

Testimony to the Oregon Senate Committee on Business and Transportation
on House Bill 4036
Anne Smart, Director of Government Relations and Regulatory Affairs, ChargePoint
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Chair, Vice Chair, and Members of the Committee,

Thank you for the opportunity to provide comments today on HB 4036 with the -41 Amendments.

Section 18 of the 'Oregon Clean Electricity and Coal' plan seeks to establish transportation electrification as a state policy goal to achieve greenhouse gas reductions and cleaner air.

ChargePoint, the world's largest and most open EV charging network, fully supports this goal, along with the other goals of this legislation related to clean energy.

In order to promote transportation electrification, HB 4036 seeks to increase the number of charging stations available to drivers in Oregon by allowing investor owned utilities to use funding from ratepayers to own and operate EV charging stations or provide direct rebates to sites to own their own equipment. ChargePoint supports this role for utilities, so long as these investments allow competition, customer choice and innovation to continue in the market.

ChargePoint fully supports the -41 amendment and applauds this Committee for recognizing the need for a small change to improve this legislation.

As drafted, HB 4036 overturns a 2012 decision by the Oregon Public Utilities Commission which directed utilities to file applications to invest in EV charging stations using a four-part prudence test. Without amendments, this legislation gets rid of that prudence test, limits PUC authority, and threatens to block our ability to continue to sell charging stations in Oregon.

Please support the -41 Amendments.

The -41 Amendments reinstate those prudence measures and now requires the PUC to review utility applications to ensure that these investments promote competition, allow for customer options in charging equipment and services, and support innovative new technologies. This amendment also reinstates the ability of the Commission to review the prudence of utility proposals to ensure that these charging station programs are in the best interest of ratepayers.

Perhaps most importantly, the -41 Amendments ensure that utilities will still be able to invest in EV charging infrastructure. It builds off the 2012 decision from the PUC that it is an appropriate role for utilities to ratebase charging stations and also aligns Oregon with other states that have legislated or are legislating "customer choice" as a requirement for these programs, including most recently Utah. We look forward to continuing to create innovative, forward-thinking products and partnering with Pacific Power and PGE to bring more of those stations to drivers in Oregon.

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