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Testimony to the House Committee on Energy, Utilities and Telecommunications
In Support of HB 2166 on EV Charging Stations

Chair, Vice Chair, and Members of the Committee –

My name is Anne Smart and I am the Vice President of Public Policy at ChargePoint, a company that manufactures, engineers, and sells electric vehicle charging stations. ChargePoint operates the world's largest network of EV charging stations including 654 ports here in Kansas.

I am here to support House Bill 2166. This bill seeks to answer important policy questions that impact the rights of businesses in the state to provide charging services to EV drivers.

First, HB 2166 would confirm that it is legal for businesses to own and operate public charging stations without being regulated as public utilities. There are currently nearly 100 EV charging stations in Kansas that are independently-owned by businesses that are not public utilities. These businesses purchased and installed charging stations from ChargePoint and other charging station vendors using their own private capital to provide a charging service to tenants, employees, guests, and customers. The owners of these charging stations pay for the electricity used by the charging station through their electricity bill in the same way that these businesses pay for the electricity used to power lights, computers, and other electronics at their properties. The process of providing a charging service through a charging station is no different than providing a public computer for use in a library or providing an outlet for charging a phone in an airport or Starbucks.

Second, HB 2166 establishes the ability for private owners of public charging stations to charge a fee for the charging service provided to electric vehicle drivers. This issue has already been addressed with similar legislation or regulatory rulings in 18 other states. The ability to "charge for charging" enables owners of charging stations to recover some of the cost of providing this charging service including the cost of purchasing the hardware, network and billing services, and installing these stations. It also enables owners of charging stations to set pricing that encourages drivers to move their vehicles once they have fully charged, thus freeing up the charging station for utilization by other drivers.



The third and final policy issue that this legislation supports is the ability for electric utilities to operate charging stations as regulated public utilities. ChargePoint is a proud partner of Kansas City Power and Light, which owns and operates the Clean Charge Network in Kansas and Missouri. We appreciate that HB 2166 makes this distinction to ensure that both utilities and non-utilities can continue to make investments in EV charging infrastructure while allowing for a competitive EV charging market to grow in this state.

If this legislation does not move forward this session, ChargePoint is committed to working with the KCC, KCP&L, and other stakeholders to propose a solution to this issue next year.

Thank you for considering our comments.

Sincerely,

A handwritten signature in black ink that reads "Anne Smart".

Anne Smart
Vice President, Public Policy
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