

DATE: January 31, 2023
TO: Kansas State House Committee on Transportation
ATTN: Chairman Francis and Members of the Committee
FROM: Emily Wolfe, Sr. Program Coordinator & Policy Analyst
Metropolitan Energy Center

RE: **Opponent, House Bill No. 2004**

Thank you for the opportunity to provide testimony opposing House Bill No. 2004.

I am with Metropolitan Energy Center (MEC), a nonprofit organization with a history of nearly 40 years transforming energy use in the building and transportation sectors in Kansas and Missouri. Through the Kansas City and Central Kansas Clean Cities Coalitions, MEC has brought together public and private stakeholders to promote clean fuels, fuel efficiency, and new transportation technology. We have over 20 years of experience and expertise in working with alternative fueled vehicles of all types, including biofuels, gaseous fuels, and hybrid electric and battery electric vehicles.

We highlighted below why MEC opposes House Bill No. 2004.

- **We should not pass any legislation until KDOT's Midwest Road Usage Charge (RUC) Study is complete:** By waiting for KDOT to complete their study, we can design a system that truly makes sense for Kansans while helping fund current and future transportation investments.
- **Regardless of EVs, the tax revenue from vehicles needs to be revamped.** At the federal level the gas tax has remained at 18.4 cents per gallon for nearly 30 years, and vehicles of all types are using less fuel than ever before.¹ The current legislation does not address the decrease in revenue due to more efficient vehicles. Plus, it adds to the existing annual registration fee required for drivers of electric vehicles (\$100) and hybrid electric vehicles (\$50) in Kansas.
- **The proposed tax structure would prohibit business owners from installing non-network chargers (i.e., AC Level 1 chargers which require a standard 120-volt electrical outlet); therefore, making offering charging more expensive to install.** Electric vehicles are here and increasing in numbers. We should not add barriers that may prevent local businesses from providing their customers and employees access to electric vehicles charging stations and meeting their evolving needs.

¹ <https://www.epa.gov/automotive-trends/highlights-automotive-trends-report>

- **The legislation would add additional barriers for rural businesses to adopt an innovative technology.** By requiring businesses to install network chargers, it may incidentally impact those located in rural areas who do not have access to reliable and affordable high-speed internet connectivity. Preventing rural businesses from installing non network chargers would only widen the urban/rural divide we too often experience in Kansas.

We thank you for your time and for the invaluable work you do for our state. Please reach out if you would like additional information.

[Emily Wolfe | Sr. Program Coordinator & Policy Analyst | emily@metroenergy.org](mailto:emily@metroenergy.org)

Metropolitan Energy Center | 816-531-7283/office | 913-548-8692/mobile | www.metroenergy.org

