



February 6, 2012

COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS

Senator J. Kalani English, Chair
Senator Will Espero, Vice Chair

COMMITTEE ON ENERGY AND ENVIRONMENT

Senator Mike Gabbard, Chair
Senator J. Kalani English, Vice Chair

RE: Comments on SB 2747
RELATING TO ELECTRIC VEHICLE PARKING.
Clarifies the electric vehicle parking requirement

Dear Chair Kalani and Chair Gabbard,

ECOtality, Inc. (NASDAQ: ECTY), headquartered in San Francisco, California, is a leader in clean electric transportation and storage technologies. Electric Transportation Engineering Corporation (eTec), dba ECOTality North America (ECOtality), its subsidiary, has been leading EV infrastructure development and demonstration for over 20 years. ECOTality designed and currently manages the largest EV infrastructure demonstration, the EV Project. With a budget of over \$230 million USD, The EV Project will deploy and study thousands of Level 2 EVSE stations for residential and commercial use, as well as over 400 DCFC ports in a total of 18 major metropolitan markets across the United States.

ECOtality encourages legislation that will help facilitate and streamline the deployment of electric vehicles and charging infrastructure. Although we are supportive of the intent of SB 2747, we are concerned that changing the requirement that 1% of the parking spaces be equipped with EVSE to only one parking space, regardless of parking facility size would severely limit the availability of public charging opportunities for EV drivers and as a result restrict supply and limit customer choice. We are also concerned that eliminating a requirement that facilities must increase the number of spaces equipped with charging stations when the number of registered EVs reaches 5,000 will discourage future purchases of EVs in the market. Without the assurance of an adequate charging ecosystem to fuel EVs, customers will be hesitant of where one will be able to charge or if that limited infrastructure will be utilized by other EV drivers.

With the growing number of EVs projected, ensuring that EV drivers have a sufficient number of charging facilities to fuel their vehicles is paramount. Legislation impacting the number of EV parking spaces equipped with charging stations needs to account for encouraging future EV purchases while maintaining flexibility to allow for increase in the number of charging stations in the future that will further the State of Hawaii's commitment to augmenting the integration of EVs as a mass market transportation alternative.

Sincerely,

A handwritten signature in black ink, appearing to read "Alana Chavez-Langdon". To the right of the signature is a faint, circular stamp or seal.

Alana Chávez-Langdon
Vice President, Government Relations and Regulatory Affairs

Testimony for SB 2747

Aloha.

We are a renewable energy company based in Maui. We support the adoption of electric vehicles in Hawaii and see this as an important measure into reducing oil dependency. EV's will help Hawaii becoming more energy independent if we use clean energy to charge the upcoming EV's.

I'm also on the Maui EV Alliance working group. This group is working toward EV integration onto the island.

I am in favor of the intent of the bill to include electric vehicle charging stations within parking lots. My only concern is: only requiring one EVSE per lot doesn't seem to be embracing a significant adoption of the infrastructure for EV's. I think potential EV owners would be more comfortable knowing there is a place to charge their car, if needed. Requiring only one EV charger per parking lot doesn't give much charging capacity options and certainly doesn't give the potential EV consumer any confidence there is going to be an EV infrastructure available.

Thank you for the work on this important matter.

Best regards,
Cliff Ryden
Blue Pacific Energy
808 280-5432

