

**TESTIMONY BEFORE
HOUSE ENERGY AND UTILITIES COMMITTEE**

**REGARDING HOUSE BILL 2455
RELATING TO CREATING THE ELECTRICITY HIGHWAY FEE FOR ELECTRIC
VEHICLE RECHARGE STATIONS**

January 24, 2012

Mr. Chairman and Committee Members:

I am Lindsey Douglas, Chief of the Office of Governmental Affairs for the Kansas Department of Transportation (KDOT). Thank you for allowing me to provide testimony on HB 2455, which would require KDOT to set a fee for use of an electric vehicle recharge station.

There are several state legislatures considering legislation to assess a fee to electric vehicles to compensate for their use of transportation infrastructure. Oregon and Texas are considering a Vehicle Miles Traveled (VMT) tax for electric vehicles. VMT information collection raises concerns over privacy when considered. Washington is considering an additional fee on their car registration renewal each year. California currently requires every motorist to report their odometer reading when they register or renew their vehicle for VMT research purposes.

KDOT has been monitoring discussions at the federal level, as well as in other states across the country, about the need to find alternative revenue sources for maintaining transportation infrastructure. Traditional gasoline powered vehicles are becoming more efficient and fuel consumption per mile driven continues to go down, resulting in less revenue generated from the current per gallon fuel tax. Adding more fully electric vehicles into the equation renders the current fuel tax model, by itself, unsustainable to address future expansion and maintenance needs of the federal and state road networks.

KDOT, along with most transportation policy makers, believe the current fuel tax model will not be adequate moving into the future. This is an issue that not only impacts electric vehicles, but will also need to be considered for traditional gasoline-powered vehicles as well. KDOT appreciates the thought behind HB 2455 and the small piece of the existing fuel tax shortcomings it addresses, but it does not resolve the larger issue that our infrastructure revenues are based on a revenue stream that will be unreliable in the future.

Thank you again for allowing me to provide testimony on HB 2455. I would be happy to stand for questions at the appropriate time.