

**PROPONENT TESTIMONY BEFORE THE
HOUSE TRANSPORTATION COMMITTEE**

REGARDING HOUSE BILL 2121

RELATING TO THE INCREASE OF REGISTRATION FEES FOR ELECTRIC VEHICLES

February 5, 2025

Mr. Chairman and Committee Members:

I am Catherine Magaña, and I am Legislative Liaison for the Kansas Department of Transportation (KDOT). I am here today to provide testimony in support of House Bill 2121. I would like to thank you for the opportunity to meet with you and to provide comments.

KDOT offers support of this bill and the additional revenue it would provide for the State Highway Fund (SHF) and the Special City and County Highway Fund (SCCHF) to support transportation investments. Consistent and sustainable revenues coming into the SHF are essential to KDOT's purpose – delivering transportation that keeps Kansas moving forward. Kansas has seen steady motor fuels tax (MFT) revenues since the MFT was last adjusted in 2003, even as the number of vehicle miles traveled has increased nationally by 11.3% and average vehicle fuel efficiency has increased 43% (miles per gallon) over the same time period. As hybrid and electric vehicles become a larger part of the Kansas fleet of registered vehicles, the amount of revenue collected from the sale of motor fuels is expected to stay steady, or even decline in the coming years. With inflation this results in a continued loss in purchasing power of the revenue generated and erosion of ability to continue to invest in the transportation system. Raising the registration fees for electric and hybrid vehicles offsets motor fuel tax revenues not collected by those vehicle types and provides parity for vehicles utilizing the transportation system.

Kansas vehicle registration data from April 2024 shows that there were 10,353 battery electric vehicles (BEVs), 1,943 plug-in hybrid electric vehicles (PHEVs), and 33,503 hybrid electric vehicles (HEVs) registered.

When researching registration fees in other states, KDOT found 39 states have increased or additional registration fees for electric vehicles ranging from \$50-250 annually, with an average of \$144 for BEVs (battery electric vehicles or electric-only). There are 30 states that have

registration fees for PHEVs (plug-in hybrid electric vehicles or electric and gas) ranging from \$30-219, with an average of \$80. Eleven states charge increased registration for hybrid vehicles (gas-only) varying from \$23-100 and an average of \$61.

State	BEV	PHEV	HEV	Plus standard registration?
Colorado	69.19	65.19		Yes
Iowa	130	65		Yes
Kansas	100	50	50	No
Missouri	135	67.5		No
Nebraska	150	75		Yes
Oklahoma	110	82		Yes

Annual Battery Electric Vehicle (BEV), Plug-In Hybrid Electric Vehicle (PHEV), and Hybrid Electric Vehicle (HEV)
Registration Fees by State (\$)

Based on vehicle registration data from the Kansas Department of Revenue (KDOR), implementation of HB 2121 would generate \$2.3 million for the SHF in FY 2026 and \$1.2 million for the SCCHF in FY 2026, for a total of approximately \$3.5 million annually.

Additional information related to EV registration fees, including those in other states, can be provided upon request. KDOT is happy to work with the committee and interested stakeholders on language changes that may provide additional clarity of registration fees.

Thank you for the opportunity to provide proponent testimony on HB 2121.