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Daniel S. Little, AICP, Executive Director

January 16, 2017

Volkswagen Group of America
2200 Ferdinand Porsche Dr.
Herndon, VA 20171

Subject: North State "Super*Charge*" Project Proposal

To the Electrify America Review Committee:

On behalf of the sixteen counties representing far-northern California, the Shasta Regional Transportation Agency (SRTA) is pleased to submit the enclosed North State "Super*Charge*" Project for funding under Volkswagen's first 30-month 'Electrify America' investment plan. Key benefits of the proposal include:

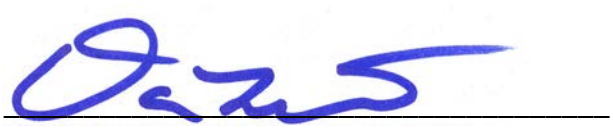
1) **One project, sixteen counties** – Rather than fund multiple separate projects and hope for consistency, the North State "Super*Charge*" Project ensures that VW Settlement funds will result in a seamless and standardized network required for widespread fleet electrification. SRTA is uniquely positioned to accomplish this. In addition to being located at the geographic center and transportation crossroads of California's North State, SRTA leads an alliance of sixteen designated regional transportation planning agencies, known as the North State Super Region (www.superregion.org).

2) **Bridge the west coast gap** – California's North State includes 235 miles of the Interstate 5 corridor. Without the North State "SuperCharge" Project, the region can be an impassible desert of charging infrastructure between population centers in California and the Northwest. Bridging this gap will provide electric vehicle (EV) range and access similar to fossil-fuel powered vehicles, thereby resolving the primary obstacle to widespread market acceptance and commitment to EVs.

Although a third of California's total land area and home to over one million residents, the entire North State is served by just a few interregional highway corridors. Consequently, the vast majority of households in the North State may be connected through a relatively modest investment of 50 DC fast charger stations. It is proposed that all locations have at least one DC fast charger and stub-outs enabling additional future DC or Level 2 chargers as demand increases. The budget also includes station maintenance for the first 10 years.

Thank you in advance for your time and consideration of the North State "Super*Charge*" Project. We are excited to partner with VW to increase mobility and sustainability. Should you have questions or need clarification of any kind, please feel free to contact me directly at (530) 262-6191 or dlittle@srta.ca.gov.

Best Regards,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/DTW/SMT

Proposal Title: **North State "Super*Charge*" Project** - Supercharging Highways in the North State Super Region

Requested Project Funding: **$7,793,750**

Executive Summary:

The Shasta Regional Transportation Agency (SRTA) proposes the North State "Super*Charge*" Project for consideration under Volkswagen's first 30-month 'Electrify America' investment plan. This North State Super*Charge* grant project represents a one-of-a-kind opportunity for Volkswagen to address electric vehicle (EV) infrastructure needs in a substantial portion of California. The North State Super Region (NSSR) is a formally recognized collaborative created in 2010 by a unanimous vote of the city and county elected officials it represents. It has been successful in obtaining grants for state and federally funded transportation projects. This one application coordinates sixteen regions, sixteen counties, forty-nine cities, two PEV coordinating councils, two air pollution control districts, and three Caltrans districts. The NSSR collaborative represents one-third of the state's land mass, 5% percent of the state's highway mileage, and 32% of California's state and federal streets and highway maintained mileage.

The North State Super Region has a history of working together with various local, regional, state and federal partners to plan for and deliver transportation projects that benefit our communities and California. This project will establish a network of approximately 50 DC fast charger stations along primary highway corridors in the 16-county region of California, known as the North State Super Region. This North State Super Region, which covers one-third of California's land area, boasts over 1 million residents and is home to many of California's premier tourist destinations, is in need of this project to provide DC fast chargers for current and future EV owners of the region and in order for federal, state and regional EV goals to be realized.

According to Forbes Magazine the region is a "hybrid happy" market, with the communities of Eureka (6th) and Redding/Chico (8th) ranked in the top 15 markets for hybrids.[1] However, the North State Super Region lacks investments in DC chargers that cater to all users, especially electric-only vehicle users. Current stations only serve Tesla owners, with the exception of one station located at a college in Butte County. Most investments have been for Level 2 stations, which require longer charge times. Additionally, many stations don't provide attachments for the multiple primary charge connections available in the market and typically only feature one type of connection. This project will eliminate these issues and provide a network of DC chargers that allows for and encourages EV travel within the region and between Oregon, Nevada and central/southern California.

[1] Forbes Magazine. *Who Buys the Most Hybrid Cars? Northern Californians, Report Says.* 2013. http://www.forbes.com/sites/joannmuller/2013/01/03/hybrid-landscape-looks-wildly-different-across-the-u-s/#111b12022b16

The following sections of our proposal describe how the North State "Super*Charge*" Project will establish stations along primary corridors to maximize the efficiency of coverage. Initial planning efforts have been completed along many of these corridors through the development of PEV Readiness Plans. All stations will have the capacity to charge the most common vehicles on the market today and be able to meet future needs. All locations will include one DC fast charger and feature stub-outs to allow for additional DC or Level 2 chargers and be maintained for at least 10 years.

The North State Super Region is committed to establishing a DC fast charger network.

Project Purpose:

The purpose of the **North State "Super*Charge*" Project** is to complete a network of EV fast-charging stations across the North State Super Region[2] (Figure 1), with the goal of providing approximately one station every 50 miles along key corridors. This will result in 50 charging stations installed across the region and fills the gap between networks established in Oregon, Nevada and the rest of California. The project will reduce range anxiety for EV owners and facilitate interregional and interstate zero emission vehicle (ZEV) travel. The project is consistent with Volkswagen's goals of investing in EV charging infrastructure and developing a high-speed, cross-country network of DC fast-charging stations across high-traffic highways.

Project Corridors & Stations:

The **North State "Super*Charge*" Project** will establish a complete network of Level III DC EV charging stations along key highway corridors across the sixteen-county North State Super Region. The corridors will consist of the following highways (see Figure 2 on page 3 for a map of the corridors):

Figure 1 - North State Super Region Logo

- Interstate 5
- US 101
- US 395
- SR-299 (West)
- SR-44 (East)
- SR-99
- SR-89 (including portions of SR-36)
- SR-20
- SR-70
- SR-151
- SR-199

