



*Testimony Submitted to the*  
**Senate Energy and Utilities Committee**  
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**Testimony in opposition to SB 167**

Thank you Chairman Fagg, Vice-Chair Peterson, Ranking Member Francisco and members of the committee for scheduling a hearing and the opportunity to provide testimony in opposition to SB 167.

Kansas Municipal Utilities (KMU) is the statewide association representing Kansas cities and other public or not-for-profit organizations involved in the ownership and operation of publicly owned utilities across Kansas. Formed in 1928, KMU provides assistance and information to members with regard to workforce training and educational programs, mutual aid, regulatory and legislative assistance and numerous other services toward the advancement of municipal utilities to achieve maximum benefits for the customer-owners served by our utilities. Our membership ranges in size from some of the largest utilities in the state such as those operated by the Kansas City Board of Public Utilities down to some of the smallest utility systems serving fewer than 100 customers.

KMU, on behalf of its members and the more than 118 municipal electric utilities served across the State of Kansas, is opposed to SB 167.

KMU is supportive of electric vehicle charging stations and we have worked with our member communities, the state and federal agencies to facilitate the build out electric vehicle charge stations across the State. Our communities have been working to build out a "charging network" along key highway corridors dotted with municipal electric utilities. Our approach has been innovative and cost effective for EV users and our communities.

We cannot, however, support legislation that removes the fundamental strength of our systems which is that we are owned and managed by the citizens we serve. That governance structure can exist in two ways, either through an elected Board of Public Utilities or through the elected city council. In both instances the governing bodies are responsive to the citizens they serve and are also more accessible to the public than any state-level regulatory body. A community should be able to decide the direction of the electric utility it owns including investment decisions.



The buildout of electric vehicle charging station systems will continue in order to create a more robust national infrastructure. Kansas is home to several heavily trafficked interstate highways and if the state places limitations on our communities' ability to build out electric vehicle charging station infrastructure, inevitably there will be holes in the network. The lack of charging availability, while perhaps just annoying to travelers on the highway, creates unnecessary inequity among communities. Larger member communities may be able to create the secondary private entity required in SB 167, while our smaller members who may also be along the interstates or state highways could be limited or incapable of taking advantage of the growing EV traffic.

All electric utility investments whether it is in generation, distribution, system upgrades or EV charging are economic decisions, and the regulatory safeguards intended to protect average ratepayers already exist. If the citizens of the community do not like the decisions being made by their community-owned utility, they can raise those concerns at a Board of Public Utilities meeting, at a city council meeting, or ultimately at the ballot box.

With some of the lowest electric rates offered in Kansas, Kansas Municipal Utilities is proud of the electric service our members provide to the communities they serve. We appreciate the Kansas Legislature's interest in protecting our ratepayers and would respectfully urge you to reject SB 167 and allow our member communities to make investment and ratemaking decisions locally.