

4. An IOU-owned EVCS network would ease an existing barrier to electric vehicle adoption that would likely not occur (and would certainly not occur as quickly) absent that network, thereby fostering development of a market for the benefit of the public and, under the right conditions in the future, EVCS service providers beyond IOUs.

5. Legislation would bring beneficial clarity to the provision of EVCS service by entities other than Commission-regulated IOUs, but legislation is not necessary for the deployment of IOU-owned EVCS.

WHEREFORE, KCP&L respectfully submits this response.

Respectfully submitted,

/s/ Robert J. Hack

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Dated: June 8, 2016

CERTIFICATE OF SERVICE

I do hereby certify that a true and correct copy of the foregoing document has been electronically mailed this 8th day of June, 2016 to all counsel of record in this proceeding.

/s/ Robert J. Hack

Robert J. Hack