



Kansas Grain and Feed Association  
Kansas Agribusiness Retailers Association  
Renew Kansas Biofuels Association

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To: Senate Committee on Utilities  
From: Randy Stookey, Senior Vice President of Government Affairs and General Counsel  
Date: February 11, 2025  
Re: **Written Proponent Testimony on SB 167, prohibiting electric public utilities from recovering from ratepayers the costs associated with electric vehicle charging stations and requiring electric public utilities to establish electric vehicle charging service rate schedules**

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Chairman Fagg and members of the committee, thank you for the opportunity to provide testimony in support of Senate Bill 167. This testimony is submitted jointly on behalf of Kansas Grain and Feed Association (KGFA), Kansas Agribusiness Retailers Association (KARA), and Renew Kansas Biofuels Association.

KGFA is the state association of the grain receiving, storage, processing, and shipping industry in Kansas. KGFA membership exceeds 950 Kansas business locations and represents 99% of the commercially licensed grain storage in the state. Renew Kansas is the trade association of the Kansas biofuels processing industry. KARA is a state agribusiness trade association comprising more than 700 companies that supply inputs to Kansas farmers.

Agribusiness is the largest industry in our state. Our member grain elevators, biofuel processing plants, and agribusiness facilities contribute to the Kansas economy and provide gainful employment for thousands of Kansans across the state.

Members of these industries are also high industrial users of energy. Like other industries, the ability of our facilities to operate competitive businesses is often dependent upon costs of inputs, such as electric utilities.

Kansas electric energy rates are some of the highest in our region. Such high energy costs are unsustainable, frustrate economic development, and cause Kansas industries to be less competitive.

Capital investment by energy generation companies greatly contributes to our high energy rates. Allowing an energy company to build electric vehicle (EV) charging stations and then charge all energy rate payers for the costs of that build-out, would only serve to exacerbate the existing problem. This is an especially untenable policy when there are so few EVs on Kansas roads today. In addition, Kansans would be shouldering the costs of providing electricity to out-of-state EV owners as they drive through our state.

We must continue to seek ways to decrease high energy costs for all Kansans. We agree with Kansas' energy rate policy to move our state toward "regionally competitive electric rates and reliable electric service." This policy will ensure Kansas remains a competitive state to do business.

Senate Bill 167 would prevent EV charging station costs from being passed onto Kansas ratepayers, which is reasonable and necessary legislation. We stand in strong support of this measure and would ask the Committee to pass the bill out favorably.