[2] www.superregion.org

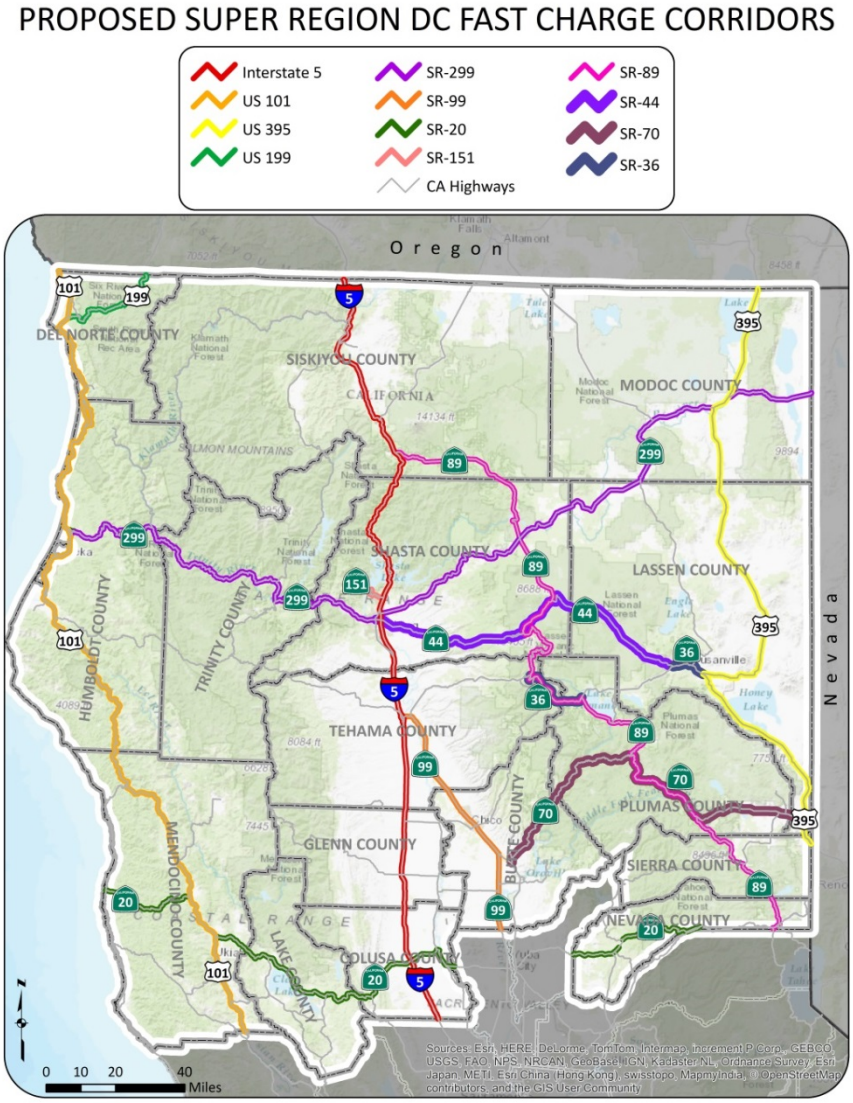


Figure 2 - Map of Proposed DC Fast Charge Corridors for the North State Super Region

At a minimum, all final project locations will consist of one Level III DC fast charger station and a stub-out to allow for additional Level III or Level II chargers. To the extent other funding can be leveraged, some locations may include an additional station. SRTA estimated the mileage of each corridor for the region. Based on the analysis, it was determined that 50 stations are needed to meet the purpose of this project.

PEV Coordination

PEV Coordinating Councils (PEVCC) were created to facilitate coordination efforts on EV infrastructure and education. NSSR members serve as participants on PEVCCs along with other government agencies, non-profits, utility companies and other stakeholders. PEVCCs regularly meet to discuss regional EV needs, develop EV infrastructure plans, provide educational materials and pursue funding.

One of the first actions taken by PEVCC's was the development of a PEV Readiness Plan. These plans identified the number and relative location of charging stations necessary to meet current and future EV travel needs. The North State "Super*Charge*" project was developed with guidance from these plans. The NSSR and PEVCCs will work together to avoid duplication of EV installation projects and leverage as many resources as possible to establish the DC charging network.

Regional Partners and Project Support:

The **North State "Super*Charge*" Project** is supported by a wide variety of stakeholders, including government agencies, non-profits, transit providers, and PEVCCs. Following is a list of project supporters with letters provided by attachment:

RTPA/MPO Partners:

Each county contains either a regional transportation planning agency (RTPA) or metropolitan planning organization (MPO) responsible under state and federal laws for transportation planning within their region. Each agency has a governing board consisting of elected officials from the cities and county in the region. As shown in Figure 3 there are sixteen such regions in the North State Super Region.

Each region will serve as a transportation contact for their region and may assist SRTA and the consultant(s) in planning, locating and implementing charging stations on the designated corridors in their region. They may also be able to assist in locating potential charging station site hosts. Below are the regional agencies comprising of the NSSR:

- Butte County Association of Governments
- Colusa County Transportation Commission
- Del Norte Local Transportation Commission
- Glenn County Transportation Commission
- Humboldt County Association of Governments
- Lake County/City Area Planning Council
- Lassen County Transportation Commission
- Mendocino Council of Governments
- Modoc County Transportation Commission
- Nevada County Transportation Commission
- Plumas County Transportation Commission
- Shasta Regional Transportation Agency
- Sierra County Local Transportation Commission
- Siskiyou County Transportation Commission
- Tehama County Transportation Commission
- Trinity County Transportation Commission

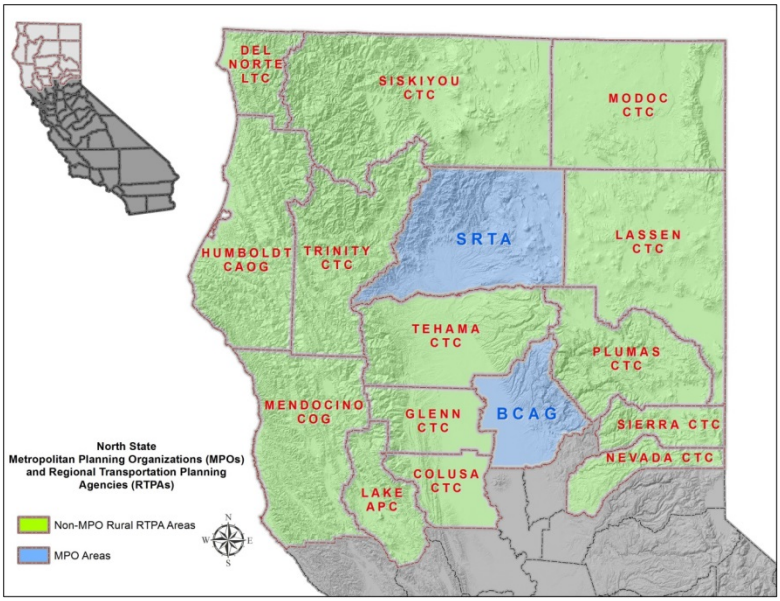


Figure 3 - Map of North State Super Region Transportation Planning Agencies

California Department of Transportation (Caltrans):

The North State Super Region includes all or a portion of three Caltrans Districts. District 1 covers Del Norte, Humboldt, Lake and Mendocino counties. District 2 covers Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama and Trinity counties. District 3 includes Butte, Colusa, Glenn, Nevada, and Sierra counties.

The Caltrans districts are focused on meeting California's 2016 ZEV Action Plan[3] by providing up to 30 DC charging stations along highways that are designated as alternative fuel or EV corridors (I-5, US-101, and SR-99 in the North State Super Region). Caltrans supports the goals and efforts of this project and will work with SRTA to determine locations and to coordinate efforts to maximizing the number of stations that could be installed in the region.

PEV Partners:

Several regional PEV partners support this project and have provided input on the project scope of work and cost estimates and offered to help make this project a success by assisting in the coordination of activities in their regions. These organizations include:

- Upstate Region PEV Coordinating Council (represented by Siskiyou County EDC)
- North Coast PEV Coordinating Council
- Redwood Coast Energy Authority (RCEA)
- Schatz Energy Research Center (SERC)

Non-Profits:

This project is supported by a variety of non-profits who provide services to our communities or serve as destination points for tourism or travel. Non-profits who have provided support letters and offered to help make the project successful include:

- Turtle Bay Exploration Park
- Shasta Senior Nutrition Program

Other Government Agencies:

A variety of government agencies support this project and have offered to assist in the project where applicable. They cover cities, counties, air pollution control districts and utilities. Following is a list of those agencies:

- City of Anderson
- City of Redding
- City of Shasta Lake
- Shasta County
- Redding Electric Utility
- North Coast Unified Air Quality Management District
- Oregon Department of Transportation
- Tehama County Air Pollution Control District

[3] 2016 ZEV Action Plan - https://www.gov.ca.gov/docs/2016_ZEV_Action_Plan.pdf

Existing Conditions:

Current Alternative Fuel and Electric Vehicle Corridors:

Interstate-5, US-101, CA-99, and CA-395 are designated as part of the West Coast Electric Highway. The West Coast Electric Highway is a collaborative effort by the states of Washington, Oregon, and California to provide "DC fast charging stations every 25 to 50 miles along Interstate 5 and other major roadways in the Pacific Northwest[4]." This project helps achieve this goal by providing DC stations at least every 50 miles in the North State Super Region.

