

I am a Vermont resident who has owned three EV's. We maintain a PHEV for longer family trips still due to not always having access to L3 chargers; though hopefully over the next few years we hope to fully transition to fully EV vehicles.

I am writing to provide feedback for the upcoming mileage-based taxation discussion. Directionally I have no concern with EV's paying "their fair share" for road use fees lost via not paying the fuel tax -- but I question the price and the means.

My understanding is that my EV currently has \$89/year registration surcharge. The plan might be to move to a \$0.014 per mile fee, which roughly suggests the \$89 fee covers 6,350 miles annually for an EV driver before additional fees apply.

I believe this fee is high, and not "fair share". it should be closer to \$0.008 per mile.

Vermont (as I understand) assesses ~\$0.31/gallon for road repair for gasoline vehicles.

If one was to assume I drove 15,000 miles in a year --

If I drove a Toyota Tacoma (23mpg) I would pay \$202.17 in gas taxes to Vermont.

If I drove a Toyota Camry (50mpg) I would pay \$93 in gas taxes to Vermont.

If I drove a Toyota Prius (57mpg) I would pay \$81 in gas taxes to Vermont.

If I drove a Chevy Bolt (EV) I would pay \$210 in EV usage fees.

If I drove a Kia EV6 (EV) I would pay \$210 in EV usage fees.

If I drove a Nissan Ariya (EV) I would pay \$210 in EV usage fees.

If I drove a Chevy Blazer (EV) I would pay \$210 in EV usage fees.

The \$0.014/mile seems to disincentivize the use of electric vehicles in Vermont; and tax EV users as if they are displacing 20 mpg vehicles. This taxation also results in me paying taxes for using my EV out of state (I travel to Boston frequently) rather than applying the tax at the point of charging (in-state EV chargers, or residential chargers).

Might the committee consider point-of-sale EV fees (for L3 chargers in the State) and residential L2 chargers (through GMP, Burlington Electric) to cover those fees? My car travels 300 miles on 100kW of power, and displaces 8 gallons of gasoline that would have paid \$2.48 in road use tax. Charge me a \$0.024 per kWh tax (which is roughly \$0.008 per mile). This would represent a ~15% tax on the energy I use for travel in an EV.

H.944 will likely result in me replacing my commuter EV with a 50mpg Toyota Camry when its time to consider such things, and not pursue replacing our family car with an EV until we leave Vermont.

Stan Brinkerhoff