

From: BOCK Teresa M
To: [Paula Wilson](#)
Subject: VW settlement comments
Date: Friday, December 15, 2017 2:41:42 PM

Paula,

I was unable to attend the public meeting held on 12/14/17 in person but did have my spouse attend, and apparently my Bolt EV was a hit with some of the attendees. I would like to formally have my comments evaluated as well.

1. It is unclear to me why only 15% of the allocation is being expended for the highest carbon reducer-EV infrastructure.
2. The funds for the infrastructure should be expended on a Combined Charging System (CCS) platform -They supersede Level 1 and Level 2 chargers, and are designed to charge electric vehicles quickly (30 minutes) with an electric output ranging between 50 kW – 120 kW.
3. The charging stations should be located near shopping and or dining centers and not at gas stations. A place you would want to stay for an half hour or so.
4. The charging stations should be spaced at 100 mile intervals to allow for longer destination trips (level 1 or 2 chargers are used for day to day travel and installed in most EV owners homes). The Chevy Bolt EV has set the bar with a range of 238 miles. All of the remaining car makers are scrambling to catch up and provide cars with an equivalent range or better.
5. Some level 2 chargers(takes about 3 to 4 hours) should be allowed at destination hotel sites where the vehicles can be charged during an overnight stay.
6. I would like to see highway 95 added to the list to connect tourism to the McCall and Riggins area, provide travel to University of Idaho and Washington State University and potentially connect to Washington's I-90 (123 miles from Lewiston).

We turned in two VW TDI's and chose vehicles that would keep our environment clean, a Chevy Volt plugin Hybrid, and a Chevy Bolt EV. We therefore have a strong conviction, and a vested interest in how the VW settlement allocation is expended. Washington and Oregon have entered into a similar MOU as Idaho and the intermountain west agreement. Oregon is planning on 9 CCS DC fast/Quick charges from The Dallas to Ontario. Washington is adding stations on I-82 connecting eastern Oregon and Eastern Washington. They also intend to expand on the west coast electric highway I-5.

If you have any question please feel free to contact me.

Thanks

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REFERANCE:

The **Combined Charging System** is a quick [charging method](#) for [battery electric vehicles](#) delivering high-voltage [direct current](#) via a special [electrical connector](#) derived from the [SAE J1772 \(IEC Type 1\)](#) or [IEC Type 2](#) connector. As the plug is a combination of an AC connector with a DC option the resulting connector is also called **Combo Coupler** and the variant with Type 2 is abbreviated as *Combo2*.

Automobile manufactures that support CCS include: Volkswagen, General Motors, BMW, Daimler, Ford, FCA, Tesla and Hyundai.^{[1][2]} The CharIN consortium that controls the CCS standard^{[3][4]} is working on a charging rate of 350 kW^{[5][6]} beginning in 2017.

In the United States, BMW and VW claim that the East Coast and West Coast corridors have complete CCS networks.^[7]

Competing standards include [CHAdeMO](#) and [Tesla Supercharger](#).

PlugShare map showing the CCS charging stations across the US