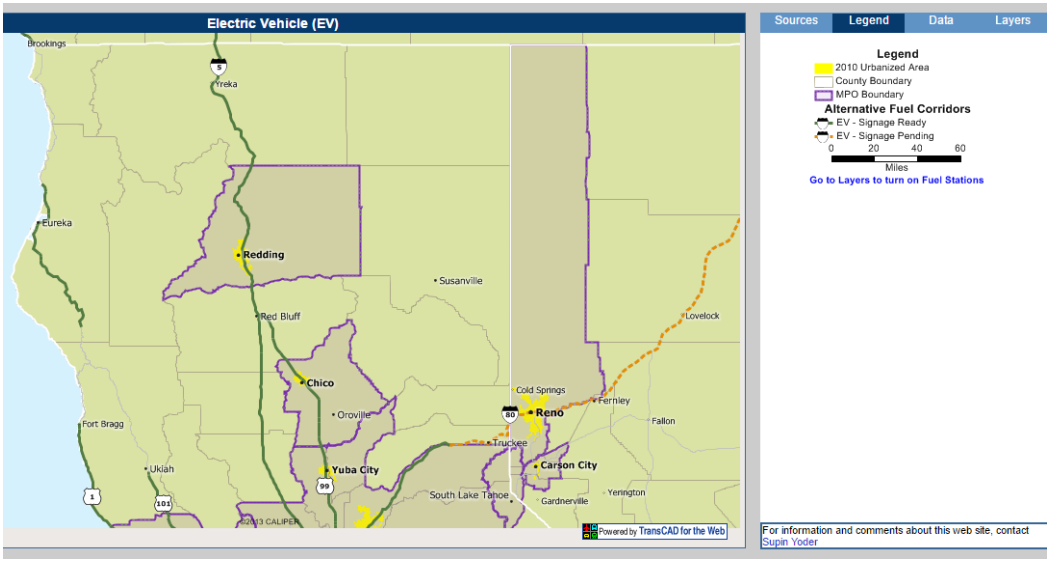


Figure 4 - Snapshot of FHWA Designated Alternative Fuels Corridors

On November 3, 2016, the US Department of Transportation unveiled its initial national network of 'Alternative Fuel and Electric Charging' corridors. These corridors were identified based on having existing or soon-to-be-built charging stations. For the North State Super Region, this network includes I-5, CA-99, and portions of US-101 (Figure 4). However, this network is not complete nor does it meet a national vision of "…coast to coast travel using alternative fuels.[5]" Without this project, that national vision for coast-to-coast travel will not be possible.

Existing DC Stations

Currently, there are approximately seventeen existing DC (Level III) fast-charging stations throughout the region. However, a majority of these stations do not service all EVs; they are either Tesla stations or stations that provide only one type of connection (SAE Combined Charging System "CCS" or CHAdeMO). There are approximately twelve DC fast charging stations planned and eighteen DC stations "pending approval" for the next five years through grant funding provided by the California Energy Commission. These stations are focused on US

[4] West Coast Electric Highway - http://www.westcoastgreenhighway.com/electrichighway.htm

[5] Federal Highway Administration Press Release. November 3, 2016. ***Federal Highway Administration Unveils National 'Alternative Fuel and Electric Charging' Network.*** https://www.fhwa.dot.gov/pressroom/fhwa1656.cfm

101, Interstate 5 and a portion of SR-20 and must include both SAE CCS and CHAdeMO connections.

While this initial effort of placing DC fast chargers in the North State Super Region is a good start, it doesn't meet the number of stations needed to have a complete network that connects the existing networks in Oregon, Nevada and Central/Southern California. This project fills that gap by providing the density of fast chargers necessary to meet the demands of both current and future EV ownership in the North State and for travelers across the West Coast.

Region Geography:

The North State Super Region covers approximately one-third of California's land area (42,620 square miles) and has a population of 1,048,261 persons[6]. There are four mountain ranges (the Sierra Nevadas, Klamath Mountains, Cascade Range and Northern Coast Ranges) separating many communities from the Pacific Coast and the eastern mountain areas to the Sacramento Valley and central/southern California (see Figure 5 on page 8). This geography produces few primary travel routes between communities and regions, with many travelers going from sea level to over 8,000 feet in elevation rapidly. Additionally, this region regularly experiences hot summers and snowy winters.

While these factors impact EV owners by reducing the effective range of their vehicles and requiring more frequent charging to reach their destination, it is an easy concern to address with proper coordination. Because the region's primary travel routes are so few, we can provide stations at 50 or even 25-mile intervals in the mountainous regions. This will alleviate EV owners concerns and instill confidence that they can reach their destination no matter the terrain or weather.

Traffic

The region is home to more than 32.3% of California's state and federal maintained roadway mileage (10,819 miles). Additionally, the region experiences more than 33.1 million vehicle miles of travel (VMT) daily on the region's roads.[7] Much of the daily VMT is due to interregional travel and people traveling through to Oregon, Nevada, and central and southern California.

[6] Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-year Estimates, Table DP05
[7] Data based on information provided in the 2014 Caltrans Public Road Data Report: http://www.dot.ca.gov/hq/tsip/hpms/hpmslibrary/prd/2014prd/2014PublicRoadData.pdf

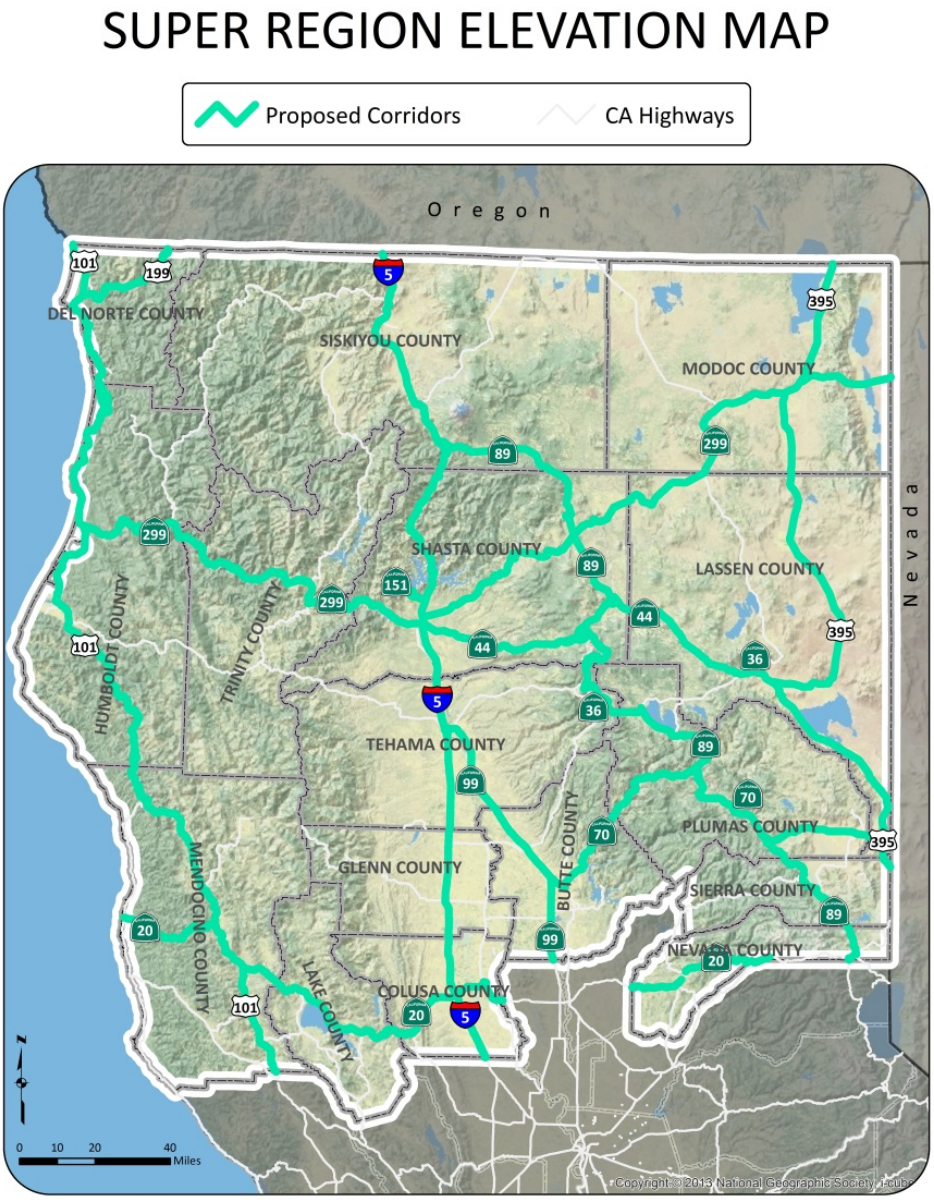


Figure 5 - Map Showing Proposed Corridors and Terrain of the North State

Project Scope of Work:

