



**Written Only Testimony in Support of HB2145  
Laura Maag Lutz, Sr Mgr, Government Affairs**

**For the Senate Utilities Committee  
March 15, 2021**

Chairman Thompson and members of the Committee, thank you for the opportunity to comment in support of HB 2145. Evergy provides electricity to 1.6 million customers throughout Kansas and Missouri. As the state's largest electric provider, we support the expansion of electric vehicles and the associated charging infrastructure, and we know that the availability of charging stations is crucial to that growth and to reducing "range anxiety" among users. HB2145 clarifies that electric vehicle charging services would not be regulated as a public utility. This piece of legislation is a good first step toward EV charging stations being developed in a competitive market.

The area of EV charging is something we think would greatly benefit from an open market and a place where we could leverage private capital wherever it's willing to come in. Evergy's Clean Charge Network, with over 2,000 charging stations in Kansas and Missouri, has been instrumental to the development and adoption of EVs over the last five years. It's helped make us a leader in this area nationwide with the best growth of EVs year over year. Although it is not Evergy's intent to be in the EV charging business, we do strongly believe that in the future EVs will be a low-cost alternative, and the expansion of EV charging infrastructure must be able to support that growth. In addition, public and private entities are increasingly turning to electrified transportation to meet their sustainability goals.

In an effort to highlight the importance of charging stations to eliminating range anxiety for EV drivers, Evergy partnered with the Kansas Turnpike Authority in 2019 to install two DC fast charge stations and a level 2 station at Lawrence, Topeka and Wichita turnpike locations.

Lastly, early adoption of EVs can provide the utility industry experience that informs our approach to grid management. Increased electric vehicle use is one option for growing a utility's load factor and allowing fixed costs to be spread over a greater number of kilowatt hours (kWh). Many consumers charge their EVs at home, normally overnight, which allows for high margin kWh sales, as nighttime is generally a time when most consumers use very little electricity. More "off peak" kWh sales have the potential to stabilize the overall cost of power to all customers.

Thank you for considering HB2145 and the impact it could have on spurring growth in the EV industry in Kansas.