CUA-02 ELECTRIC VEHICLE REGISTRATION FEE
STAFF ANALYSIS

PROPOSAL INFORMATION			
SUBMITTING COUNTY:	Hernando County		
SPONSOR CONTACT:	Dominique Holmes, Director of Communications & Government Affairs; dholmes@hernandocounty.us; 352-277-1069		
FAC COMMITTEE:	Community & Urban Affairs (CUA)	**CROSS-CLAIMS:**	None identified
FAC STAFF:	J. Scala	**DATE:**	September 14, 2026

This staff analysis is based on the proposal as submitted and does not reflect an adopted position of the Florida Association of Counties.

POLICY PROPOSAL:

FAC supports legislation establishing an annual road-use registration fee for battery electric vehicles and requiring an equitable share of the proceeds to be distributed to counties and municipalities for transportation maintenance and improvements.

I. SUMMARY:

Hernando County asks FAC to support an annual road-use registration fee on battery electric vehicles, with an equitable share of the proceeds distributed to counties and municipalities for transportation maintenance and improvements. Under current law those vehicles pay only the standard weight-based license tax — s. 320.08001, F.S., expressly equalizes electric and non-electric vehicles — and contribute nothing through the state and local per-gallon fuel taxes that fund county road programs, a base FDOT projects will erode 5.6 to 20 percent by 2040.

This proposal tracks recent legislation seeking fees for electric vehicles:

- SB 804 (2026)—$250 annual battery electric vehicle fee, and;
- CS/SB 28 (2024) & CS/SB 1070 (2023)—annual license fees shared through a 64/36 state-local distribution.

FAC has adopted this policy in three consecutive cycles, most recently as FTA-2 (2025-26), and the Senate has repeatedly demonstrated support, including unanimous passage of the 2023 vehicle. The proposal is protective of home rule and is not an unfunded mandate.

II. PRESENT SITUATION:

Electric Vehicles in Florida
Section 320.08001, F.S. ("Electric vehicles; license tax"), consists of a single sentence: the license tax for an electric vehicle or low-speed vehicle is the same as that prescribed in s. 320.08, F.S., for a vehicle that is not electrically powered. No road-use charge attaches to electric propulsion; a battery electric vehicle pays only the weight-based annual license tax that applies to a comparable internal-combustion vehicle.

Road funding otherwise runs through per-gallon fuel taxation. Chapter 206, F.S., imposes and administers state taxes on motor and diesel fuels, and counties levy local option fuel taxes under s. 336.025, F.S., with proceeds restricted to the transportation expenditures defined in s. 336.025(7), F.S. A battery electric vehicle purchases no taxable motor fuel and therefore contributes through neither the state nor the local per-gallon mechanism while using the same roads.

FDOT's 2021 Electric Vehicle Infrastructure Master Plan projected that electrification could reduce motor-fuel-based revenue streams by 5.6 to 20 percent by 2040, depending on adoption rates.

Electric Vehicle Comparison
The U.S. Department of Energy's Alternative Fuels Data Center reported 254,878 light-duty battery electric vehicles registered in Florida as of December 31, 2023 — the second-largest state fleet nationally. According to National Conference of State Legislatures, at least 42 states already impose some form of electric vehicle registration fee. EV registration fees range from $70 to $290. At least 17 states structure the additional registration fees to grow over time through prescribed annual increases or by tying the fees to the consumer price index or another inflation-related metric.

III. EFFECT OF THE PROPOSAL:

The proposal seeks an amendment of s. 320.08001 that:

(1) defines "battery electric vehicle,"
(2) imposes an annual road-use fee collected by the Department of Highway Safety and Motor Vehicles at initial registration and each renewal, alongside the existing license tax, and
(3) directs a defined share of the proceeds to counties and municipalities for transportation maintenance and improvements, with conforming changes to the biennial-renewal provisions of s. 320.07, F.S.

