

To: The House Transportation Committee

Topic: Opposition to HB 2004, the EV Energy Equity Road Repair Tax.

I am opposed to HB 2004 for the following reasons:

The wear and tear inflicted by electric vehicles on Kansas roads is MINOR given that the average annual miles driven by an EV is far fewer than non EVs. My own EV, which is 20 months old, shows a mileage of 12,191. About half of that was accumulated out of state on two drives to the east coast, charging at parks, gas stations, malls and small businesses. Businesses, large and small are innovating with ways to serve and attract customers. From filling stations to Walmarts, food markets, car dealers, parks, breweries, hotels, and even some Cracker Barrel restaurants host EV chargers. Businesses, small towns and attractions just off the interstate highways are finding that without EV charging equipment, an ever growing portion of the public passes them by. I oppose HB2004: \*\*\*Because it is double taxation. \*\*\*Because it adds a level of complexity along with outrageous legal risks to businesses innovating to serve the passengers of zero emission cars. \*\*\*Because it will discourage and reduce the availability of charging services for EV owners, especially those at small businesses and venues unable to shoulder another state tax mandate. \*\*\*Because of the anti-business anti-progress signal it gives to Kansas businesses joining the supply chain serving the electric transportation markets. For example, Koch Engineered Solutions, known as KES, recently acquired a company making commercial electric vehicle chargers, also a solar farm developer. Several aircraft shops in Wichita are bidding to supply Tesla and other EV builders. At least one has already supplied components to Rivian. I urge the committee to reject HB2004.

Respectfully,

Darrel Hart