

Dear Senator,

I am a Wichita, Kansas resident and have been an EV owner for nearly 12 years and our family of seven currently owns two EVs, a Chevy Bolt and a Tesla Model Y.

I am writing to express my strong opposition to HB 2121, as my wife and I already pay more than our fair share of road repair tax for these two vehicles and a 75% increase in registration fees for the small number of EV owners like us across Kansas will not be a significant source of road repair tax revenue.

1. EV owners already pay a \$100 annual EV registration fee, which is \$70 more than the \$30 fee for a conventional ICE vehicle. Based on odometer readings for each of our EVs, we are driving them an average of 288 to 355 miles per month (3,455 to 4,255 miles per year). At the current tax rate of \$0.24 per gallon, a conventional ICE vehicle such as the Toyota Corolla (35 MPG) driving the same number of miles would only be paying \$24-29 in road repair tax. Even if we drove double the mileage, we are still being overtaxed. A recent Car and Driver study found that EV owners only drive an average of 5,300 miles per year (<https://www.caranddriver.com/news/a35498794/ev-owners-low-mileage-study/>).
2. Despite the fact that we are already paying more than our fair share, EV owners also do not currently receive any Kansas tax credits for the positive impacts to the health and well-being of Kansas to include: (1) virtually all money spent on EV fuel (electricity) stays in the Kansas economy in the U.S. vs. petroleum-based fuels where a significant amount of money spent benefits the economies of other states and foreign countries; (2) EVs produce 50-95 percent fewer greenhouse gas emissions (based on an extensive cradle to grave analysis performed by the Union of Concerned Scientists); (3) EVs produce zero tailpipe emissions which significantly reduces health care costs associated with air pollution. Proceedings of the National Academy of Sciences, put a human toll and a price tag – some \$886 billion a year – on the health impacts caused by air pollution, especially from fine particulate matter known as PM 2.5.
3. In 2023, out of a total of 2,621,100 light duty vehicle registrations in Kansas, there were only 11,300 EV registrations in Kansas. Based on the above numbers, HB 2121 will only generate \$847,500 in additional road repair tax revenue from EVs. In contrast, if ALL light duty vehicles paid the same fees as I do (\$70 on top of the normal registration fee), it would generate more than \$182 million in road repair tax revenue (and you could eliminate the gas tax)!
4. Because the average fuel economy of light duty vehicles continues to improve, many states believe the current model of tying road repair tax to fuel consumption is outdated and they are researching simpler and more equitable ways to collect road repair tax. In my opinion, eliminating the gas tax and collecting an annual registration fee for road repair for ALL vehicles regardless of fuel type (adjusted for annual miles driven and vehicle weight) seems to be the best way forward.
5. Finally, I want to ensure lawmakers are aware that there are EV owners in Kansas across the political spectrum. Party registration of Kansas voters associated with EV ownership based on consumer records is 47% Republican, 17% Independent and 36% Democrat: (<https://www.cnn.com/2024/02/21/us/electric-vehicles-republican-voters-dg/index.html>).

Thank you for taking the time to hear my opinions and testimony regarding HB 2121.

Joseph Madden