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Comment Received From: Harold A Hathaway
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Charger locations for rural counties

Dear board,
I am a county employee of Stanislaus County Office of Education. My job in education here is itinerant and I travel between 20 and 70 miles daily between work and errands in my hybrid PHEV vehicle here in Stanislaus County. And although we are slowly getting more chargers in public places, unfortunately few are free or readily accessible.
My humble suggestion to be successful in the overall goal of making electric charging stations accessible to all is to think of locations that are A) Public B) Then possibly do private partnerships at established venues in each community*
To unwrap this-- public places such as libraries, local and state parks, museums, and downtown areas should have free and accessible Level 2 chargers. One way to make this even more effective is to provide a solar "roof" parking structure provide shade from sun and rain, and providing the power to charge. Having a common app that guides drivers to these locations (and denotes availability beforehand) is essential.
In this vain, public school parking lots-- elementary, middle and high schools as well as community and state colleges are prime examples of places that could be partnered with-- as long as there was reasonable public access. In schools cases, after hours would suffice, but would also incentivize commuting teachers to use plug in spots. Many schools here in the county are centrally located in communities, are safe and are used on weekends as venues for sporting events, plays, and other public events. So their inclusion requires little thought to see the efficacy of.
However, public areas simply are not enough. As most working Americans have a variety of locations they frequent, and these do not typically include public places a greater amount of locations must have access in order for the amount of time required to recharge electricity in most vehicles-- and particularly phevs which will switch to gasoline if not enough electricity can be saved to overcome expenditures.
Therefore, mid to long-term "stay" locations with existing long-term private business locations would be an ideal partnership. While a short-term stay, for instance a bank -- would not be an ideal location the following locations requiring a minimum of 45 minutes to multiple hours are more beneficial to the goal. Think -- hotels, movie theaters, bowling alleys, gyms, shopping centers, restaurants, sporting arenas (indoor/outdoor) as well as marinas. If people are out in their ev's and/or phev and they make a weekend trip somewhere for instance to see a movie and get dinner in a town 30-40 miles away-- there is real range anxiety if their vehicle has only 100 miles of range and few or no chargers based on conditions. Generally this scenario makes people want to travel less OR use their gasoline secondary vehicle if they have one. By committing a large amount of chargers Level 2 and higher to a range of private venues this ensures that the average person can and will be able to venture out into their communities (and beyond) successfully with different options to charge and feel safe in that choice with the ability to return. Ideally, this will lead to increased commerce and --if implemented

effectively-- create secondary incentives for community members to visit, share, buy/sell, and otherwise interact in areas that might not typically be accessible for them.