

FISCAL NOTE

License Fee Impact

	FY 2024	FY 2025	FY 2026
NON-ADMINISTRATIVE IMPACT			
Anticipated Revenue increase			
HIGHWAY FUND	\$8,550	\$8,550	\$8,550

Source of revenue increase:

The bill requires an annual license fee of \$25 from each dealer of electric energy at commercial electric vehicle charging locations, plus an additional \$25 for each commercial electric vehicle charging facility located at the licensed location.

Assumptions:

The Department of Transportation (Department) reports that as of September 2022, there were 114 public charging stations with an average of two charging ports per location, for a total of $114 \times \$25 + (114 \times 2) \times \$25 = \$8,550$ in license fee revenue.

Decal Fee/Tax Revenue Impact

The fiscal impact in the form of a revenue increase from annual decal fees and electric vehicle energy tax is indeterminable due to an unknown number of drivers choosing to buy the annual decal in lieu of paying the electric vehicle energy tax of \$0.15 per kilowatt-hour.

The bill increases the existing all-electric vehicle annual decal fee from \$200 to \$350 and adds a hybrid vehicle annual decal fee for \$175. Drivers with these stickers are exempt from paying the electric vehicle energy tax. In 2022 there were 660 electric vehicles and 1,089 hybrid vehicles. If all drivers purchase the annual decal in lieu of paying the electric vehicle energy tax at a charging station, then the annual estimated revenue increase is equal to \$289,000 to the Highway Fund. If some drivers choose to pay the electric vehicle energy tax, the revenue increase from decal fees would be smaller, and revenue from the electric vehicle energy tax would be larger. Additionally, the amount of electric vehicle energy tax collected from out-of-state drivers of electric vehicles is indeterminable.

Any electric vehicle energy tax revenue would be distributed as follows: the Highway Fund would receive two percent (2%) of the revenue as an administrative fee for the Department to administer the tax, and the remaining revenue would be distributed 57.5% to the Highway Fund, 14% to the County Road Fund, 13.5% to counties and 15% to cities.

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