

Steve Litz  
Powerlink Systems, LLC  
1449 Woodward Ave  
Detroit, MI 48226

February 5, 2020

The Honorable Joseph Bellino, Chair  
House Committee on Energy  
Anderson House Office Building  
124 North Capitol Avenue  
Lansing, MI 48933

**Re: House Bill Numbers 4806 and 5445**

Dear Chair Bellino,

Thank you for the opportunity to provide comments on House Bills Numbers 4806 and 5445. Powerlink Systems appreciates the Committee's focus on electric vehicle (EV) charging infrastructure and applauds Rep. Schroeder's proposed exemption on sale-for-resale restrictions in HB 4806. However, we are troubled by the proposed registration process in HB 5445, which would make it harder to deploy EV charging stations just when Michigan needs them most.

Powerlink Systems was established in 2015 and currently employs a staff of 4. We are excited about the rapid growth of this industry and we are actively involved in PlanetM and the MEDC's efforts to build the ecosystems in Michigan. We are an EV charging specialty company that focuses on Tier 2 and other small businesses that are transitioning to this new mobility effort. We are confident that we are making it easier for consumers, fleet businesses, and commercial property owners to provide the necessary charging infrastructure that will make Michigan's transformation to electric mobility successful.

Michigan's transportation sector is going electric, and EV drivers rely on broad network of EV charging stations wherever they park their cars. Our customers have a variety of reasons for providing EV charging as an amenity to drivers, most of whom have not previously provided refueling services. We are seeing increasing investment in EV charging stations by cities and towns, retail businesses, commercial real estate, and many others, which should be encouraged by the State.

Unfortunately, HB 5445 would inadvertently disincentivize private investment in EV charging infrastructure in Michigan. This bill would impose new regulatory burdens on small businesses and communities, such as obtaining a bond of \$40,000 or more, which would hinder private sector efforts to increase access to electric transportation.

Powerlink Systems is supportive of the intent to ensure consumer protection and we believe that drivers should get the EV charging services that they pay for. However, the proposed requirements are not necessary to do that and will make it needlessly more difficult and expensive for communities and small business to invest in EV charging stations. We would be supportive of alternative approaches that reflect national best practices, ensure effective consumer protections, and support continued private investment in EV charging infrastructure.

Thank you for the opportunity to provide these comments and for your consideration of Michigan's EV charging market.

Sincerely,

/s/

Steve Litz  
President  
Powerlink Systems, LLC

Cc: Members of the House Committee on Energy