



# DOCKET

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March 29, 2011

Dockets Unit  
California Energy Commission  
1516 9<sup>th</sup> Street, MS 4  
Sacramento, CA 95814

Subject: Electric Vehicle Charging and California's I-5

Dear Vice Chairman Boyd and Commissioner Eggert:

Green Charge Networks (GCN) offers the attached document for entry into Docket Number 10-ALT-01, 2011 – 2012 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program.

GCN, a leader in smart grid infrastructure engineering, develops and operates intelligent systems to accommodate local demand for electricity under existing generation and storage capacity restraints. Working with utility companies as well as public and private sector organizations around the world, GCN is accelerating the adoption of electric vehicles (EVs) and smart technologies through its proprietary electrical management system, helping to meet the anticipated increase in demand for EVs.

In anticipation of the announcement of the of the CEC's 2011-2012 Alternative Fuel and Technology Investment Plan, Green Charge Networks would like to offer some perspectives related to the state of electric vehicle charging in California. National interest in electric vehicles is coinciding with heightened concerns over rising gasoline prices, creating a demand for vehicles that currently exceeds supply. Understandably so, in support of public enthusiasm there has been an outpouring of support on the federal, state and local levels for the installation of charging infrastructure.

When it comes to the solicitation for EV infrastructure along I-5, GCN is of the opinion that a divergent strategy should be adopted. While so-called 'placebo chargers' may serve a purpose as the first group of public chargers introduced into California communities, they will not be sufficient for drivers along I-5 who will depend on 24/7 available charging for their travels. It is Green Charge Networks' position that the ideal solicitation for EV charging on I-5 would be in the form of a public – private partnership, leveraging private funding to maximize public benefit, accelerate commercialization of the charging infrastructure and provide the basis for rapid adoption of electric vehicles in the state of California.

Yours sincerely,

Ron Prosser  
CEO

# Green Charge Networks

The leader in electric vehicle charging  
and energy efficiency



# About Green Charge Networks

## Powered by The Prosser Group

- ▶ Developer of smart grid electric vehicle charging systems under existing generation and capacity restraints
- ▶ Works with utilities and public and private sector clients around the world to manage increases in electrical demand and confront the challenges associated with electric vehicle adoption
- ▶ Offices in San Francisco and Huntington Beach

# EV Infrastructure in California

## Reliable and sustainable electric vehicle travel on I-5

- ▶ Much like how drivers currently rely on highway gas stations on a road trip, EV drivers will expect convenient, fast charging availability when traveling I-5.
- ▶ Must be available 24/7
- ▶ EV market will develop only if vehicle sales and charging infrastructure can stand on their own, without causing grid instability
- ▶ Must have the capacity to scale with a distinct path to commercialization
- ▶ Infrastructure must create energy, environmental and economic value

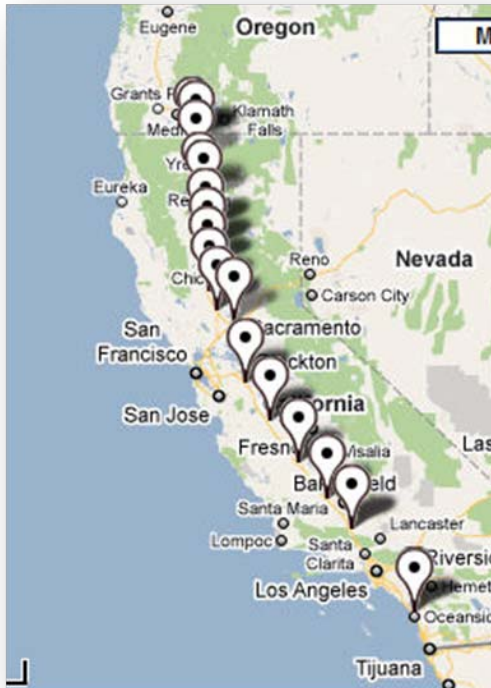


# Potential Charging Market At-a-Glance

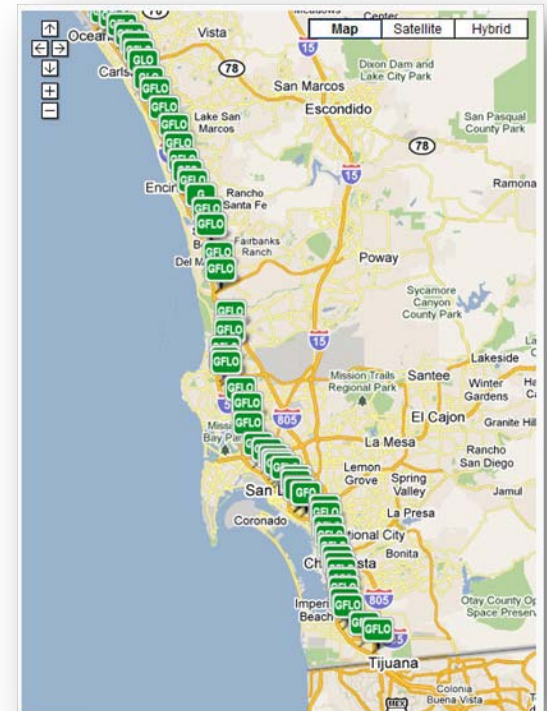
## Consumers on-the-go want convenience

Approx. **30** rest stops with an average distance of **25** miles between each

Each of the **306** I-5 exits offers a variety of public charging opportunities (gas stations, quick service restaurants, lodging, etc.) to serve a variety of customers.



With an average of **10** potential retail partners at each exit, there is excellent potential for diverse commercial involvement, fostering competition in the public EV charging business along I-5



# **GCN Suggested Approach – Public-Private Partnership**

## **Takeaway: Commercial Sector is willing to invest in EV charging**

### **Public Benefit**

- ▶ Most effective use of public funds
- ▶ Cost effective design and construction assured
- ▶ Long-term scalability potential
- ▶ Address grid stability
- ▶ Path to commercialization
- ▶ Users (EV drivers) pay

### **Private Benefit**

- ▶ Increased revenue from charging
- ▶ Increased commercial traffic
- ▶ Potential facility energy savings
- ▶ Minimal operational impact
- ▶ Progressive image