

SESSION OF 2026

**SUPPLEMENTAL NOTE ON SENATE BILL NO. 380**

As Amended by Senate Committee on Utilities

**Brief\***

SB 380, as amended, would require retail electric suppliers to offer fair, reasonable, and non-discriminatory rates and services to all charging stations and certain costs could not be included in the rate base of the retail electric supplier, with certain exclusions, and require legislative review during the 2031 Legislative Session.

**Definitions**

The bill would define the following terms:

- “Electric vehicle” would mean a motor vehicle that is propelled by one or more electric motors using energy stored in the form of a rechargeable battery;
- “Fast charging station” would mean behind-the-meter electronic vehicle (EV) charging equipment that is capable of delivering electricity at a minimum of 50 kilowatts or greater direct current to an EV’s rechargeable battery at a voltage of 200 volts or greater; and
- “Retail electric supplier” would mean any person, firm, corporation, municipality, association, or cooperative corporation engaged in the furnishing of a retail electric service.

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\*Supplemental notes are prepared by the Legislative Research Department and do not express legislative intent. The supplemental note and fiscal note for this bill may be accessed on the Internet at <https://klrd.gov/>

### ***Rates and Services***

The bill would require a retail electric supplier that provides, owns, operates, or maintains a fast charging station for direct public use to offer fair, reasonable, and non-discriminatory rates and services to all entities providing similar services and to not act in a manner that provides an unreasonable competitive advantage for the retail electric supplier's fast charging station.

The bill would require that any costs or expenses incurred by a retail electric supplier to construct, install, own, operate, or maintain any fast charging station would not be included in the rate base of the retail electric supplier.

### ***Exclusions***

The bill would not apply to any fast charging stations that:

- Were constructed, provided, owned, operated, or maintained by a retail electric supplier prior to July 1, 2026; or
- Are not offered or made available to the general public and are located on the premises of a retail electric supplier and used solely to charge EVs owned or operated by the retail electric supplier or the retail electric supplier's employees.

### ***Legislative Review***

The bill would require the Senate Committee on Utilities and House Committee on Energy, Utilities and Telecommunications to review this act during the 2031 Legislative Session. The Committees would be required to hold at least one public hearing for the purpose of receiving testimony from the public, affected stakeholders, affected

state agencies, and any other appropriate state officers or employees.

Following the conclusion of this review, the Committees could jointly or separately issue a summary of findings and recommendations for consideration by the Legislature.

## **Background**

The bill was introduced by the Senate Committee on Utilities at the request of a representative for Americans for Affordable Clean Energy.

### ***Senate Committee on Utilities***

In the Senate Committee hearing, **proponent** testimony was provided by representatives of Fuel True and Triplett, Inc., who recounted that during a hearing on a similar bill in the 2025 Session, the Chairperson of the committee recommended that all parties work together on a solution. This bill is the result of the parties' work over the interim.

Written-only proponent testimony was provided by representatives of Americans for Affordable Clean Energy and Charge Ahead Partnership, which submitted testimony on behalf of Buc-ee's; Casey's; Capital City Oil, Inc.; EG America; KwikShop; Love's; Minit Mart; Mittens (Oakley); QuikTrip; Sarin Energy Solutions; Stay-N-Charge; and TravelCenters of America.

**Neutral** testimony was provided by representatives of Evergy, Kansas Electric Cooperatives, and Kansas Municipal Utilities, who requested a five-year sunset. The Consumer Counsel for the Citizens' Utility Ratepayer Board also provided neutral testimony.

Written-only neutral testimony was provided by the Director of Utilities of the Kansas Corporation Commission.

No other testimony was provided.

The Senate Committee amended the bill to require the 2031 Legislature to hold at least one public meeting to receive testimony about this act and issue a summary of findings and recommendations for consideration by the Legislature.

### **Fiscal Information**

According to the fiscal note prepared by the Division of the Budget on the bill, as introduced, the Kansas Department of Revenue and Kansas Department of Transportation state enactment of the bill would have no fiscal effect on agency operations.

Electric vehicles; retail electric suppliers; electric vehicle charging stations;  
Legislature