



February 11, 2020

Kansas Taxation Committee  
The Honorable Steven Johnson, Chair  
Kansas State Capitol, Room 112-N  
Topeka, Kansas 66612

RE: Testimony in Support of HB 2499

Thank you, Chairman Johnson and Committee members, for the opportunity to appear before you today and for your engagement on these important issues. My name is David Jankowsky, Founder and President of Francis Energy (“Francis”), based in Tulsa, Oklahoma. At the end of 2019, Oklahoma completed the first comprehensive, statewide EV charging network in the country. This means that roughly every 25-50 miles, Oklahoma EV drivers will have access to a direct-current fast charging (DCFC) station (see attached Oklahoma Network Map).

The Oklahoma EV network was made possible only through the bipartisan vision of our Oklahoma state legislators and Governor Stitt, who in 2018 passed an extension for six (6) years of an existing “alternative fuel infrastructure” tax credit, including fast charging public EV infrastructure. The tax credit worked as intended, creating a mechanism that attracted private capital to take the substantial market risk of installing EV charging stations before significant electric vehicle adoption. With the support of the state of Kansas, Francis and other companies will take these risks.

Francis contends that Kansas and other states across the region should incentivize private capital to install a statewide network of DCFC charging by enacting policies such as HB 2499, which Francis supports. Lawmakers in neighboring states agree and have introduced similar measures (see attached, Legislative Letter of Support).

The economic development benefits to Kansas to proactively adopt fast charging public EV charging stations are myriad and significant. An EV network will create approximately 20MWs of additional electrical load for the state of Kansas. EV drivers will pay a \$100/year fee to offset any diminution in gasoline tax proceeds. By enabling the creation of a network, Kansas will see significant increases both in tax revenue and in GDP.

Kansas EV drivers will enjoy between \$1,000-2,000 per year of savings simply by owning an EV (as compared to a combustion engine vehicle). And by 2022, every OEM will have a commuter vehicle or light duty truck at a price point suitable for low-to-middle-income consumers. The Ford F-150 arrives in the first quarter of 2021, for example.

Based on our experience in Oklahoma and our understanding of the economics of fast charging EV infrastructure, we know with certainty that this infrastructure will not be built out at the scale required without public support from the state of Kansas. The elements of HB 2499 closely resemble those of the Oklahoma tax credit which enabled the creation of an EV network in Oklahoma. Francis supports HB



# FRANCIS

2499 because Oklahoma has shown what can be accomplished through the enactment of thoughtful public policy. A statewide network of public access DCFC serves as a public good that will benefit Kansas residents and visitors alike for years to come.

