

SUPPORT HB 1218

Members of the Senate Transportation & Energy Committee:

- My name is Francesca Wahl and I'm here today on behalf of Tesla. Tesla's missions to accelerate the world's transition to sustainable energy, Tesla is a manufacturer of EVs and energy products including solar and storage which we provide to customers in Colorado. We also have deployed a fast charging network for long distance travel for our drivers and also install level 2 charging to support customer needs.
- Thank you for the opportunity to provide testimony today in support of HB 1218 to establish state-wide minimum requirements for new commercial and multifamily buildings to include necessary electrical capacity, wiring, and infrastructure to reduce the cost of future electric vehicle (EV) charging for Colorado residents and accelerate the adoption of EVs, particularly for those living in multifamily buildings.
- Planning for and providing electric vehicle infrastructure readiness in new construction is significantly less expensive than in retrofits. As previously mentioned, a recent study found that each EV capable parking space installed in a multiunit dwelling during new construction saves \$2,040 - \$4,635 over the retrofit scenario.¹
- The cost and complexity to retrofit an existing building with EV charging can be most significant for those in multiunit dwellings who must navigate a myriad of obstacles from coordinating with the building owner or association, overseeing utility and electrical site work, gaining approval to construct in shared spaces, and often more costly installations due to parking structure design.
- HB 1218 builds off the experience from a handful of Colorado cities who have had similar EV readiness requirements in place for several years.² A state-wide minimum requirement is necessary to help meet Colorado's climate, air quality and transportation electrification goals. In 2021 alone, Oregon [HB 2180](#), New Jersey [S3223](#), and Maryland [HB 784](#) passed minimum EV ready parking requirements for new buildings. Without minimum requirements for electric vehicle charging readiness in new commercial and multifamily buildings, it will force unnecessarily high or cost prohibitive future retrofit costs for installing EV charging on Colorado residents who want to transition away from internal combustion engine vehicles.
- Tesla strongly supports HB 1218 to help reduce the cost of future EV charging for Colorado residents and accelerate the adoption of EVs for all.

¹ <https://caletc.aodesignsolutions.com/assets/files/CALGreen-2019-Supplement-Cost-Analysis-Final-1.pdf>

² <https://docs.google.com/spreadsheets/d/1lgppSv7HvU4ExH8TJarE23o8-Y-q9oLV0TaBPBMKaiE/edit?usp=sharing>

	<p>management systems that do just that. Many are proprietary, but some open management systems are hardware agnostic, capable of managing a variety of networked smart chargers.</p> <p>These management systems can balance electrical loads from EV chargers over time, utilizing algorithms that monitor building electrical loads and charger usage patterns. I believe software technology exists to curtail peak EV charging electrical loads that are claimed to be a hurdle to implementation.</p> <p>Newer EV models offer bi-directional charging that will support future innovations such as vehicle to grid or V2G charging. Pilot projects have shown that V2G has the potential to "shave the peak" at utility scale, reducing the need for gas peaker plants. This bill is an important step toward building out infrastructure to support transportation sector electrification and its associated energy innovations.</p> <p>I ask that you please vote yes. Thank you.</p>
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