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Testimony: HB 2060 – Registration Fees for Electric and Hybrid Vehicles

Mr. Chairman, Members of the Committee:

Veteran members of this committee will recall my efforts over the past few sessions to require owners of electric and hybrid vehicles to pay their fair share to support the highways and other infrastructures over which they drive.

As all of you know, KDOT is primarily funded by motor fuel taxes. Vehicle owners who do not purchase or purchase a disproportionately small amount of motor fuel, relative to the miles they drive, do not contribute to the Highway Fund in a manner commensurate with owners of conventionally fueled vehicles.

HB 2060 proposes that owners of electric vehicles pay a \$150 vehicle registration fee per year (versus \$30 for gasoline and diesel vehicles); and for owners of vehicles with more than one power source mated together to pay a \$75 vehicle registration fee.

Several other states' legislators have addressed the inequity of electric and hybrid vehicle owners using their state's infrastructure and paying a disproportionately small share of the cost to construct and maintain the infrastructure. For example, Oregon has a \$150 electric vehicle registration fee and Georgia has a \$200 fee.

A few states are using a Vehicle Miles Driven fee to determine the contribution that vehicle owners should make to their highway funds. I find such a fee to be too much "Big Brother" as vehicles owners must report or have the state inspect their odometer readings each year. Not only is that intrusive, but it would not take into account the lack of impact on that state's infrastructure if the family made trips out of the home state.

According to the staff at NCSL, the average state alternative vehicle registration fee is \$150 for electric vehicles and \$75 for combined power source vehicles. This roughly equates with the amount of motor fuel tax paid annually for the average motor vehicle in the U.S. and Kansas.

The proposed fee increases will not result in large amounts of money flowing into the Highway Fund. It is an equity issue. Everyone who drives a motor vehicle should contribute to maintaining the highway system. Currently owners of electric and hybrid vehicles do not pay their fair share.

Opponents have previously stated that Kansas should not impose any fees that will restrict the transition to lower carbon-emitting vehicles. I do not believe that payment of a reasonable and equitable fee to support the infrastructure on which the vehicle owners drive is unfair or unreasonable.

Thank Mr. Chairman, Members of the Committee. I will respond to questions.