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May 9, 2020

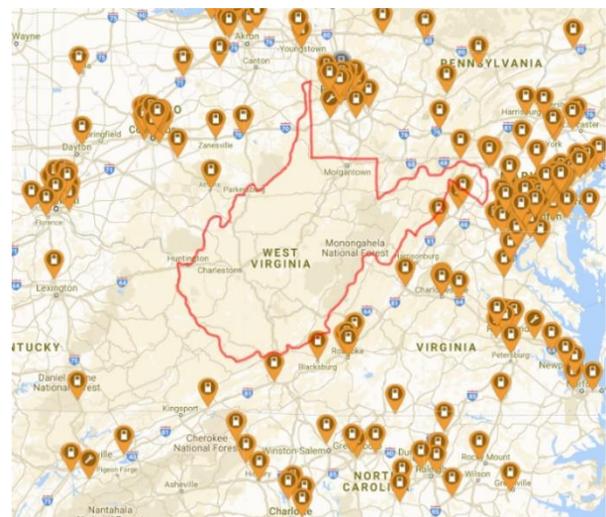
The Honorable Jim Justice
Governor of the State of West Virginia
Office of the Governor
State Capitol, 1900 Kanawha Blvd. E
Charleston, WV 25305

RE: Volkswagen Environmental Mitigation Trust Funds for Electric Vehicle Charging Infrastructure

Dear Governor Justice,

I am writing to ask that your administration install electric vehicle Direct Current Fast Charging (DCFC) stations using funds previously allocated to West Virginia from the Volkswagen Environmental Mitigation Trust. I am making this request as President of the West Virginia Electric Auto Association (WVEAA). I understand that \$1.8 million has been set aside from the Mitigation Trust for Electric Vehicle (EV) charging stations in West Virginia. I urge your administration to take action toward installing these stations that will enable EV drivers to travel throughout our great state. Installation of DCFC stations can also be another way to stimulate the economy through infrastructure investment as part of your *West Virginia Strong – The Comeback* plan.

DCFC stations are needed in West Virginia to enable travel by resident and out-of-state EV drivers within and through the state. The current lack of DCFC infrastructure limits the mobility of EV drivers as compared with surrounding states. Our organization frequently receives inquiries about routing solutions to effectively travel in the state by EV. Often the only route with adequate DCFC infrastructure bypasses West Virginia. Please reference the current regional map of CCS and CHAdeMO 50kW+ charging stations for which the Mitigation funds are most useful. There are no West Virginia pins. Once the DCFC stations are installed using the allocated funds, this will no longer be the case.



WVEAA believes that the installation of at least three DCFC stations could solve many EV drivers' problems traveling around the state if those stations were located near the intersections of our major interstates. By locating DCFC stations near Morgantown (at the intersection of I-79 and I-68), Charleston (at the intersection of I-77, I-79 and I-64), and Beckley (at the intersection of I-77 and I-64),



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EV drivers could traverse the state along the north-south and east-west interstates, as well as reach many destinations within the state.

I would like to specifically suggest *Tamarack: The Best of West Virginia* at the travel plaza near Beckley as a particularly good site for a charging station, as thousands of I-77/I-64 drivers stop each day to eat at the Greenbrier Resort cafeteria and shop among the local art exhibits. EV drivers may spend 30-60 minutes fast charging, which provides time for shopping, eating, and generally spending at DCFC host sites. It is also important to remember that these high voltage DCFC charging stations will be powered by West Virginia energy, not by anything imported into the state.

As a second phase, DCFC sites could be located at interstate gateway communities near the borders of West Virginia, such as Huntington, Parkersburg, Princeton, Lewisburg, Wheeling, and Martinsburg. Finally, a station near Weston would not only facilitate I-79 EV travel, but also improve capacity to and from Appalachian Corridor H into the Alleghany highlands.

As president of WVEAA, I offer you and your administration WVEAA's assistance as you move forward with DCFC stations in West Virginia.

Respectfully,

Robert Fernatt, President
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cc: Byrd White, Cabinet Secretary/Commissioner of Highways, DOT.Secretary@wv.gov