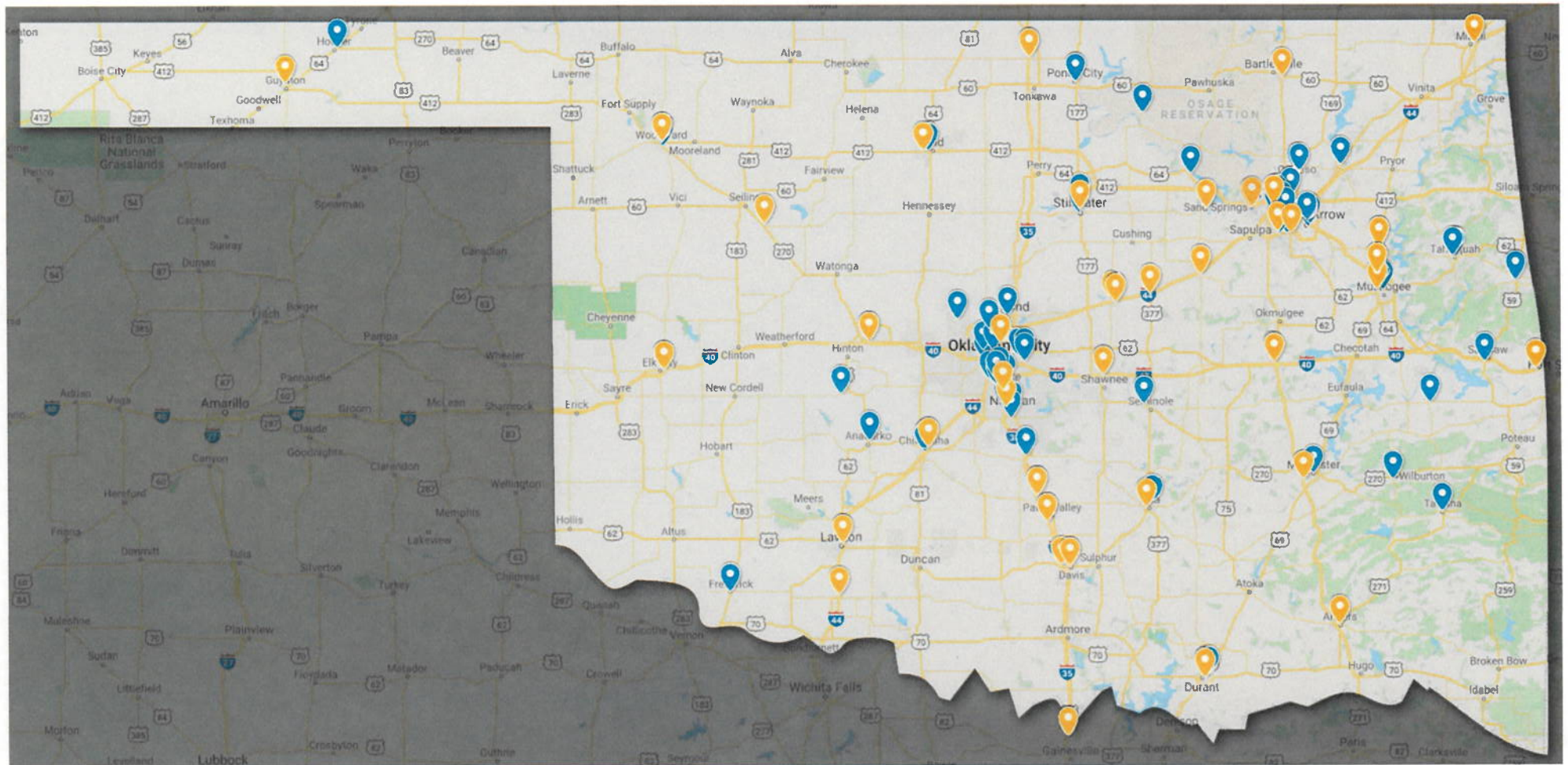
Again, thank you for the opportunity to appear. I am happy to answer any questions today or in the future.

Respectfully,

David Jankowsky  
Founder & President  
Francis Energy, LLC

# OKLAHOMA EV CHARGING STATION NETWORK

109 SITES – 226 DCFC EV CHARGERS



## **Legislative Letter of Support for Public Electric Vehicle Charging Station Infrastructure**

We, the undersigned, have sponsored or co-sponsored tax credit legislation in our respective states designed to incentivize private capital to install publicly accessible, direct-current fast charging (DCFC) stations for electric vehicles. We agree that a statewide, comprehensive network – which, importantly, does not leave rural areas behind - will alleviate ‘range anxiety’ and will spur the purchase of electric vehicles in our states. In addition, development of a statewide network will foster economic development; accelerate rural revitalization; significantly increase tax revenue and GDP; promote tourism; and encourage EV manufacturers to sell vehicles in our markets.

We further agree that our states, acting in concert, will reap considerable benefits from the creation of a contiguous regional network of DCFC stations.

State Senator Justin Brown (Republican, Missouri)

State Representative Aaron Griesheimer (Republican, Missouri)

State Senator Brett Lindstrom (Republican, Nebraska)

State Senator Anna Wishart (Democrat, Nebraska)

State Senator Kevin Priola (Republican, Colorado)

State Representative Alex Valdez (Democrat, Colorado)

State Representative Scott Fetgatter (Republican, Oklahoma)  
Chair, Appropriations & Budget Finance Subcommittee  
Assistant Majority Floor Leader

State Representative Nathan Small (Democrat, New Mexico)