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**Testimony of  
Westar Energy and KCP&L  
Before the House Energy and Utilities Committee  
On HB 2455  
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The introduction of electric vehicles (EVs) into the U.S. market has just begun and suppliers are trying to get more EVs on the road. As utility companies, we must have our infrastructure ready when sales of EVs increase. Each of us has specific plans in place to help our customers who want more information on EVs, vehicle charging and where charging stations are located.

Sales of EVs have been modest to date. During the first 10 months of 2011, 8,153 EVs were registered in the United States, just 0.16% of total car registrations. Although "range anxiety" appears to be some concern of potential customers, they also are hesitant to pay a premium for an EV at this time. Whenever they make a decision to purchase an EV, Westar and KCP&L want to be ready.

House Bill 2455 would impose an electricity highway fee on electricity sold at recharging stations. The fee is intended to compensate for the loss of highway funds from the motor vehicle fuels tax receipts. In addition to the fee, the bill will require separate metering in homes and at public charging stations. Westar and KCP&L oppose the imposition of such a fee and additional metering because any increase in the cost to operate these vehicles at this time will keep sales sluggish. For this infant segment of auto sales, we should not be adding to the cost of ownership.

As sales increase to a point where highway funds could be impacted to a greater degree then such highway fees may be appropriate. However at this time, the sales of EVs should not be discouraged by adding fees to the cost of driving an EV.