



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

April 12, 2026

Vermont Senate Committee on Transportation  
115 State Street  
Montpelier, VT 05633-5301

Dear Chair Westman and Members of the Committee:

Thank you for the opportunity to share ChargePoint's perspective on the draft EVSE language being considered in H944.

By way of background, ChargePoint is the nation's leading EV charging network, with charging solutions for every charging need and all the places EV drivers go: at home, work, around town and on the road. ChargePoint's primary business model is not to operate charging stations ourselves, but to provide smart, networked charging solutions directly to businesses and organizations. We are committed to making it easy for cities, towns, state agencies, businesses, multifamily buildings, fleet operators, as well as individual drivers and public transit riders to go electric. In Vermont there are over 450 public ports on the CP network, and those stations are primarily owned by Vermont businesses, towns, utilities, and attractions, like ski mountains, or anyone else who wants to offer charging as an amenity to drivers.

I am here to express support for the red-lined language in this model bill, which ChargePoint believes strikes the right balance between improving transparency for drivers and ensuring the requirements are workable for charging station operators and network providers. The red-lines appropriately focus the requirement on publicly funded and publicly available chargers, ensuring that transparency obligations correspond with the use of public dollars and ratepayer support, which is a reasonable and fair approach.

The data specified in the bill mirror existing NEVI standards and Open Charge Point Interface definitions, which are extremely important for industry as we are trying to avoid a patchwork of 50 diverse approaches to the policy. This draft clarifies definitions, avoids duplicative or vague requirements, and explicitly allows charging station operators to place reasonable conditions on data use to protect confidential business information—without undermining access to real-time status and price data.

Finally, by directing the Secretary to adopt rules rather than hard-coding technical specifications in statute, the bill preserves flexibility as technology evolves. During the rulemaking, the state can decide how they will let networks know what stations have received public funding, and how they plan to monitor and enforce the requirements.

In short, this language aligns with federal standards and, although I certainly can't speak for every charging network or operator that deploys stations in Vermont, ChargePoint believes this is the most logical approach if we want to avoid that 50 state by state patchwork. For those reasons, I strongly support the red-lined language and urge the Committee to take them into serious consideration as they decide on language moving forward

In conclusion, I would like to point out the concept of sharing data with any and all third-party software developers, free of charge, through an API is a very new and nascent potential solution being required in very limited funding cases in the US. With all due respect to academics and research, ChargePoint believes the report, "Charger Data Transparency – Curing Range Anxiety and Powering Electric Vehicle Adoption"<sup>1</sup>, what includes the model language being considered today, is flawed in some ways and does not give full picture of data availability throughout the country. The report primarily focuses on PlugShare (one application available to drivers) and two other charging networks without considering the full scope of the landscape. And while NEVI and one other state has moved forward with this requirement, there is no research or data available to confirm that this approach will help solve range anxiety for drivers. ChargePoint would love to continue working with you to improve EV charging policy throughout the state.

Sincerely,



Emily Kelly  
Director, US Public Policy  
ChargePoint

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<sup>1</sup> <https://www.brookings.edu/wp-content/uploads/2025/09/Charger-Data-Transparency.pdf>