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IKEA US Public Comments - US Department of Transportationâ€™s Charging and Fueling Infrastructure Grant Program

Additional submitted attachment is included below.

This RFI seeks feedback on the following questions (you need only to answer questions applicable to you or your organization):

1. Please disclose your business type and vehicle class, if applicable. Are you a driver, fleet operator, truck stop operator, installer, manufacturer, utility, public agency, or other? Are you part of a small, veteran-owned, woman-owned, or minority-owned business?

Furniture retailer. We purchase light, medium and heavy-duty transportation services for our goods flow from suppliers and ports to our distribution centers, stores, and to our customers via home delivery.

2. Would you consider applying for CFI grant funding for site development if the tri-state agencies are awarded funding?

Yes, if we had an existing site that qualified.

3. Do you already operate or are you planning to use zero-emission battery electric MDHD vehicles in the next five years? Please use a 1-5 rating scale where 1= least likely and 5= most likely. Please add additional information regarding your (planned) use of zero-emission battery electric MDHD vehicles as desired.

We are already supporting battery electric home delivery vehicles nationally and have service providers using class 8 electric heavy-duty vehicles in California. On the home delivery side, we support EV rental programs and EV infrastructure to enable our transportation providers to use medium-duty EVs. We also pay a premium for zero emission delivery, offer longer term agreements to service providers who want to invest in ZEV, and the company has clear targets for ZEV use in our supply chain as demonstrated in the latest IKEA Climate Report.

4. What type of MDHD ZEV public charging do you anticipate being most important in the next three years (2024-2027) – en route or overnight charging? For what purposes do you anticipate needing public charging infrastructure – drayage, last-mile, delivery, long-haul freight, other?

It depends on the use case but all will need some form of public charging infrastructure. Many contractor drivers (in both the last-mile and drayage spaces) do not have depots to return to. They will need public charging that can accommodate commercial vehicles (no height restrictions, pull through charging, etc.). They will also need secure places to park their commercial vehicle that have overnight charging available. Long haul will need depot charging (at origin and destination) and corridor fast charging.

5. From 2024-2027, what is your first priority for power level and number of charging ports for public en route charging at a station? For public overnight charging? Do you have a second or third configuration preference?

We like to have more charging ports than we need to accommodate any seasonal swells, or out of service chargers. If there was an abundance of public charging (like gas stations), it would make deployment easier. For public charging, fast charging is preferred, especially for HDVs along

routes. In general faster charging is the preference, at a minimum 120kW, unless overnight parking is permitted then levels 3 (for HDV) or level 2 (for MDV) would be enough.

6. Please identify the percentage of pull-in or pull through parking preferred and other desired station configurations at a given site. Describe the vehicle class and vocation considered when making this recommendation if it differs from the information provided in question 1.

Commercial vehicles require parking stalls that are not height or space restricted. We have generally planned for pull through parking spaces or longer, wider parking spaces to accommodate larger commercial vehicles. Pull through spaces are preferred/recommended. This applies to both medium duty and heavy-duty vehicles. However, overnight charging can be configured as pull-in (no container or trailer) for HDVs if this is between shifts/driving hours of service.

7. What distance should separate charging stations to support zero-emission trucks along the I-5 corridor? Provide description of typical route or use-case considered when making this recommendation. Describe the vehicle class and vocation if it differs from the information provided in question 1. Separation between charging stations should not only be a function of distance but also grade/elevation change, e.g. LA to Wheeler Ridge or vice versa.

The distance between charging stations is also a function of how many charging ports are available at any given station. If one could reliably find an available charging port, then the distances could be extended. If there were only a few charging ports per station, we would need more stations. The drivers can plan their charging, but need to be able to know that a charging port will be available.

8. What amenities are you seeking at a charging facility? Is there a desire for additional parking at a Facility beyond charging stalls? Is there a desire for reservation options?

Restrooms, dining options, Wi-fi, snacks and convenience store options, a place to do paperwork/take a break, secure location if mid-route and vehicles is hauling goods, etc. For long haul trucks, overnight parking – perhaps with lower level and managed charging would be great. For drivers charging overnight, space to park for their personal/non-work vehicles should be considered. To minimize overstay fees, having some kind of managed or multiport charging system would be nice, so that the drivers could plug in and then have a meal without having to run back to the truck. A reservation system is very much needed – this allows the drivers to better plan their routing.

9. If possible, provide any general cost estimates for MDHD charging stations you have designed, built, or have experience with, including charger power levels and number of chargers installed. Please provide a range of public cost share as a percentage of total project cost that would be necessary to support more public charging stations to serve zero-emission trucks along freight corridors.

We have done projects both with and without outside incentives. The outside incentives we have participated in have been utility make ready programs. But for us, the incentives are not driving the decision to electrify. Our build costs for level 2 sites have been about $250k - $400k each. We

have also partnered with Electrify America to build fleet chargers when they build public sites on our properties. These are at a significant discount from the sites we've built independently.

10.Use the maps under the "Corridor Segments" section here (click "Tri-State CFI RFI" and refer to maps on pages 5-11) to identify locations within the National Zero-Emission Freight Corridor Strategy hubs along I-5 (identified in the map segments 4 below) you anticipate needing EV charging in the next three years (2024-2027)8. You may identify sites where you plan to or would be interested in building charging stations or where you would like to see charging as a consumer. Please detail preferred locations across California, Oregon, and Washington. For each location, please provide desired site characteristics including number of chargers, power levels, type of charging desired (overnight or en route), and vehicle class and vocation if the information differs across locations or differs from the information provided in the questions above.

The more chargers the better. For our final mile electrification efforts, chargers located closer to urban populations help us the most.

For HDV/class 8 vehicles, specific location corresponding to Corridor Segments:

1. WA Segment 1: Blaine to Southcenter: Fast charging in Southcenter exit 153, the southern most location would benefit final mile electrification, but also HDV since the IKEA Renton store is under 3 miles from this location. Ideally, fast charging for MDV and HDV.
2. WA Segment 2: Du Pont to Vancouver: fast charging would be used by HDVs at either end of this corridor.
3. OR Segment 1: Hayden Island to Woodburn: MDV and HDV near Portland with fast charging and overnight charging.
4. OR Segment 2: Albany to Eugene: Towards 2026-2027, HDV fast charging along this corridor will be needed when ranges improve.
5. CA Segment 1: I-5 Red Bluff to Zamora: Towards 2026-2027, HDV fast charging along this corridor will be needed as ranges improve. Near term potential to use charging near Zamora as this is less than 30 miles from the IKEA West Sacramento store.
6. CA Segment 2: Interchanges of I-5 and Hwy 33, and I-5 and Hwy 46: Towards 2026-2027, HDV fast charging along this corridor will be needed as ranges improve.
7. CA Segment 3: Castaic to I-5 & Hwy 21: Fast charging potentially at end/I-5 and Hwy 210.