



ChargePoint, Inc.
254 East Hacienda Avenue | Campbell, CA 95008 USA
+1.408.841.4500 or US toll-free +1.877.370.3802

March 28, 2023
Labor and Industry Finance and Policy

Re: HF 2755

Relating to the State Building Code being amended to incorporate a minimum number of electric vehicle ready, electric vehicle capable and electric vehicle charging stations installed at commercial and multifamily structures.

To the Committee:

Thank you for the opportunity to provide written testimony and support for HF2755. ChargePoint is a strong supporter of the decarbonization of the transportation system and looks forward to continuing to work with the to accelerate these efforts. Legislation like HF2755 supports individuals looking to transition to an EV and businesses looking into investing in EV charging by modifying the minimum requirements at newly constructed structures, making access to charging easier. Modifying the State Building Code will ensure that Minnesota’s new commercial and multifamily structures are prepared for the transition to electric transit. Moreover, the costs for new constructure of EV ready and EV capable parking spaces – as opposed to having to retrofit down-the-line – have consistently proven to be significantly lower.

BACKGROUND

ChargePoint is a world leading electric vehicle (EV) charging network, providing scalable solutions for every charging scenario from home and multifamily to workplace, parking, hospitality, retail and transport fleets of all types. ChargePoint’s cloud subscription platform and software-defined charging hardware are designed to enable businesses to support drivers, add the latest software features and expand fleet needs with minimal disruption to overall business.

ChargePoint’s hardware offerings include Level 2 (L2) and DC fast charging (DCFC) products. With modular design to help minimize downtime and make maintenance and repair more seamless, all products are also UL-listed and CE (EU) certified.

ChargePoint’s primary business model consists of selling smart charging solutions directly to businesses and organizations while offering tools that empower station owners to deploy EV charging designed for their individual application and use case. ChargePoint provides charging network services and data-driven, cloud-enabled capabilities that enable site hosts to better manage their charging assets and optimize services.

OPPORTUNITY TO STREAMLINE COSTS FOR EV INVESTMENTS THROUGH BUILDING CODES

Numerous studies have been conducted regarding the cost difference between new construction vs. retrofit regarding EV infrastructure. In 2021, the City of Orlando highlighted a [local EV Ready building cost example](#) prior to the passage of the City’s [EV Ready Ordinance](#) in 2021. They found that when buildings were required to provide 20% EV capable and 2% EV-installed spaces, this contributed to .0009% of total new construction project cost for a 116-unit Affordable Multi-family housing dwelling. Further, the City of Orlando estimated that EV readiness can save 75% compared to retrofit costs to make parking EV ready.

Similarly, in 2019, ChargePoint and Tesla engaged with the California Electric Transportation Coalition to publish the Plug-In Electric Vehicle Infrastructure Cost Analysis Report, which found that for 10% of spaces at a medium sized office/school parking lot, the costs for new construction of EV capable spaces were \$901 vs \$4,155 for retrofit construction.

ChargePoint believes that the demonstrated cost differential in ensuring that new construction can accommodate EV drivers will benefit all Minnesotans. Increasing access to charging functions to attract increased investments in transportation electrification, as well as encourage individuals to transition to electric transit. Moreover, the proposed amendment ensures that dwellers in multifamily structures will have increased access to EV charging and minimize barriers to EV adoption for these residents. We support the proposed amendment to the Statute and maintain that modifying the State Building Code can significantly impact drivers and building operators' willingness to transition to and invest in electric vehicles.

Conclusion

Thank you again for the opportunity to provide feedback on the proposed legislation included in this testimony. We look forward to serving as a resource to the Committee as it continues to evaluate policies that can reduce emissions and empower Minnesotans to continue to make investments in electric vehicles.

Sincerely,



Jena Ginsburg
Manager, Public Policy
ChargePoint