

Robert Flowers

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RE: ZEVergreen Program

Greetings:

I am providing my personal comments regarding the State of Washington EV encouragement effort.

I live in Spokane where EVs are rare and so is charging infrastructure. I own a 2025 VW ID.BUZZ which I charge at home from my rooftop solar system and solar storage batteries. Because of this, I rarely need to charge my vehicle while driving in town or nearby. However, the lack of adequate charging capability near the mid-range of my vehicle (about 115 miles) makes traveling on my side of the state and travelling to the West Side more difficult. Besides the lack of choice for charging in the more rural parts of Washington, there is the anxiety of running low on Kw only to find the nearest charging station not functioning, vandalized or otherwise unavailable.

Location of charging stations near well used and preferably occupied 24-hours/day, in more rural parts of the state can reduce vandalism. Still, a better way to make the status of charging stations available is necessary. As many new EVs are sold with satellite navigation and, therefore, two-way communications it should be relatively easy to devise methods where the charging stations report their status and that information is made available to the navigation system of the EV.

Many parts of the state, especially on the East Side, are very sparsely populated and demand for EV charging will be low to nonexistent for some years. To provide charging in these areas and to encourage EV travel there, some method of subsidizing these charging stations must be identified. I, personally, don't travel to some parts of our state not because I don't want to visit, but because of the low availability of charging infrastructure in these areas.

Finally, Washington State should exert pressure on Tesla to make all their charging infrastructure available to the different charging standards. My BUZZ uses CCS and Tesla charge plugs are not compatible with my vehicle. Providing either a CCS plug at Tesla Superchargers or convincing Tesla to allow CCS and other standards to charge will help with increasing the number of charging facilities in the state, especially on the East Side. In addition, VW has not yet approved an adapter for use at Tesla superchargers to allow CCS vehicles to use these units at the highest charge rate. The State should investigate this shortcoming and try to convince VW to approve an adapter for this use.

Thank you for making this effort to move Washington along with electrification. This is the future regardless of the petroleum industry and the current Federal administration's efforts to derail it. Stay the course.

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