

SESSION OF 2014

**SUPPLEMENTAL NOTE ON SUBSTITUTE FOR HOUSE
BILL NO. 2451**

As Amended by Senate Committee on
Transportation

Brief*

Sub. for HB 2451 would remove a separate vehicle registration category for electrically propelled motor vehicles. Instead, the registration fee for any electric passenger vehicle would be determined by the vehicle's weight, using the same weight categories as for other passenger vehicles. The change would become effective January 1, 2015.

Background

Representative Sloan requested the original bill and testified as a proponent. The original bill would have imposed an electricity highway fee on electricity sold at any motor vehicle electric recharge location in the state. The bill would have required the Kansas Department of Transportation (KDOT) to determine the fee and the Kansas Corporation Commission to approve it; the bill would have required the fee to be comparable to the motor fuel tax. The proponent said the bill would address inequity because plug-in electric vehicles do not pay fuel taxes and therefore do not contribute to the State Highway Fund or to maintenance of city and county roads and streets. The original bill would have required a separate electric meter for each recharge location; a representative of Westar and KCP&L said in opponent testimony the requirements for separate metering would be cost-prohibitive and, because the vehicles do not require special outlets, the fee would not be collected for some

*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <http://www.kslegislature.org>

vehicles. A KDOT representative provided neutral testimony on declines in State Highway Fund receipts related to increased fuel efficiency and use of electric vehicles; the agency estimated motor fuel tax lost due to hybrids and electric vehicles could be approximately \$1.4 million a year by 2020, based on current registration trends. There was no other testimony.

Representative Sloan also requested the substitute bill that was adopted by the House Committee, to increase the registration fee for any electrically propelled motor vehicle not used in commerce from \$14 to \$30. He stated electric vehicles weigh approximately the same as gasoline-powered vehicles, usually less than 4,500 pounds, and the registration fee for gasoline-powered passenger vehicles of that size is \$30.

The definition of “electric vehicle” for registration purposes is “a vehicle that is powered by an electric motor drawing current from rechargeable storage batteries or other portable electrical energy storage devices, provided the recharge energy must be drawn from a source off the vehicle, such as, but not limited to residential electric service or an electric vehicle charging station, also called an EV charging station, an electric recharging point, a charging point, EVSE (Electric Vehicle Supply Equipment) or a public charging station” (KSA 2013 Supp. 8-126(g)).

The registration fee for electrically powered motor vehicles was last increased in 2002, from \$13 to \$14.

Representative Sloan spoke as a proponent of the substitute bill at the bill’s hearing before the Senate Committee on Transportation. A representative of the Division of Vehicles, Kansas Department of Revenue, provided neutral testimony and suggested an amendment to remove a separate registration category for electrically powered motor vehicles. He further suggested an effective date of January 1, 2015, so that all registrants during a year would pay the same fee.

The Senate Committee adopted the amendments suggested by the Department of Revenue.

According to the fiscal note on the original bill, the Kansas Department of Revenue reported a total of 13,380 electric or hybrid vehicles registered in Kansas as of January 2014. The remainder of that fiscal note is not applicable to the substitute bill. No fiscal note on the substitute bill was available before Committee action.