



**Written Only Testimony in Support of HB2585  
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**For the House Energy, Utilities and Telecommunications Committee  
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Chairman Seiwert and members of the Committee, thank you for the opportunity to comment in support of HB 2585. 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. We appreciate the fact that HB2585 clarifies that charging stations would not be considered a public utility.

Electricity as a domestically produced transportation fuel is already transforming our nation's transportation sector. Kansas is uniquely situated to be a key location for the build out of EV charging stations. As of August 2019, there were more than 1.3 million electric vehicles on U.S. roads. Still, this is a small percentage of the more than 270 million vehicles registered in the U.S. Using existing technology and energy grid infrastructure, the U.S. can diversify its transportation fuel mix to move both people and goods, ushering in an era of clean transportation, reducing our dependence on foreign oil, and enhancing our country's energy and economic security.

In 2016, Evergy established its Clean Charge Network ([evergy.com/EV](http://evergy.com/EV)), consisting of more than 1,000 electric vehicle charging stations in the KC Metro area — more than any other city in the United States. Also, in an effort to highlight the importance of charging stations to eliminating range anxiety for EV drivers, Evergy partnered with the Kansas Turnpike Authority late last year to install two DC fast charge stations and a level 2 station at Lawrence, Topeka and Wichita turnpike locations.

Furthermore, 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 HB2585 and the impact it could have on spurring growth in the EV industry in Kansas.