

Good Afternoon Commissioners. Thank you for the opportunity to provide brief comments this afternoon. My name is Dory Larsen, I'm the EV program associate with the Southern Alliance for Clean Energy, and we're pleased the commission is evaluating this important issue.

We strongly support Utility electric vehicle initiatives and policies and hope that the commission will encourage additional programs in Florida.

The industry is rapidly growing more and more drivers are switching to electric because of the convenience and money saving benefits of these vehicles.

Nearly every auto manufacturer has announced plans for the manufacture and sale of an EV by 2020 and with this expected growth Florida and the Florida utilities need to be prepared for these vehicles and play a role in the process.

External funding such as that from the VW settlement is available to help with charging infrastructure deployment, but utilities need to aggressively step up with their own charging infrastructure programs.

Southern Alliance for Clean Energy supports utility investment and installation of charging infrastructure at all levels, as they will serve a different role and benefit for customers and the utility companies.

These investments can result in more off-peak energy sold helping reduce rates for all rate payers and the additional load can make more efficient use of existing utility assets which along with off peak charging can put downward pressure on rates.

EVs also offer the benefit of load control in which consumers would allow the utility to turn off or on charging to reduce load during peak demand

EVs can also make integration of renewable energies easier as their load can be moved around to match demand needs.

Because of these benefits utilities should be allowed to recover the costs of these assets as they benefit all customers.

For any utility charging deployment however, utilities should ensure that it actually reflects driving behavior as we've heard today, most EV charging occurs at home, followed by the workplace - where vehicles often sit for long periods of time.

Deployment should reflect these needs. Beyond the home and workplace, utilities should consider faster charging options along major corridors in the state.

Utilities should also play a large role in education and outreach to consumers. As we heard more than 60% of US drivers are unaware of what an electric vehicle is. And utilities should

welcome the opportunity to educate power users regarding charging during off peak time, not during peak demand and evaluate effective new rate design programs.

By participating in the education of consumers it will expedite the adoption and allow the benefits to be realized more effectively.

In addition to these brief comments SACE welcomes the opportunity to discuss them with the commission and staff in more detail. And we also want to invite you to join us for a regional conference that we will be having next month called EVs in the Southeast Grid on November 15 and 16th. We are hosting this conference in partnership with one of Georgia's Public Service Commissioners and would welcome your participation.

Thank you.