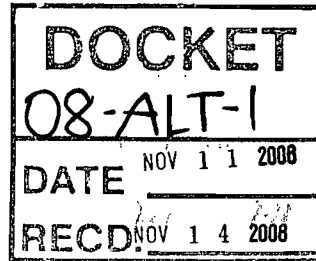


David Verdiner  
1216 N. Detroit Street #5  
West Hollywood, California 90046

California Energy Commission  
Dockets Office, MS-4  
Re: Docket No. 08-ALT-1  
1516 Ninth Street  
Sacramento, CA 95814-5512



November 11, 2008

Re: 08-ALT-1 & AB118 Investment Plan –  
Calculation of CO<sub>2</sub> Emission Reduction of Commuting Electric Scooters vs. Gasoline Cars

To Whom It May Concern:

My name is David Verdiner and I recently wrote a letter on behalf of myself and friends to petition the Board to allow street legal, zero emission electric scooters into your rebate program. I thought it would help to quantify the amount of emission reduction which would occur by taking cars off of the local streets and roads and have put together a conservative estimate for the typical commuter. By my calculations, there would be a **net reduction of emissions** for commuting individuals of approximately **94%** and a **savings of approximately \$600.00 per year in gasoline vs. electricity** costs for the electric scooter's operation!

In order to calculate the reduction of emissions for a typical commuter, I used myself as an example and a website called [www.Terrapass.com](http://www.Terrapass.com) for sound estimates on carbon footprints for vehicles, homes and plane travel.

I commute (a low estimate) of 10 miles each direction to work. That would total 20 miles per day and 100 miles per week. There are 52 weeks in a year = 5,200 miles per year. In addition, I travel locally approximately (low estimate) 5 miles per day on the weekend, 2 days a week, 5 miles, 52 week = 520 miles per year. That is 5,720 miles per year total for my car, let's round it up to 6,000 miles for simplicity. My current car is a Honda CRV 2003 with all wheel drive. According to [www.terrapass.com](http://www.terrapass.com) @ 6,000 miles a year I would create 5,590 lbs CO<sub>2</sub> per year. I am sure this does not take into account local LA traffic and congestion!

The statistic which I was quoted was electric vehicles cost approximately 1¢ per mile to operate. By using [www.terrapass.com](http://www.terrapass.com), I can use the "home" chart to calculate the carbon footprint for an electric only house that costs as much to run as a scooter which is being charged at my home zip code of 90046. 6,000 miles @ 1¢ per mile = \$60.00 per year. Terapass.com uses monthly bills to generate CO<sub>2</sub> emission per year so divide \$60.00/12 months = \$5.00 per month. \$5.00 in electricity consumption per month would create = 337 lbs CO<sub>2</sub> per year.

5,590 - 337 lbs of CO<sub>2</sub> per year. A savings of 5,253 lbs of CO<sub>2</sub> per year. **Over 2.5 TONS per vehicle per year or a 94% reduction!**

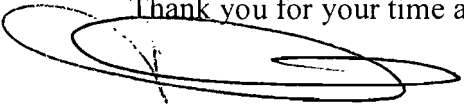
If you offered this program to the first 1,000 persons at \$500 per vehicle, \$500,000 would reduce 5,253,000 lbs of CO<sub>2</sub> per year or 10.5 lbs of carbon per dollar spent (this could vary to be competitive with your other programs).

Please note that last year your program included highway electric scooters (Vetrix brand) which travel further and faster. There was a \$1,000 rebate for those electric scooters which cost approx \$7,300. Perhaps a 15-20% sliding scale could be used vs. the price) Street/local only electric scooters cost approximately \$3,100 (a \$500-\$600 rebate)

In short, we would like the board to expand the definition of vehicles you already accepted in your program and increase your arsenal against emissions. As I mentioned before, I believe this could be used to supplement your other programs. It may also cause more people to get the electric scooters for just the cost savings on gas vs. electricity (persons who get 25mpg in their cars would **save approximately \$600 per year in gas (20% of the overall cost of the electric scooter!)** Thus spurring others to purchase more electric scooters for local travel, the additional cost benefit by reducing congestion, not to mention jobs, tax revenues and scooter licensing. Also with the low cost, savings and your rebate program, this would open up electric vehicles to those who can't afford a Prius (32K) or electric scooter Vetrix (\$7.7k). This could be a boon to city and local urban driving and set an example for the country!

Please include all street compliant (45mph), DOT approved, zero emission, 100% electric scooters in your definition of vehicles which are covered in your rebate program and if there is anything else we can provide or address, we would be happy to do so.

Thank you for your time and consideration.



David Verdiner  
and on behalf of my friends:

#### **Friends and Interested Electric Scooter Buyers**

Alan Dybner, Los Angeles, CA  
Ben Hockett, Albany, CA  
Pablo Norhona, San Francisco, CA  
Keegan Donaldson, San Diego, CA  
Matt Stewart, San Francisco, CA  
Sam Massol, San Francisco, CA  
Anthony, Mercaldi, Los Angeles, CA  
Leslie Ramierez, Encino, CA  
Tubbs Pugg, Encino, CA  
Heather Hockett, Albany, CA  
Bob Wheaton, Albany, CA  
Kelly Simpson, Sherman Oaks, CA  
Lucas Lamolinara, Santa Monica, CA  
Buster Airedale, Los Angeles, CA  
Hope Javaheri, Encino, CA  
Bailey Leggitt, Irvine  
Erin Allu, Manhattan Beach, CA  
Au Fish, Culver City, CA  
Harriett Ells, Brentwood, CA

Jyll Stevens, Northridge, CA  
Erica Hockett, Albany, CA  
Loren Donaldson, San Diego, CA  
Karla Zens, San Francisco, CA  
Colin Stewart, San Francisco, CA  
Ryan, Lapidus, Los Angeles, CA  
Rene Villicana, San Francisco, CA  
Remi Pugg, Encino, CA  
Crockett Pugg, Encino  
Bo Hockett, Albany, CA  
Jay Simpson, Sherman Oaks, CA  
Marie Lamolinara, Santa Monica, CA  
Jake LaMolinara, Santa Monica, CA  
Casey Airedale, Los Angeles, CA  
Jill Michelman, Los Angeles, CA  
Bonnie Leggitt, Irvine, CA  
Danny Mason, Los Angeles, CA  
Ross Hartlieb, Culver City, CA  
Eddie Hernandez, Hollywood, CA