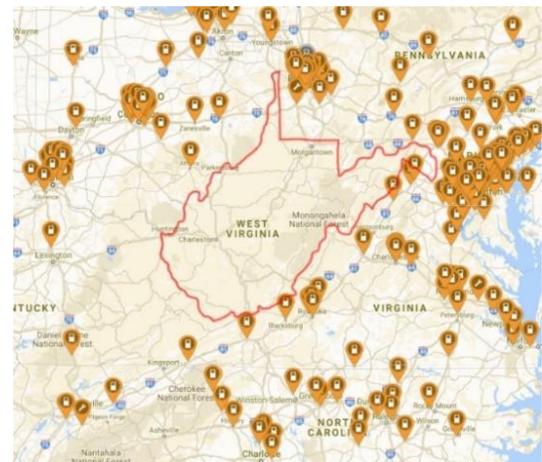


West Virginia Electric Auto Association Proposal to Electrify America: *Suggestions and Data Relevant to Cycle 3 Investments*

West Virginia lies on a cross-roads of highway travel in the eastern US that needs Direct Current Fast Charging (DCFC) stations. These stations are needed to facilitate general electric vehicle (EV) travel from other states across West Virginia, to enhance Electrify America’s presence and power sales in the Mid-Atlantic region, and to encourage EV sales in West Virginia. Please see the Figure 1 map below, which clearly shows the lack of DCFC options in our state.

We, the members of the West Virginia Electric Auto Association (WVEAA), believe Electrify America can use their Cycle 3 capital expansion to satisfy the needs of EV drivers in the region. The WVEAA web site regularly receives questions from EV drivers (who do not own a Tesla vehicle) about how to reach destinations in West Virginia or how to drive electrically across West Virginia. Our current policy is to advise those EV drivers to not attempt a West Virginia crossing in a non-Tesla EV.

*Figure 1 – DCFC Stations near West Virginia
Source: Plugshare.com, July 2020*



To better understand EV drivers’ charging needs, we recently conducted a survey of out of state EV drivers using our web site. One question asked drivers to rank their location choices for brand neutral DCFC charging stations. The top five results from that question are shown in Table 1 below. The complete survey results, including a collection of insightful comments, are submitted as a supporting document with this proposal.

<i>City</i>	<i>1st Choice (50 pts)</i>	<i>2nd Choice (35 pts)</i>	<i>3rd Choice (15 pts)</i>	<i>Weighted Score</i>
<i>Charleston</i>	26	16	8	1,980
<i>Beckley</i>	17	12	7	1,375
<i>Morgantown</i>	12	9	9	1,050
<i>Huntington</i>	1	9	11	530
<i>Weston</i>	3	4	6	380

Table 1 - WVEAA Survey: Site Ranking Summary, July 2020

It is interesting to note that the site selection results were not only aligned with the anecdotal conclusions of the WVEAA board, but also closely align with existing Tesla Supercharger sites. WVEAA has long advocated that the three primary DCFC charging stations should be near the Beckley intersection of I-64 and I-77, the Charleston intersection of I-64, I-77 and I-79, and the Morgantown intersection of I-68 and I-79. While additional locations would certainly be useful and more time efficient for some drivers (e.g., Weston), these locations are the key to EV travel through West Virginia.

Since 2012, WVEAA has adopted an advocacy goal to establish a DCFC station at the Tamarack exhibit center located near Beckley (and the I-64/I-77 intersection) as our highest priority location. Over half a million visitors stop at Tamarack every year to dine, browse the galleries of art and crafts stores, or to attend demonstrations and classes. We still think Tamarack, whose marketing label is *The Best of West Virginia*, is an ideal location for a DCFC station in the state.

We also believe that the state capitol complex in Charleston to be a prime location for a DCFC station. The capitol complex is busy year round with hundreds of thousands of tourist visitors to the Cass Gilbert designed capitol building and the West Virginia Culture Center and State Museum, various cultural festivals on the capitol grounds, tens of thousands of attendees to the annual legislative session, and thousands of daily state government visitors and employees.

Morgantown, at the I-68/I-79 intersection, is another key West Virginia location for DCFC charging. Morgantown is home for the 30,000 student campus of West Virginia University and, as a center of sports and cultural events in the state, draws hundreds of thousands of visitors to the area each year. Electrify America, with its existing Walmart presence, may find the Walmart Supercenter at the Grafton Road exit of I-68, a two mile diversion from I-79, to be an excellent location.

The Huntington and Weston locations identified in Table 1 will be very useful for EV drivers, especially in cold weather. Weston in particular could service a popular non-interstate shortcut for north/south drivers on Route 19 as well as the under construction expressway (Appalachian Regional Commission Highway Corridor H) that will ultimately connect Weston on I-79 to I-81 in Strasburg, Virginia. WVEAA also believes this location will facilitate access to more popular remote areas such as the West Virginia Highlands destinations and ski resorts.

Although still in its infancy, we anticipate some need for en route charging to serve the budding medium class commercial trucking initiatives such as Amazon's planned fleet of 100,000 electric delivery vans and other similar commercial endeavors. These recommended locations located near metro areas and at the crossroads of major interstates could also serve as auxiliary charging stations for this class of vehicle when needed.

WVEAA has two main motivations for preparing this letter to you. First, we know that West Virginia needs reliable DCFC stations, and we believe Electrify America can meet that need. Second, we want to provide you with recommendations that have good visibility and ample traffic generated by interstate and local EV drivers that we believe will meet your business requirements over the long term. We want to protect Electrify America from installing DCFC stations at interstate rest stops that may be infrequently used and difficult to protect from vandalism. We need you to succeed in West Virginia and we feel that our experience and recommendations can help you do that.

Thank you for your consideration of Wild, Wonderful, (and Electric) West Virginia!