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February 3, 2021

FR: Amanda Dalton, ChargePoint
RE: Testimony in Support of House Bill 2165

Members of the House Committee on Energy and Environment:

Thank you for the opportunity to provide this testimony in support of Senate Bill 2165.

ChargePoint is the largest electric vehicle charging network in the U.S. Since 2007, ChargePoint has been a leader in the development of electric vehicle charging equipment and network services, allowing our customers to charge their vehicles at home, work, around town, and on the go. With more than 127,000 independently owned charging spots including more than 900 spots in Oregon, ChargePoint drivers have completed more than 87 million charging sessions and driven more than 2.6 billion electric miles.

HB 2165 develops a process at the Public Utility Commission whereby the Commission will direct electric companies to submit plans to support transportation electrification. HB 2165 outlines specific parameters which must be met for the electric companies to be eligible to recover the cost of the transportation electrification plans.

As a supplier of electric vehicle charging stations and network services, ChargePoint works diligently to ensure that measures to support transportation electrification do so in a manner that supports the current competitive marketplace for charging stations. HB 2165 includes two specific provisions that are critical to ChargePoint's support.

- Section 4 (5) (D) states that for the infrastructure measures to be considered utility service and a benefit to utility customers, the measures must be reasonably expected to **"[Increase] customer choice through greater transportation electrification infrastructure deployment."**
- Section 4 (7) provides further support for customer choice stating that **"[i]n undertaking infrastructure measures that involve the installation of one or more electric vehicle charging stations, an electric company must allow for customer choice in the selection of the type of electric vehicle charging station to be installed, subject to equipment eligibility as determined by the electric company."**

These two provisions are essential to ensuring that the participants in the utility programs authorized by HB 2165 will have access to the competitive market and the choice of charging equipment they site on their property. As electric utilities look to expand beyond their current efforts aimed at public DC Fast charging, into areas such as enabling home charging, we are

encouraged that HB 2165 will encourage working with the private sector and ensuring customer choice.