Should VW fund this project SRTA will take the following steps to complete the project:

Project Administration

- **Manage project funds** – SRTA, on behalf of the North State Super Region, would work with VW to ensure that funds for this project are managed in an open and transparent manner. SRTA is both a state and federally recognized agency with experience in administering state and federal funds through many programs. SRTA will work with VW to determine the best approach for handling invoicing and payment of project tasks in a manner consistent with VW's "Electrify America" program. Two common approaches to managing funds are:

- VW sets aside the funds for this project and SRTA works with vendors to review and submit accurate invoices to VW for payment; or
- SRTA receives funds up front and sets up an account solely for this project, reviews and pays accurate and complete invoices, and provides regular project reports to VW.

SRTA will assist VW in providing documentation and complying with any audit requirements, and prepare reports summarizing project activities.

- **Overall project administration** – SRTA will provide overall administration of the project. Activities may include:
  - Prepare and issue a request for proposals to acquire a consultant(s) to help administer the project;
  - Oversight to ensure activities conducted meet the intent of the project and requirements of any contracts signed between SRTA and Volkswagen;
  - Coordinate with regional partners to leverage resources from other funding programs or private entities;
  - Reviewing invoices for completeness and accuracy;
  - Distributing payment of funds for eligible activities; and
  - Conducting, preparing or providing documentation for any necessary audits of the program as required under Volkswagen's settlement, or federal or state laws;

Install DC Fast Chargers:

SRTA will hire a consultant(s) to install the DC charging stations and help administer the project. The consultant(s) would conduct the following activities:

- Work with each regional agency or other EV contact to identify and contract with site hosts to provide stations for a minimum 10-year, or other, period as required by VW;
- Conduct all necessary design steps, including:
  - Acquire any necessary property easements, deeds, etc.;
  - Work with all necessary entities to permit and gain approval of installing stations at designated locations;
  - Prepare all design work and engineering plans;
- Install DC fast charging stations; and
- Maintain charging stations for the period required under Volkswagen's "Electrify America" program.

Conduct Outreach and Market Network of DC Stations:

SRTA and the hired consultant(s) will conduct activities to promote the North State DC charger network, including but not limited to:

- Prepare informational materials about the project to encourage use of the network by current and future EV owners;
- Conduct media announcements via local papers, television news and through social media;

- Coordinating with agencies to publicize when each site goes "live" including conducting "opening" ceremonies; and
- Ensure information about each station is provided on appropriate vendor websites, apps and on state and national EV network databases to ensure potential or existing EV owners are aware of the North State's DC charger network.

Project Contacts:

The following are the primary contacts for this project proposal:

Daniel S. Little, AICP
Executive Director
(530) 262-6191
dlittle@srta.ca.gov

Sean Tiedgen, AICP
Senior Transportation Planner
(530) 262-6185
stiedgen@srta.ca.gov

Project Costs:

SRTA is requesting $7,793,750 for this project. Based on existing (or in development) PEV Readiness Plans and input from regional partners, the estimated project costs are broken down as follows:

Table 1: Project Costs

Category	Cost
DC Fast Chargers (50 stations)	$6,250,000
Station Maintenance (10 years)	$1,243,750
SRTA and NSSR Project Admin	$225,000
Marketing/Outreach	$75,000
Total:	**$7,793,750**

Project category costs are described below in detail for the benefit of VW in providing information as part of your investment plan:

DC Fast Chargers:

The Schatz Energy Research Center (SERC) (http://www.schatzlab.org/) prepared a cost analysis for this proposal to help determine the total costs for an individual site with a DC fast charger. Their analysis presents possible "low" and "high" values based on recent experiences working on preliminary station designs for a variety of sites in the North State Super Region and a literature review of other organizations experiences in installing Level III and Level II stations. Table 2 below summarizes the research by SERC.

Table 2: DC Station Cost Estimates

	Low Cost	High Cost	Average Cost
Hardware Cost	$50,000	$50,000	**$50,000**
Initial Installation	$18,500	$128,000	**$75,000**
Total Cost:	$68,500	$178,000	**$125,000**

Based on Table 2, each station will cost approximately $125,000 for the hardware (station) and initial installation. ***Total project costs for 50 stations are estimated at $6,250,000.*** The initial installation costs include: labor, non-EVSE materials, trenching, utility equipment upgrade costs, permitting fees, etc. Based on SERC's research and current experiences most, if not all, stations will be considered categorically exempt under the California Environmental Quality Act. To the extent actual costs are lower than estimated additional charging stations would be installed.

Station Maintenance:

This proposal includes a cost estimate for maintenance per station for ten years. This is provided so that the proposal is consistent with VW's Appendix C ZEV Investment Commitment of the Partial Consent Decree. Cost estimates were provided by SERC and summarized in Table 3 below. Its anticipated plugs will need replacement at least once due to normal wear and tear. Vandalism is a common occurrence, however, a low number of incidences are expected due to location visibility. Maintenance covers checking of station status, visual inspections, station cleaning and repairs, and management of systems for processing payment or payment issues. Based on Table 3 maintenance costs will total approximately $24,875 for each station for ten years. ***Total project maintenance costs for 50 stations for 10 years are estimated at $1,243,750.***

Table 3: 10-year DC Station Maintenance Cost Estimate

	Low Cost	High Cost	Average Cost
Plug Replacement	$250	$2,000	**$1,125**
Vandalism Costs	$100	$1,000	**$550**
Basic Maintenance	$5,600	$24,000	**$14,800**
3rd Party Maintenance	$8,400	$8,400	**$8,400**
Total Costs:	$14,350	$35,400	**$24,875**

Project Administration:

Funds are needed to provide to North State Super Region members the ability to administer and coordinate activities of the project. These funds would be used to conduct the tasks described in the Project Scope of Work Section, as needed. ***Administrative costs needed from VW are estimated to be 3% of the costs to install the DC stations and maintain the system over 10 years, which totals $225,000.*** Actual administration costs for the 16 regions and cities and counties where charging stations are located will be much higher. These costs will be borne by the involved entities and serve as in-kind match.

