EVOLVEKY

2026 Budget Review Sub-Committee on Transportation

Presentation

Mike Proctor, EVOLVEKY Board Member

Wednesday, July 1, 2026

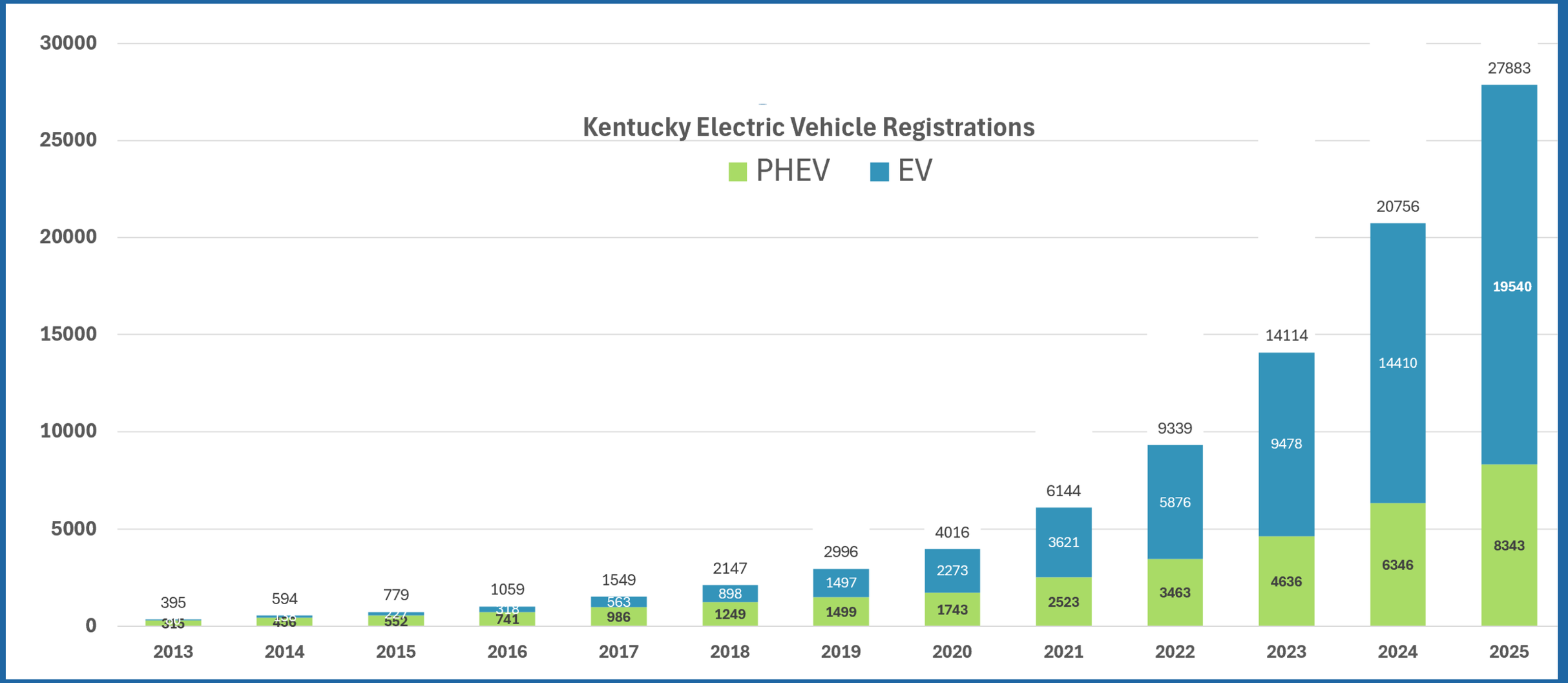
About Evolve KY

Est: 2016

Non-profit electric vehicle advocacy group

Over 1,200 followers of our monthly newsletter & FB page

Mission: promote the ownership of Electric Vehicles and the attending necessary EV Charger infrastructure



Source: Datamart www.ky.gov

Note: EV's only represent 1% of passenger vehicles on the road in Kentucky

Kentucky EV Revenues

Two main sources:

EV Drivers

EV Charger Owner/Operators

Kentucky EV Revenues

EV Drivers

$126 Annual fee when renewing license tags

Comparable to tax at the pump ($106) for a 30mpg Camry driving 12,000 miles

Taxes paid on home utility bills

Higher bills generate higher school taxes

Higher than average 6% new vehicle sales tax

Higher than average auto property and insurance tax

Sales tax, property tax and tax on insurance is higher due to price of EVs

EV KY

Kentucky EV Revenues

EV Charger Owner/Operators (who charge for the electricity)

$150 Annual per plug Dept of Ag inspection fee

$0.03/Kwh tax on electricity dispensed

Average session: 50 Kwh yields $1.50 in taxes per charging session

Taxes paid on business Utility bills

School taxes and sales tax on business utility bills

Revenues from Kentucky EVs

Fiscal Year 2023-24	EV Charging Station Tax	$ 168,281
	Hybrid/Electric Annual Fee	$1,445,941
	Ky Registered EV's	14,114
Fiscal Year 2024-25:	EV Charging Station Tax	$ 579,828
	Hybrid/Electric Annual Fee	$3,098,034
	Ky Registered EV's	20,756
FY 25-26 thru May 31:	EV Charging Station Tax	$ 728,832
	Hybrid/Electric Annual Fee	$2,736,020
	Ky Registered EV's	27,883

Less Quantifiable EV Benefits

60% of electricity comes from coal

so, indirectly supporting Coal Industry

Gov’t revenues pay for air quality compliance

so, zero emission EV’s minimize non-compliance

Lower noise & environmental polution

Less Quantifiable EV Benefits

Charging at night helps stabilize the grid

95% of home owners charge their EVs at home

Tourism benefits

EV drivers charge at locations like coffee shops, farmers markets, libraries, parks, and city lots

Less Quantifiable EV Benefits

Growth in existing tax levies

Ky drivers continue to adopt EVs due to lower maintenance and fuel costs, and for environmental considerations, in spite of the loss of the $7,500 federal tax credits

Less Quantifiable EV Benefits

And ….

They are an absolute BLAST to drive

One factor that is regressive:

EV drivers in Apartments/Condo's are unable to charge at "home"

They pay the $126 annual fee AND are charged the $0.03/Kwh tax at public charging stations

12,000 miles @ 3.5 miles/Kwh times $0.03/Kwh would mean that they would be charged $102.86 in tax "at the pump"

Myth: Heavier EVs tear up our roads

Data shows that axle weight is the major factor determining damage done to roads. Vehicles (like Evs) under 8,000 pounds gross weight (4,000 lbs per axle) have a negligible affect on our roads.

A vehicle with 40,000 pounds per axle is 10,000 times more likely to damage our roads.

Vehicle	Typical Gross Weight	Typical Road Wear
Bicycle	20–40 lb	Essentially none
Passenger car	3,000–5,000 lb	Very little
SUV/Pickup	5,000–8,000 lb	Slightly more than a car
Delivery van	8,000–14,000 lb	Noticeable over time
School bus	25,000–36,000 lb	Significant
Fully loaded semi-truck	Up to 80,000 lb (U.S. federal limit on many highways)	Thousands to tens of thousands of times more than a car