

<b>DOCKETED</b>	
<b>Docket Number:</b>	20-TRAN-04
<b>Project Title:</b>	Electric Vehicle Infrastructure Project Funding
<b>TN #:</b>	254036
<b>Document Title:</b>	Bryce Nesbitt, Obviously Inspects Berkeley Comments - On Needs of EV Drivers or EV Curious - Nearby Food Restrooms Pet Area at DC Faster Chargers
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*Comment Received From: Bryce Nesbitt, Obviously Inspects Berkeley*  
*Submitted On: 1/19/2024*  
*Docket Number: 20-TRAN-04*

## **On Needs of EV Drivers or EV Curious - Nearby Food Restrooms Pet Area at DC Faster Chargers**

For roadside CALeVIP DC fast chargers, the grant weighting could favor spots with nearby amenities important to travelers: restrooms, food, drinking water, pet relief area, gambling, showers, etc

I suggest that each applicant list the top ten public amenities near each proposed DC charging station:

200 feet: 5 Guys Pizza.

150 feet: Historical society railroad museum.

10 feet: Restrooms with 2 male, 3 female stall capacity.

15 feet: Drinking water.

5 feet: Pet relief area.

The relevant amenities could then become a scoring criteria. Such scoring could make charging stops more pleasant, and potentially support local and perhaps historic business districts. This is only for roadside DC fast chargers for travelers.

....continued....

*Additional submitted attachment is included below.*

While you may hear a lot from equipment manufacturers and installers regarding grant programs, I will attempt to comment on this docket from the perspective of an EV driver and channel the needs of apartment renters without charger access. A focus on infrastructure is fine, but ultimately getting drivers to switch is needed.

What can the grant program do, to not only get large numbers of chargers, but get chargers in the best places?

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2) For hotel/motel occupancy the focus should be on raising overnight L2 charging speed. Quite soon EV charging will be an important differentiator for hotels and motels, and no incentive will be required to get hotels to offer it. But it's still important that charging be fast enough to recharge an average EV during a short overnight stay. I suggest the grant consider only the capacity aspect of the chargers.

3) For multifamily and HOA the focus should be on tenant convenience and keeping electric costs comparable to single family home pricing. Multifamily or HOA residents should not need to pay excessive credit card markups or face idle fees, and fees should be disclosed to prospective tenants. And it should be OK to build infrastructure, but supply charging heads only as demand rolls in.

4) For residents without access to home charging, utility poles and curbside are a potential imperfect solution. That's a potential new category of funding: curbside charging.

5) Workers are often unable to leave their shifts to move a car at a shared charger (think malls or industrial facilities). Here it's important to have plug and forget charging, which can be quite cheap L1 or low lower L2 chargers, given the long dwell time. Buy 'em by the dozen.

6) It's time to sunset **J1772** from the charger definition, given that automakers recently pledged **NACS**.

By considering how people who presently drive an ICE, one can see the gaps in EV charging. Please try to take the view of the ultimate consumer, even when the voices of equipment providers are loud.

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