Marketing/Outreach:

As part of the project, SRTA will coordinate with the regions to provide various media strategies to market the DC charger network as it is completed. Activities may include but are not limited to: social media; ribbon cuttings when sites go "live;" media announcements in local papers and through local news channels; and other forms of marketing. As part of the project, each DC charging location will include a small sign or another acceptable format that recognizes Volkswagen as a sponsor of the site through the "Electrify America" program. ***SRTA estimates***

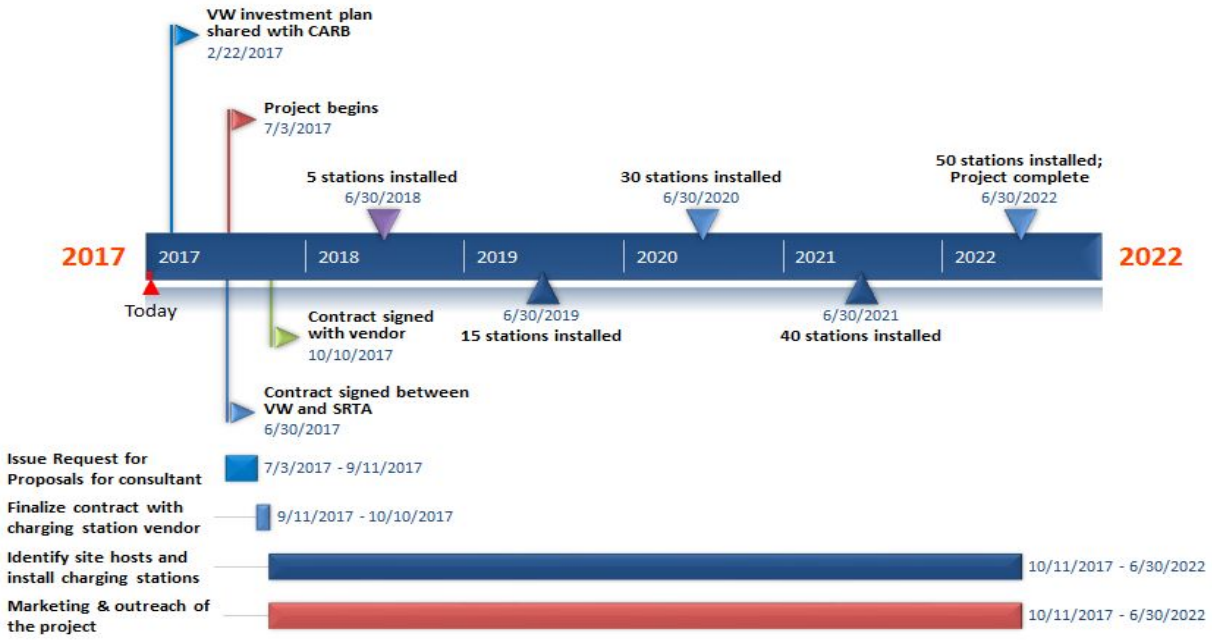
that the cost to prepare marketing materials and conduct outreach awareness of the project will cost approximately $75,000.

Project Schedule:

SRTA anticipates the project will take approximately five years to complete from the time funding is provided to all necessary contracting with VW is completed. This includes procuring a consultant(s) to install charging stations, identifying site locations, working through the permitting processes for each site, designing and installing stations, and completing the marketing/outreach campaign. Figure 6 below is an illustrative project schedule, which assumes this project starts July 1, 2017, and will be completed by June 30, 2022. It's estimated that the following numbers of stations will be "live" at the end of each year of the project:

- Year 1 – 5 stations;
- Year 2 – 15 stations;
- Year 3 – 30 stations;
- Year 4 – 40 stations; and
- Year 5 – 50 stations.

Figure 6 - Proposed Project Schedule



North State "Super*Charge*" Project-
Supercharging Highways in the North State Super Region

Letters of Support

January 10, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The City of Anderson is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by providing high-speed DC charging stations in the North State, as part of a cross-country network, which will increase availability of chargers for travelers on Interstate 5, as well as local workers and residents. More charging stations will assist in eliminating range anxiety for current electric vehicle owners and potential owners as well. It will also provide an opportunity for increased sales of electric vehicles for the same reason.

The City of Anderson looks forward to working with SRTA to complete an EV charging network in the North State.

Good luck on the grant application.

Sincerely,

Baron Browning
Mayor

Office of Mayor
1887 Howard Street
Anderson, CA 96007

www.ci.anderson.ca.us

Phone: (530) 378-6646
Fax: (530) 378-6648

DEPARTMENT OF TRANSPORTATION
1657 RIVERSIDE DRIVE
REDDING, CA 96001
PHONE (530) 225-2564
FAX (530) 225-2459
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

January 13, 2017

Mr. Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The California Department of Transportation (Caltrans), District 1, District 2 and District 3 (Districts), are pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to establish a network of electric vehicle charging stations and fill gaps between existing networks established in surrounding states and regions. This project would support the State's goal of advancing the successful commercialization of ZEVS through partnering with Volkswagen in their Electrify America initiative.

We believe the project will be of great value toward achieving state greenhouse gas (GHG) emissions reductions targets as identified in AB 32 and subsequent legislation. In 2012, the governor issued Executive Order B-16-12, calling for 1.5 million zero-emission vehicles (ZEVs) on California roadways by 2025. To achieve this goal, the governor's office released a ZEV action plan in 2013 and a more ambitious version in October 2016.

One ZEV action plan strategy assigned to Caltrans is to install DC fast charging stations at 30 Safety Roadside Rest Areas (SRRAs) statewide by the end of 2018. Caltrans selected the Collier SRRA, located 10 miles south of the Oregon border along the I-5 corridor, to be one of the first SRRAs in the state that will have public DC fast charging.

To date, many of the charging station investments within the region have been along the US 101, SR 99 and I-5 corridors, which are the most heavily traveled north-south routes in northern California. The region has not benefitted from the same level of investment along its east-west corridors, even though they are of national importance for goods movement, recreational travel, and business travel.

The 2015 Interregional Transportation Strategic Plan and the 2014 California Freight Mobility Plan identify the SR 299/SR 44/SR 36/US 395 and the SR 20 corridors as east-west Strategic Interregional Corridors and critical east-west connections in the California State Highway Freight Network in northern California. Investment in these corridors will provide a complete PEV network for travel within northern California as well as to the neighboring states of Oregon and Nevada.

The Districts are ready to partner with SRTA to move forward with implementation of the proposal should it be funded. Given the magnitude and urgency of California's climate goals, it is prudent to seize partnership opportunities such as this when they arise.

Good luck on the grant application.

Sincerely,

BRAD METTAM
Deputy District Director
Planning & Local Assistance
District 1

TOM BALKOW
Deputy District Director
Planning & Local Assistance
District 2

MARLON A. FLOURNOY
Deputy District Director
Planning, Local Assistance & Sustainability
District 3

900 Northcrest Drive, PMB 16
Crescent City, California 95531
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Del Norte Local Transportation Commission

Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

January 10, 2017

Daniel S. Little, Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Del Norte Local Transportation Commission is eager and pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

The project will help us address our Air Quality and Environment goals as defined in our 2016 Regional Transportation Plan. We are committed to pursuing regional efforts to reduce greenhouse gas emissions including support for this Electric Vehicle network. The North State is vast and beautiful because we protect our environment and we need assistance to continue these efforts. The North State Super Region is often the playground for the State – Del Norte is the gateway to the Redwood National and State Park – and we need an electric vehicle-charging network on US Highway 101. Such a network on Highway 101 will increase electric vehicle purchases, eliminate range anxiety for electric vehicle owners and potential owners and will increase tourism from electric vehicle owners.

The Del Norte Local Transportation Commission looks forward to working with SRTA to complete an EV charging network in the North State and we would consider contributing necessary resources to help address the goals of Electrify America that align with the goals in our Regional Transportation Plan.

Good luck on the grant application. I appreciate your diligence and efforts on our behalf.

Cordially,

Tamera Leighton

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

HCAOG
Regional Transportation Planning Agency

611 I Street, Suite B
Eureka, CA 95501
707.444.8208
Fax: 707.444.8319
www.hcaog.net

January 13, 2017

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Humboldt County Association of Governments (HCAOG) is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The North State "*SuperCharge*" project is in line with HCAOG's goal to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions.

