual basis through 2026. This bill is unnecessary considering the General Assembly addressed this issue just over two years ago, and the full effect of those changes have yet to be implemented. This bill does not repeal the existing fee and replace it with a new fee at the point of purchase. That means that HB 1921 would be layered on top of Missouri's existing EV fee. Consider these numbers. The average lifecycle for vehicle on the road is just over 13 years, and the average cost of a new EV, while declining, is still \$52,000. Taken together, this means the purchaser of a new EV in Missouri would pay an additional \$2,000 at the point of purchase and nearly \$2,600 in annual EV registration fees over the lifetime of the vehicle after the annual EV fee increases take effect. It's important to remember that customers have choices when it comes to purchasing a vehicle. Undoubtedly, a new EV fee to the tune of thousands of dollars will deter consumers from purchasing a new EV and steer them towards a used EV. That's a loss not just for auto manufacturers, dealers, and consumers, but the state as well as nearly 5.5% percent of tax revenue in Missouri is derived from the sale of new motor vehicles. To reiterate, Auto Innovators and our members support a reasonable EV fee commensurate with the average amount paid in gas taxes by drivers of internal combustion engine vehicles. Because Missouri has the fifth lowest gas tax in the nation, drivers of gas vehicles pay an average of \$95 a year in road funding charges. Auto Innovators thanks the committee for your consideration of our position and urges your opposition to HB 1921. Thank you for the opportunity to submit testimony and we would be happy to provide additional information as requested.



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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>RAY MCCARTY</b>		PHONE NUMBER: <b>573-634-2246</b>	
BUSINESS/ORGANIZATION NAME: <b>ASSOCIATED INDUSTRIES OF MO; MO. TRANSPORTATION &amp; DEVELOPMENT COUNCIL</b>		TITLE: <b>PRESIDENT/CEO</b>	
ADDRESS: <b>3234 W TRUMAN BLVD</b>			
CITY: <b>JEFFERSON CITY</b>		STATE: <b>MO</b>	ZIP: <b>65109</b>
EMAIL: <b>rmccarty@aimo.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/28/2024 9:02 AM</b>	
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**Associated Industries of MO and the Mo. Transportation and Development Council are opposed to this bill. We were very careful when calculating the amount of the decal fee for electric vehicles to estimate as close as possible the amount of fuel tax paid by the average consumer and then set the decal fee to be approximately equal. This bill would make electric vehicle and hybrid owners pay MORE than their traditional fuel counterparts and that is unfair, especially for new technology that is being forced upon us by the federal government.**



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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>RICK TEMPCHIN</b>		PHONE NUMBER: <b>202-258-2912</b>	
BUSINESS/ORGANIZATION NAME: <b>ALLIANCE FOR TRANSPORTATION ELECTRIFICATION</b>		TITLE: <b>SENIOR ADVISOR</b>	
ADDRESS: <b>3361 STEPHENSON PL.</b>			
CITY: <b>WASHINGTON</b>		STATE: <b>DC</b>	ZIP: <b>20015</b>
EMAIL: <b>rick@evtransportationalliance.org</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/27/2024 3:40 PM</b>	

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Comments of the Alliance for Transportation Electrification Re: EV Penalty—HB 1921 Recently proposed legislation (HB 1921) would impose an extremely high, punitive tax on electric vehicle drivers. In fact, electric vehicle drivers in Missouri who charge at public charging stations are currently taxed at a higher rate than drivers of an comparable gasoline vehicle. In a recent study conducted by Atlas Public Policy, EV drivers in most states, including Missouri, pay more in taxes and fees than drivers of gasoline-fueled vehicles. Currently, EV drivers in Missouri pay an estimated \$73 more than gasoline drivers in taxes and fees every year. To understand the accumulation of taxes and fees on EVs and charging, researchers quantified the “EV penalty,” which is the total amount of EV-specific taxes and fees an EV driver pays in a single calendar year for each state relative to a typical gasoline vehicle driver. The estimate assumed vehicles travel 12,000 miles per year, with EVs getting three miles per kilowatt-hour and gasoline vehicles getting 35 miles per gallon. Importantly, the study also assumes a driver is charging only at Electrify America fast-charging stations because of the charging company’s nationwide network. Currently, EV owners in Missouri are subject to a registration tax of \$105 per year and a sales tax of 4.23 percent upon purchasing electricity at EV charging stations. Gasoline is exempt from the sales tax. Assuming the price of charging at an Electrify America fast-charging station is \$0.48 per kWh and factoring in the sales tax paid at the time of charge, the EV penalty for drivers in Missouri is \$73 in a single calendar year. The implementation of a 4 percent registration fee would drastically increase the EV penalty in Missouri, causing the state to have one of the highest EV penalties in the country. Previous research by Atlas concluded that the current impact of increasing EV adoption on road funding is marginal; as such, the proposed introduction of a 4 percent annual registration fee is poised to further unfairly tax Missouri EV drivers. Such a tax as proposed would not meet the basic requirements of a road transportation funding system, such as revenue sustainability, fairness, equity and impact on: low and moderate income consumers, the environment and electrification. While the aim to have all vehicles contribute their fair share to the construction and maintenance of the roadways is understandable, electric vehicles are not significant contributors to fundamental transportation funding shortfalls. Many other factors have a greater impact on shortfalls in highway revenue sources, such as: lack of an inflation index on conventional fossil fuel taxes, turnover in vehicle stock and federal fuel economy standards. Many states have implemented (or are considering) EV taxes and fees in addition to the excise, electricity and utility taxes electric vehicle drivers currently pay. These fees are often more than what an internal combustion vehicle (ICE) would pay in fuel taxes. EV taxes and fees should not exceed the fuel taxes and fees paid by comparable ICE vehicles. We urge you to examine other states, such as Virginia, that have developed more balanced and rational funding systems that reflect some of the above principles, as well as fuel efficiency of the vehicle and have implemented a pilot for a road user charge. We believe the more sustainable funding systems should

include consideration of vehicle miles traveled (VMT), or a road user charge, as Virginia, Oregon, Washington, and other states have begun to test in pilot programs. Simply penalizing particular types of vehicles – in this case electric vehicles – is not a viable path forward. Thank you for your review and consideration of our comments. Please contact me at 202-258-2912 or [rick@evtransportationalliance.org](mailto:rick@evtransportationalliance.org) if you have any questions about ATE's comments. Respectfully submitted, Rick Tempchin, Senior Advisor Alliance for Transportation Electrification 1402 Third Avenue, Suite 1315 Seattle, WA 98101 <https://evtransportationalliance.org>