First, the proposal provides a definition for battery electric vehicle — powered solely by an electric motor drawing current from rechargeable batteries, with no internal combustion engine.
Second, the proposal imposes a $250 annual license tax, deposited entirely into the State Transportation Trust Fund (STTF). The proposal requires a local revenue sharing distribution allocated to the county where the vehicle is registered of:

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- 64 percent to the STTF and 36 percent to the county where the vehicle is registered, transferred quarterly through the Department of Revenue to the county's board and municipalities in proportion to the previous quarter's local option fuel tax distributions, restricted to s. 336.025(7) transportation expenditures

IV. COUNTY IMPACT:

- Scope: impacts all 67 counties; municipalities are recipients as well under the requested local share.
- Counties may receive a recurring, state-collected revenue stream restricted to transportation and sized by battery electric vehicle registrations within their county. County shares arrive through DOR in proportion to existing local option fuel tax distributions.
- Counties become passive receivers of new revenues with collection requirements placed upon DHSMV at registration and prior vehicles routed local shares through DOR; the proposal creates no county duty, compliance burden, or preemption.
- Counties can expect less erosion of the fuel tax base with the acceleration of EV adoption.

Protective of Home Rule: Yes — the proposal imposes no preemption and no new county duty; and adds a state-collected, locally shared revenue source supporting road responsibilities counties already carry under existing authority.

V. FISCAL IMPACT:

- State economists projected that the CS/SB 28 (2024) schedule ($200 electric vehicle / $50 plug-in hybrid / $25 electric motorcycle, stepping up in 2029) would generate approximately $65 million annually at the outset; under that bill's 64/36 split, roughly a third — on the order of $23 million statewide in the first year — would have flowed to counties and municipalities.
- The submission's illustration — approximately 334,800 Florida battery electric vehicles (U.S. DOE, 2024) at $250, roughly $83.7 million per year statewide before administrative costs. Staff verified the AFDC's published count of 254,878 as of December 31, 2023.
- County-level amounts turn on the fee level and the local-share percentage and formula, and cannot be quantified until those parameters are set. Revenue would grow with battery electric vehicle adoption, against a fuel-tax base FDOT projects will erode 5.6 to 20 percent by 2040.
- Administrative cost to counties is minimal: collection occurs at registration through DHSMV, and prior vehicles routed local shares through DOR's existing distribution machinery.

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Unfunded Mandate (Art. VII, s. 18, Fla. Const.): No — the proposal requires no expenditure by counties or municipalities and does not reduce local revenue-raising authority or state shared revenues.

VI. LEGISLATIVE & FAC HISTORY:

- No electric vehicle road-use fee has been enacted in Florida; s. 320.08001, F.S., remains the parity rule, so there are no Laws of Florida citation to inherit.
- SB 804 (2026), Sen. Truenow — $250 annual battery electric vehicle fee, 100 percent to the State Transportation Trust Fund, effective July 1, 2026. Died in its committee of first reference, Senate Transportation, on March 13, 2026, without receiving a hearing; no House companion was filed.
- CS/SB 28 (2024), Sen. Hooper — $200/$50/$25 schedule rising to $250/$100/$35 on January 1, 2029, with the 64/36 distribution described in Section III and a June 30, 2034 sunset. Reported favorably by Senate Transportation 6–0 (committee substitute, December 6, 2023); died in Senate Appropriations on March 8, 2024, without a hearing.
- CS/CS/HB 107 (2024), Rep. Esposito — filed as the House fee vehicle, amended in its first committee into a study-and-transfer mechanism; cleared three committees and died on the House Second Reading Calendar on March 8, 2024.
- CS/SB 1070 (2023), Sen. Hooper — the same fee-and-distribution architecture. Passed the Senate unanimously; the House never took it up. SB 908 (2022), Sen. Brandes, was the prior iteration.
- Trajectory: Senate support is repeatedly demonstrated — unanimous 2023 floor passage and unanimous committee votes — while the chokepoint migrates: House inaction (2023), Senate Appropriations (2024), no vehicle filed in 2025, first-committee inaction (2026). The 2026 vehicle also dropped the 2023–2024 local distribution.
- Past FAC statements: 2025-26—FTA-02—Electric Vehicle Registration Fees (adopted; carried in the 2026 Legislative Action Plan under Finance, Tax & Administration); 2024-25—FTA-PP-2—Electric Vehicle Registration Fees; 2023-24—FTA-PP-2—Electric Vehicle Registration Fees (per the 2025-26 staff analysis).
- Guiding Principles: covered by Transportation GP A, County Road Authority and Transportation Funding—FAC supports “state transportation funding and authority that reflect counties’ substantial share of the transportation network” and opposes diverting State Transportation Trust Fund revenues to non-transportation purposes.

BoCC Action: the Hernando County Board of County Commissioners has voted to support the proposal, as stated in the submission.

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