Hybrid vehicle ownership in the Humboldt and Redding areas is well established. As cited in Forbes Magazine (January, 2013), the Eureka area was ranked 6th and the Redding area was ranked 8th as top "hybrid happy" markets, nationwide. The proposed project will link these two geographical areas that have proven dedication to the Plug-In Electric Vehicle (PEV) way of life. With high hybrid ownership established, the proposed project will play a significant role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

HCAOG participated in a collaboration lead by the Redwood Coast Energy Authority in developing the North Coast Plug-in Electric Vehicle Plan, funded by the California Energy Commission. The plan resulted in a number of charging station throughout the region. The North Coast of California is a dedicated assemblage of rural communities that have become a rural model for successful Plug-in Electric Vehicle market

development. With assistance from the Electrify America project, electric vehicle ownership, car sharing, and increased tourism to one of the most beautiful parts of America is guaranteed to increase and thrive.

HCAOG looks forward to working with SRTA to complete an EV charging network in the North State, with clear potential to link and expand PEV ownership and use. HCAOG is thankful for your leadership and is willing to assist in any way possible. Good luck to all of the North Coast on the grant application.

Sincerely,

Marcella Clem
Executive Director

MENDOCINO
COUNCIL OF GOVERNMENTS
367 North State Street~Ukiah~California~95482
www.mendocinocog.org

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Administration: Suite 206
(707) 463-1859
Transportation Planning: Suite 204
(707) 234-3434

January 13, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

RE: North State "SuperCharge" Project – Supercharging Highways in the North State Super Region

Dear Mr. Little:

In 1998 Mendocino Council of Governments became the first agency in the nation to research and test electric vehicle practicality in a rural environment. In August 2013, we completed Phase I of the Mendocino County Zero Emission Vehicle (ZEV) Regional Readiness Plan. Phase II of this effort, the feasibility component of the plan, was completed in November, 2015. We are very pleased that our North State Super Region partner, the Shasta Regional Planning Agency, is leading the "charge" to establish DC fast-charging stations along major highways in our vast and very rural region.

Two of the major highways proposed for 50-mile interval fast charging sites bisect our region. US 101 is known throughout northwestern California as "the lifeline of the North Coast". It links Mendocino County with the San Francisco Bay Area as well as our neighbors in Humboldt and Del Norte counties. It is vital to regional commerce and a major route for recreational travel. State Route 20 is a Principal Arterial that links our region with the Sacramento Valley and the Interstate 5 Corridor. Placement of fast chargers along both routes will go a long way toward preventing "range anxiety" to flourish and discourage ZEV travel through remote areas.

As our region, like most in the Super Region, has been severely impacted by the decline in the timber industry, recreation travel and tourism is an increasing component of the local economy. Providing a safe and reliable network of DC fast charging stations throughout the entire North State Super Region will be a benefit locally as well as regionally.

Although we can likely offer few financial resources for this endeavor, we do have local expertise in charging station development. We are highly supportive of this project and will lend assistance as needed.

Sincerely,

Phillip J. Dow

Phillip J. Dow, P.E.
Executive Director

MCTC
MODOC COUNTY
TRANSPORTATION COMMISSION

108 S. Main Street
Alturas, CA 96101

(530) 233-6410 Phone
233-3744 Fax

Meets First Tuesday of Even Numbered Months at 1:30 p.m.

Commissioners

John Dederick
Chairman
City of Alturas Mayor

Jim Wills
Commissioner
County Supervisor IV

David Allan
Vice Chairman
County Supervisor I

Danny Parker
Commissioner
City at Large Citizen

Bobby Ray
Commissioner
City Councilmember

Mark Moriarty
Commissioner
County at Large Citizen

Kathie Rhoads
Alternate-Commissioner
County Supervisor III

Cheryl Nelson
Alternate Commissioner
City Councilmember

Staff

Debbie Pedersen
Executive Director

Niki Witherspoon
Chief Fiscal Officer

Cindy Imbach
Senior Transportation Planner

Tiffany Gwinn
Executive Assistant Secretary

January 10, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State"Super *Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Modoc County Transportation Commission (MCTC) is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by promoting economic activity and encouraging EV owners to visit our North state communities, by providing and expanding the cross-country network and availability of chargers to promote an increase in EV purchases. The MCTC supports the North State "Super *Charge*" project as it has potential to reduce air pollution and greenhouse gas emissions.

The MCTC looks forward to working with SRTA to complete an EV charging network in the North State. We have support staff and would be interested in coordinating potential charging site locations in and around the North State.

Good luck on the grant application.

Sincerely,

Debbie Pedersen
Executive Director
Modoc County Transportation Commission

North Coast Unified
Air Quality Management District
707 L Street, Eureka, CA 95501
Telephone (707) 443-3093 FAX (707) 443-3099
http://www.ncuaqmd.org

January 13, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The North Coast Unified Air Quality Management District (District) is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. As an air district we endeavor to equally support all ZEV projects with positive air quality impacts.

The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

By supporting ongoing outreach activities and increasing promotion efforts in the North Coast, Volkswagen has the opportunity to catalyze ZEV adoption in a region of proven early adopters. Consumer's lack of awareness about ZEV options remains a central barrier to mass market ZEV adoption. Overcoming this barrier should be a top priority for Volkswagen during their initial investment cycle, especially in rural, destination communities like the North Coast. Preserving the health and beauty of the region relies on reimagining our transportation systems and we believe ZEVs are a critical part of this transformation.

As a member of the North Coast Plug-In Electric Vehicle Coordinating Council (PEVCC), we are committed to promoting and accelerating the local adoption of PEV technology as a key strategy for linking various parts of the west coast and state of

California with PEV infrastructure. We believe that coordinating with entities like the SRTA represent Volkswagen's best opportunity to spend ZEV funds in an effective, regionally appropriate way. We encourage Volkswagen to coordinate their ZEV investments with the SRTA and other projects in our area to ensure investments are made in projects that align with PEVCC priorities.

Sincerely,

/ S / Brian M. Wilson
Air Pollution Control Officer
North Coast Unified Air Quality Management District

January 10, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Oregon Department of Transportation is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to deploy a network of electric vehicle charging stations to fill a critical gap between existing networks in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to Electrify America by investing in electric vehicle infrastructure that connects to a wider nationwide network of convenient and reliable DC fast chargers, including the charging network in Oregon.

The states of California, Oregon, and Washington have an ongoing regional partnership through the Pacific Coast Collaborative (PCC) to develop an integrated West Coast Electric Highway, a charging network that allows long-distance EV travel "from BC to BC" – from British Columbia to Baja California. As part of the West Coast Electric Highway effort, ODOT has deployed a network of 44 DC fast chargers throughout the state, including locations near the California border on important north-south travel corridors like US 101 and I-5. As part of ODOT's own proposal to Volkswagen, we proposed upgrades and expansion to our system that will provide even more support for EV travel in Oregon.

The North State EV Fast Charger Network will add essential DC fast charging infrastructure along highways in Northern California, expanding the reach of the fast charging network and furthering our mission of an interconnected charging system along the entire West Coast. ODOT looks forward to working with SRTA to complete an EV charging network in the North State. We are happy to share information about our own charging network and our ongoing efforts to facilitate EV travel between our two states.

Sincerely,

Andrew Dick
Connected, Automated, and Electric Vehicle Advisor
Oregon Department of Transportation
355 Capitol St. MS 31
Salem, OR 97301

REDWOOD COAST
EnergyAuthority

County of Humboldt • Arcata • Blue Lake • Eureka • Ferndale • Fortuna • Rio Dell • Trinidad • Humboldt Bay Municipal Water District

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

January 12, 2017

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Redwood Coast Energy Authority (RCEA) is gladly supporting the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in EVs throughout California and building a nationwide network of convenient and reliable highway chargers.

California has led the way in the deployment of fast charging networks, yet some of its most vital transportation corridors are still plagued by gaps in coverage, which increases range anxiety. The deployment of a comprehensive DC fast charging network in the North State region will complement investments Volkswagen has already made in charging infrastructure here and will give existing and prospective electric vehicle owners assurance that they can recharge when driving long distances along a freeway or highway.

RCEA is a leading supporter of alternative transportation for the North Coast region, supporting EV charging infrastructure and EV readiness planning, as well as alternative fuels and zero-emission vehicles, through advanced planning, research, and infrastructure deployment. With CEC funding, RCEA has recently installed 20 Level 2 EV public charging ports at nine sites in Humboldt County, with the goal to increase PEV travel in the North Coast Region by establishing the first phase of a locally-controlled and economically sustainable network of EV chargers in the region. RCEA is exceptionally qualified to support SRTA's proposal, thanks to its existing network of business and interest group relationships and significant strides already made in EV charging siting.

RCEA looks forward to being SRTA's project partner for the North Coast region and will assist in the siting and planning for fast charging infrastructure here.

Sincerely,

Matthew Marshall, Executive Director
Redwood Coast Energy Authority

www.redwoodenergy.org
633 3rd Street – Eureka, CA 95501
707.269.1700 (local) – 800.931-RCEA (toll-free) – 707.269.1777 (fax)

CITY OF REDDING
CALIFORNIA

CITY OF REDDING
777 CYPRESS AVENUE, REDDING, CA 96001
P.O. BOX 496071, REDDING, CA 96049-6071

PUBLIC WORKS
ENGINEERING DIVISION
530.225.4170
530.245.7024

January 12, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The City of Redding Public Works Department is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to **Electrify America** by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

I believe the project will be of great value to the City of Redding and our region by improving critical electric vehicle charging infrastructure in a rural area of the State that is underserved by this technology yet in great need to meet interregional and regional travel demands. It is noted that Redding, at a population of 90,000 is the largest City north of Sacramento and by far the largest population center within 100 miles. It is further noted that heavily traveled Interstate 5 bisects the region and the associated large interregional travel associated does not have readily available electric charging infrastructure to meet a West Coast growing demand. In addition, there is a web of interregional and regional State highways and local roads that are spread across the region bringing out of area travelers to the Redwoods, Trinity Alps, Lassen National Park, Mount Shasta and other tourist destinations without the benefit of an acceptable electric vehicle charging network. This area needs the economic support and related vision for a electric vehicle charging network that Volkswagen has included in their generous Electrify America program.

The City of Redding Public Works Department looks forward to working with SRTA to complete an EV charging network in the North State. Good luck on the grant application.

Sincerely,

Brian F. Crane, Director
Public Works Department

BC:sm
L:\Correspondence\Brian\011217L-DL-SuperChargeProject.wpd

REDDING ELECTRIC UTILITY
P.O. Box 496071 • 3611 Avtech Parkway, Redding, California 96049-6071 • 530.339.7300 • Fax 530.339.7389

January 13, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging Highways in the North State Super Region

Dear Mr. Little:

Redding Electric Utility is gladly supporting the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle (EV) networks instituted in surrounding regions and states by connecting a network of EV charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in EVs throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by providing the necessary additional infrastructure to reach a sustainable EV charging network in the North State region. There are some efforts already underway by other entities to meet some of this area's electrification needs; however, with this project Volkswagen will see a tremendous return on its investment by helping reach critical utilization levels based on the number of DC Fast Chargers proposed in this project.

There should also be many desired outcomes from this project that reach beyond the direct electrification of the major highways of the region. These include a noticeable contribution to statewide greenhouse gas reduction goals and facilitate an increase in the availability of chargers in areas such as multi-family homes, workplaces, retail, and community centers.

REU is eager to work with SRTA in completing an EV charging network in the North State. We have resources available to help in the following ways:

- Participating in the SRTA effort, including designating a staff person to attend meetings throughout the project.
- Providing input and general feedback regarding the development of public charging infrastructure for EVs.
- Considering the addition of EVs to our fleet.

- Engaging in discussion about permitting requirements, codes, and procedures that encourage the installation of residential and commercial EV charging infrastructures.
- Providing input regarding the development of an education and outreach plan and/or promotional programs for EVs and EV infrastructure.

Good luck on the grant application.

Sincerely,

Paul A. Cummings

Barry Tippin

For Barry Tippin

SISKIYOU
ECONOMIC DEVELOPMENT

January 10, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Siskiyou Economic Development Council representing the Upstate Plug-in Electric Vehicle Coordinating Council is proud to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by providing investment and economic activity in many communities that have often—until now—not experienced many of the benefits of public and private investment in electric vehicle technology. Finally, this project installs locally and regionally critical infrastructure that will itself drive adoption of electric vehicles in our rural and disadvantaged communities.

Our mission is to facilitate business growth, retention, and attraction to promote community prosperity. Since 2011 we have used California Energy Commission grant funding for electric vehicle planning and implementation over five counties to address our mission. The North State "Super*Charge*" Project addresses our region's needs and also Volkswagen's mission to develop a high-speed, cross-country network consisting of several hundred stations (DC Fast Chargers) to increase the availability of chargers. With future station locations including multi-family homes, workplaces, retail, and corridor communities, this project has the capacity to continue research into EV adoption, energy supply shifting, and eliminate range anxiety for electric vehicle owners.

The Siskiyou Economic Development Council representing the Upstate Plug-in Electric Vehicle Coordinating Council is eager to work with SRTA in completing an EV charging network in the North State. We have resources available and we will help this project by 1) using our California Energy Commission grant funding to leverage planning and implementation activities where appropriate, 2) contribute staff time to collaborate on EV charging network feasibility, and 3) provide existing data developed under two California Energy Commission PEV Readiness grants.

Good luck on the grant application.

Sincerely,

Logan B. Smith, PhD; Senior Program Manager and Upstate PEVCC Coordinator
Siskiyou Economic Development Council

SCHATZ ENERGY RESEARCH CENTER

January 12th, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Schatz Energy Research Center (SERC) is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill gaps between existing and planned electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen Group of America's mission to Electrify America by investing in EV charging infrastructure that enables a nationwide network of convenient and reliable highway chargers.

SERC's mission is to promote the use of clean and renewable energy, and considers electric vehicles to be a vital step towards this aim. As a member of both the North Coast Plug-In Electric Vehicle Coordinating Council (PEVCC) and Upstate PEVCC, we are committed to promoting and accelerating the local adoption of electric and fuel cell vehicles. We have been deeply involved in modeling the optimal distribution and siting of EV chargers over the last five years for the North Coast and Upstate regions. We have developed and implemented detailed approaches to EV charger siting, and have contributed to approaches implemented by other local government agencies and a utility.

We believe this project will be of great value to our region by providing critical infrastructure along major travel corridors that compliments existing and planned infrastructure. Electrified vehicles present a primary pathway for the penetration of clean and renewable energy into the transportation sector; this project supports this aim.

SERC is eager to work with SRTA in completing an EV charging network in the North State. Through an existing publically funded project we have resources available to provide:

- Guidance on EV charger siting best practices, and
- Technical information related to existing planning efforts in the region.

Sincerely,

Peter Lehman, Ph. D.
Founding Director, Schatz Energy Research Center

Shasta County

DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Richard W. Simon, AICP
Director

Dale J. Fletcher, CBO
Assistant Director

January 10, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging Highways in the North State Super Region

Dear Mr. Little:

The Shasta County Air Quality Management District is gladly supporting the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by providing a high-speed, cross-country network consisting of DC Fast Chargers to increase the availability of chargers, with locations that could include multi-family homes, workplaces, retail, & community centers.

The Shasta County Air Quality Management District is eager to work with SRTA in completing an EV charging network in the North State.

Good luck on the grant application.

Sincerely,

Richard W. Simon, APCO
Shasta County Air Pollution Control Officer

☒ *Suite 101*
AIR QUALITY MANAGEMENT DISTRICT
530 225-5674
Fax 530 225-5237

☐ *Suite 102*
BUILDING DIVISION
530 225-5761
Fax 530 245-6468

☐ *Suite 103*
PLANNING DIVISION
530 225-5532
Fax 530 245-6468

☐ *Suite 201*
ENVIRONMENTAL HEALTH DIVISION
530 225-5787
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☐ *Suite 200*
ADMINISTRATION & COMMUNITY EDUCATION
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Toll Free Access Within Shasta County 1 800 528-2850

City of Shasta Lake
P.O. Box 777 • 1650 Stanton Drive
Shasta Lake, CA 96019
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Website: www.cityofshastalake.org

January 10, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super Charge" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The City of Shasta Lake is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe that the project will be of great value to our region by providing sustainable transportation planning, help reducing transportation related greenhouse gases, adding to the multimodal transportation system in the North State, and by way of:

1. Volkswagen mission; Developing a high-speed, cross-country network consisting of several hundred stations (DC Fast Chargers) to increase availability of chargers, with locations that could include:
    a. Multi-family homes
    b. Workplaces
    c. Retail
    d. Communities

2. Numerous county and regional specific benefits:
    a. An increase in Electric Vehicle purchases
    b. Adding potential for Electric Vehicle car-share
    c. Eliminating range anxiety for Electric Vehicle owners/potential owners
    d. Increased tourism from Electric Vehicle owners

The City of Shasta Lake looks forward to working with SRTA to complete an EV charging network in the North State. We have resources available to help the project by streamlining pertinent permits for the charging station, if any, within our municipality.

Sincerely,

John Duckett
City Manager, City of Shasta Lake

Dignity Health
Shasta Senior Nutrition Program

January 11, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

Shasta Senior Nutrition Program is gladly supporting the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region. This project correlates directly with Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by:

1. Developing local access to a statewide network of stations. This effort coincides with Shasta Senior Nutrition Program's desire to build a charging station onsite to serve employees, clients and the community
2. Capitalizing on the growing need in far northern California:
    a) Improving air quality, referencing the link between charging station locations & EV purchases
    b) Energy supply shifting
    c) Eliminating range anxiety for Electric Vehicle owners/potential owners, which is of considerable concern for rural north-state residents

Shasta Senior Nutrition Program is eager to work with SRTA in completing an EV charging network in the North State. Enabling clients, patients and their family's access to charging stations is a priority of Dignity Health and Shasta Senior Nutrition Program and we are delighted SRTA has identified this as a priority, as well.

Respectfully,

Jennifer Powell

Jennifer Powell, Executive Director
Shasta Senior Nutrition Program

County of Tehama
Air Pollution Control District
P.O. Box 1169 • Red Bluff, California 96080
Joseph H. Tona Air Pollution Control Officer
Phone: (530) 527-3717 Fax: (530) 527-0959 E-mail: Jtona@tehcoapcd.net

January 13, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Tehama County Air Pollution Control District is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of great value to our region by developing charging infrastructure in the north state that will not only support Multi-family homes, workplaces, retail, and community areas but also by diminishing the gap in charging infrastructure on the I-5 corridor. The increased availability of high speed charging stations in the north state will have the added benefit of reducing range anxiety and facilitating the proliferation of electric vehicles.

The Tehama County Air Pollution Control District looks forward to working with SRTA to complete an EV charging network in the North State.

Good luck on the grant application.

Sincerely,

Joseph H. Tona
Tehama County Air Pollution Control District

Tehama County Transportation Commission
and Regional Transportation Planning Agency

9380 San Benito Avenue • Gerber, California 96035 • (530) 385-1462 • Fax: (530) 385-1189

January 13, 2017

T 17-18

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

The Tehama County Transportation Commission is pleased to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. The project's objective is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This project will play a pivotal role in Volkswagen's mission to **Electrify America** by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers.

We believe the project will be of value to our region by providing expanded charging service in communities along major highways in Northern California. The North State EV Fast Charger Network will facilitate interregional travel within Northern California and nearby states, providing an opportunity for Electric Vehicle travelers to visit regions outside of the I-5 Corridor. Rural economies will benefit from travelers utilizing local amenities, from restaurants and shopping to hotels depending on the charging location.

Northern California residents will benefit from reduced greenhouse gas emissions and fuel consumption as electric vehicle ownership becomes more convenient in rural communities with the installation of chargers at retail locations, multifamily housing units, and workplaces.

Good luck on the grant application.

Sincerely,

Barbara O'Keeffe
Deputy Director, Transportation

By:

Nichole Bethurem, Administrative Assistant

TURTLE BAY
EXPLORATION PARK.
Wonder-Full

January 12, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "Super*Charge*" Project – Supercharging highways in the North State Super Region

Dear Mr. Little:

Turtle Bay Exploration Park is happy to support the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State EV Fast Charger Network. This project will play a central role in Volkswagen's mission to Electrify America by investing in electric vehicles throughout California and building a nationwide network of convenient and reliable highway chargers. The project's purpose is to connect a network of electric vehicle charging stations and fill a necessary gap between existing networks established in surrounding states and regions. This organization stands for sustainability and so our goals are the same.

We believe the project will be of great value to our region and our residents to have a charging station on our property. In fact we have wired the area and specific parking spaces for this eventuality. We cater to tourism and we are just finishing the area's first four star hotel. As mentioned earlier, Turtle Bay supports and encourages sustainability and that is why we have planned to have charging stations on site.

Turtle Bay Exploration Park is eager to work with SRTA in completing an EV charging network in the North State. We have resources available to help make this idea a reality by assigning a staff person to work with you, advertising the station, wiring in place, and on site personnel 24/7 to assist users. We will also have lighting and security on site. In fact I believe that if you polled this region there would be a consensus that Turtle Bay is the best and most logical place to put a charging station.

Good luck on the grant application.

Sincerely,

Michael Warren
CEO/President

1335 Arboretum Drive, Suite A Redding, CA 96003 530-243-8850 Fax 530-243-8898 www.TurtleBay.org

TAHOE REGIONAL PLANNING AGENCY

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January 13, 2017

Daniel S. Little, AICP
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: North State "SuperCharge" Project – Supercharging highways in the North State Super Region by the Shasta Regional Transportation Agency (SRTA)

Dear Mr. Little:

The Tahoe Regional Planning Agency (TRPA) is pleased to be a provide this letter of support to the Shasta Regional Transportation Agency's (SRTA) project proposal for the North State Electric Vehicle Fast Charger Network. The objective of the project is to fill a necessary gap between existing electric vehicle networks instituted in surrounding regions and states by connecting a network of electric vehicle charging stations in the North State region of California to enable EV travel to Oregon, Nevada, and southern/central California. Ultimately this will contribute to building nationwide network of Electric Vehicle (EV) infrastructure consisting of convenient and reliable highway chargers.

TRPA believes the project will be of great value to our region by providing EV infrastructure convenient for visitors and residents in the northern portion of California. Installing additional publicly accessible DC Fast Chargers at workplaces, shopping centers, and other travel destinations is crucial for encouraging greater use of EVs across the regions in Northern California. SRTA's proposed EV enhancements will encourage interregional EV travel by connecting to the growing EV infrastructure in the Tahoe-Truckee Region, south of SRTA's project area, by fulfilling a gap to build a cohesive network extending through a large portion of Northern California. The North State "SuperCharge" Project would complement our EV infrastructure planning and would benefit our region by promoting economic activity and reducing air quality impacts; therefore we encourage Volkswagen to invest in the North State.

TRPA will gladly work with SRTA in completing an EV charging network in the North State. We have developed toolkits, created new PEV resources, completed an assessment of current and project PEV ownership for the Tahoe Truckee Region, and will soon release a Tahoe-Truckee PEV Readiness Plan.

We appreciate your consideration of the Shasta Regional Transportation Agency's application. Please contact me if you have any questions regarding the Tahoe Regional Planning Agency's support of this project.

Sincerely,

JSMarchetta

Joanne S. Marchetta
Executive Director
Tahoe Regional Planning Agency