

West Coast Electric Highway

Public Meeting Summary Report



Public Meeting Summary Report

EV Collaboration Workshop

March 16, 9:00 a.m. - 11:30 a.m.

Seattle-Tacoma International Airport Conference Center

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|----------------|--|---|
| 9:00 to 9:15 | Welcome <ul style="list-style-type: none">• Overview of Washington’s EV fast charging network and development of Pilot Program• Workshop highlights and goals | <i>Tonia Buell, WSDOT</i> |
| 9:15 to 9:45 | JTC Study on EV charging infrastructure business models <ul style="list-style-type: none">• Attracting private investment in DC fast charging infrastructure in Washington• Study findings | <i>Nick Nigro, Atlas Public Policy</i> |
| 9:45 to 10:15 | Results from I-5 corridor fast charging network study in the Pacific Northwest | <i>Jim Francfort, Sera White, Idaho National Labs</i> |
| 10:15 to 10:25 | Voice of a host site | <i>Stephanie Meyn, Port of Seattle</i> |
| 10:25 to 10:35 | Pilot Program draft rules and application process | <i>Anthony Buckley, WSDOT</i> |
| 10:35 to 11:25 | Discussion: EV Stakeholder Feedback <ul style="list-style-type: none">• Draft rules and site requirements• Priority corridors and sites for DC fast charging stations | <i>Moderated by: Nick Nigro, Atlas Public Policy</i> |
| 11:25 to 11:30 | Action Items and Next Steps <ul style="list-style-type: none">• Summarize action items/agreements from today | <i>Tonia Buell, WSDOT</i> |
| 11:30 | Adjourn | |

EV Infrastructure Public Meeting

March 16, 1:00 p.m. - 3:30 p.m.

Seattle-Tacoma International Airport Conference Center

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| 1:00 to 1:10 | Welcome | <i>Stephanie Meyn, Port of Seattle</i> |
| 1:10 to 1:30 | Today's Meeting <ul style="list-style-type: none">• Overview of Washington's EV fast charging network and development of Pilot Program• JTC Study Findings• Workshop highlights and goals | <i>Tonia Buell, WSDOT</i> |
| 1:30 to 1:45 | Legislative Update <ul style="list-style-type: none">• EV Legislation• Local Government Vehicle Procurement• EV Everywhere | <i>Peter Moulton, Commerce</i> |
| 1:45 to 2:15 | Results from I-5 corridor fast charging network study in the Pacific Northwest | <i>Jim Francfort, Sera White, Idaho National Labs</i> |
| 2:15 to 3:25 | Discussion: EV Stakeholder Feedback <ul style="list-style-type: none">• Draft rules• Rulemaking process• Priority corridors and sites for DC fast charging stations | <i>Anthony Buckley, WSDOT to lead group discussion</i> |
| 3:25 to 3:30 | Action Items and Next Steps <ul style="list-style-type: none">• Summarize action items/agreements from today | <i>Tonia Buell, WSDOT</i> |
| 3:30 | Adjourn | |

Workshop format

The goals of the morning workshop were to serve as a preliminary forum for potential partners to meet and explore collaborative opportunities for developing EV fast-charging projects. Government agencies interested in applying for a grant to install a fast-charger along a major highway had an opportunity to hear about the [JTC study on EVSE business models](#) and hear from Idaho National Labs about results from the West Coast Electric Highway.

The goals of the afternoon workshop were to hear inform and receive feedback from the public. Participants learned about the West Coast Electric Highway network and the new pilot program to expand and strengthen the charging network through an initial round of grant funding. Participants provided feedback on draft rules and suggested locations for fast charging stations.

Both meetings included a call in/webinar option.

What we heard at the meetings (Summary)

More than 100 people participated including those on-site and in-person during the meetings. Key themes that emerged as common priorities during the workshop meeting include the following items related to the managing the initial round of funding:

- **Identify Program Priorities:**
 - Gaps: The group agreed that funding should be used to fill in the gaps, but they did not reach consensus on the definition of a gap.
 - Some propose focusing on the Seattle metro area to concentrate on filling in the gaps in metro and high use areas; some favor branching out for Seattle; and others favor filling in gaps in existing network to facilitate longer distance travel.
 - WSDOT explained that the State law requires WSDOT to concentrate this initial round of funding on statewide corridors and that WSDOT envisioned a string of chargers that are 40 miles apart.
 - Configuration of Charging Stations:
 - Focus on reliability: Install more than one charging port at each station

- Retrofit or replace stations to include DC fast chargers. The Level 2 chargers (which are in the majority of the existing stations) take one hour to charge, while DC fast chargers take approximately 20 minutes. WSDOT favors a requirement that eligible projects must have at least one DC fast charger and one Level 2 charger
 - Define Indirect Economic Values so we can choose sites than contribute to indirect economic benefits. Suggestions for a definition include:
 - Profitable and sustainable
 - Secondary benefits
- **Identify Opportunities to Partner with Others:**
 - Identify barriers to operating charging stations such as the legal requirements; challenges for local governments to recoup grant costs; high costs of developing the infrastructure for charging stations
- **Continuing Engagement:**
 - The group identified these needs:
 - Information on grant funding sources available to partners
 - Research feasibility of installing charging stations at WSF terminals
 - Research if hotel tax can be used for EV charging
 - Although WSDOT has no record of vandalism, the group requested that WSDOT develop a vandalism plan
 - Define the point where the public sector can stop investing in EVSE and turn it over to private sector
 - Increased outreach and education for general public - one example was articles in newsletters
- **Locations for new stations:**
 - Criteria Suggestions:
 - High utilization areas
 - Create system redundancies
 - Increase driver comfort (decrease range anxiety)
 - Ferry terminals
 - To and in National Parks
 - Attendees at both sessions, including those on the phone, were asked to pin dots on maps to show where they support adding stations. Here are photos of the marked maps:



