

Start time	Completion time	Email	Are you a city of Durang
5/12/21 9:28:55	5/12/21 11:57:14	anonymous	No
5/12/21 13:54:21	5/12/21 13:56:05	anonymous	Yes
5/13/21 10:01:18	5/13/21 10:53:50	anonymous	Yes
5/14/21 15:08:12	5/14/21 15:15:42	anonymous	Yes
5/13/21 2:06:09	5/18/21 17:27:53	anonymous	Yes

Please provide comments on the Draft Electric Vehicle Readiness Plan (available to download at [DurangoGov.org/EVready](https://durangogov.org/EVready))

- You incorrectly state that the "transportation sector is the largest source of GHG emissions in both Colorado and worldwide." Not correct - worldwide industry, along with agriculture and electricity generation are larger. <https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data#Sector>

Even CO has higher GHG emissions associated with electricity generation (oops!)

<https://www.eia.gov/environment/emissions/state/excel/table4.xlsx>

- You incorrectly state that the "climate has warmed 2deg in the last 30 years due to increased GHG emissions. NOT correct - the assumption that it was entirely due to GHG is false and not supportable. Data from DRO shows no statistical increase in maximum temperatures.

[https://climexp.knmi.nl/gdcntmax.cgi?id=someone@somewhere&WMO=USW00093005&STATION=DURANGO\\_LA\\_PLATA\\_CO\\_AP,\\_CO&extraargs=](https://climexp.knmi.nl/gdcntmax.cgi?id=someone@somewhere&WMO=USW00093005&STATION=DURANGO_LA_PLATA_CO_AP,_CO&extraargs=)

- Similarly, your assertion of increased numbers and intensity of heat waves (see above), droughts, floods and wildfires are also not supportable and are false. As opposed to repeating false virtue signaling narratives, make a case as to why EVs make economic sense - would be much better received as well as honest.

- I do not see any estimates as to 1) the additional amount (kwh) of electricity required, 2) the source of this electricity for this plan, or 3) costs associated with infrastructure required as outlined. Data from LPEA should be incorporated with this plan and illustrated for the residents.

Population increases, particularly over the last year needs to be accounted for in the goal setting.

- Assuming this plan proceeds, there is no discussion as to the significant drop in taxes that are currently collected on gasoline/diesel sales. How are these taxes going to be recovered through EV charging costs, and/or electricity rates? These additional costs/taxes need to be incorporated into the costs associated with EVs.

- Is it a 2015 or 2016 baseline? You use both in your goal setting/plan

- Why do you state 2015 GHG "on-road" emissions were 75,600 MT CO<sub>2</sub>e (pg 8, 9, 27) vs. your 2016 Emissions Inventory report show 131,328 MT CO<sub>2</sub>e? Which is it?

<https://www.durangogov.org/1316/Greenhouse-Gas-Emissions>

The city of Durango had better also institute a citywide minimum wage high enough to allow for people to actually buy electric vehicles, otherwise gas discrimination will be a thing and once again penalize the poor of this city, who are oppressed enough as it is being stuck in underpaid jobs

Its a good start. I fill incentives (tax credits, rebates, free charging is what I think drives the majority of EV adoption. Those things where the things that convinced me to adopt my EV's. I bought my first (PEVH) in 2017 and bought my second (BEV) in 2020.

The more EV's the better. I commend the city for implementing this plan and hope it grows in the future. We all need to work together to combat climate change.

Having been the owner of an Electric Vehicle for just over 3 months, I feel that I have a much better understanding of the issue of charging than I had before. It is my opinion that the use cases for Level 2 chargers are VERY limited. Having a Level 2 charger in my garage is great since it means I can always charge the battery in the car overnight while avoiding the 4 PM to 9 PM peak energy charge from LPEA. However, this charging speed is not useful for any kind of longer distance travelling. No one is going to want to plug into a charger and wait for 5 or 6 hours! Level 2 chargers can give the average EV about 25 to 30 miles of range for each hour of charging. That absolutely will not work for tourists, and obviously our area depends heavily on tourism.

The idea of employers putting chargers in parking lots for their employees might make some sense as a stopgap measure, but surely employers are not going to want to be adding additional charging stations year after year as EV sales increase.

I believe that we should be concentrating on installing Level III Fast DC chargers. Charging rates for these kinds of chargers varies quite a bit, but with the faster (but not fastest) ones I can typically recharge my car in about 30 minutes. Anyone would be able to charge their EV in a reasonable amount of time, similar to the way we fill our cars at gas stations now. I realize that Fast DC chargers are expensive right now, but the price has come down quite a bit and should continue to come down as volume increases.

I would strongly suggest that the City of Durango and LPEA work out plans to concentrate on Fast DC chargers and get more of those installed as quickly as possible. (Currently the only Fast DC charger anywhere near Durango is in Pagosa Springs.) I think if you talk to people who actually own EV's you will find pretty strong agreement on this.