



Florida Public Service Commission  
Office of Commission Clerk  
2540 Shumard Oak Boulevard  
Tallahassee, Florida 32399-0850

Reference: 2020 Undocketed File, Docket No. 20200000-OT – Additional Comments

Ben, Thank you for allowing us to participate. First, I thought the PSC did a great job of gaining insight into a very diverse group. Thanks again for running this event. I wanted to raise an area that may require a deeper dive as a follow up to the session. OUC did a study regarding the evacuation habits during hurricane events. This study piggybacked on two State evacuation studies and data collected from Expressway Toll data for two recent evacuation events. What we found is that people do not evacuate the State, they evacuate inland or out of immediate harm's way. I am concerned that the need to distribute infrastructure to handle evacuation might be over played based on the following:

1. Locations for evacuation will move based on the where the hurricane is positioned, so if you are going to position stationary charging stations you need to cover the full State.
2. Most families have multiple cars and can make a decision which to use during an event.
3. Unlike ICE vehicles EV's do not use much power to maintain temperature if you are idling in a bumper to bumper traffic jam.
4. Locations that make good charging locations for evacuation sites, may not be useful for EV adoption, therefore they will not be economic due to low usage.
5. Less than 25% go further than their adjacent county during an evacuation. Therefore most people do not need more than 100 miles of range, with 2-3 days to refill for the return while they ride out the storm, which can be accomplished on low voltage.
6. OUC feels that there are several mobile solutions that have shown value. When the event is not happening the mobile unit can be used to augment other charging hubs. During the event they can be deployed to the right place to facilitate evacuation for that specific event

Since EVSE is expensive, we feel that these dollars should be appropriately positioned to advance EV and secondarily facilitate evacuation. In order to minimize the spend on evacuation specific equipment we recommend one of the mobile solutions such as this one from Envision <https://beamforall.com/product/ev-arc-2020/>

One other point of clarification. I would like to stress that until there is a ubiquitous charging platform for all BEV's it is very important that high speed charging hubs that are deployed be usable by all car technologies. That does not mean it requires multiple charging stations. Many EVSE stations provide multiple adaptor hoses so that all cars can accept a high speed charge off the same equipment. That way as I arrive with my Nissan Leaf I am not concerned if the CHAdeMO port is available for me to charge, or if there is even a CHAdeMO port at the hub, rather I just use the right hose from the same station. Once we standardize this requirement can be lifted.

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