



## Oregon Energy Strategy Policy Working Group breakout sessions – Transportation Electrification Meeting 4 **April 30, 2025, 9:00-12:00**

### Post-Meeting Notes

#### Meeting Summary

*Jillian DiMedio (ODOE) provided a brief review of air quality modeling and Energy Wallet analysis findings from the complementary analyses supporting the Energy Strategy. Jillian presented potential policy actions for the Transportation Electrification PWG and Jessica Reichers (ODOE) facilitated a discussion on these actions. Jillian asked that PWG members provide written comments by May 9, in advance of a publication for written feedback of draft recommendations later in the summer.*

### In-Meeting Notes

#### Participants

ODOE	Other Participants	PWG Members
Alan Zelenka	Brian Hurley, ODOT	Brett Morgan, Climate Solutions
Evan Elias	Stefenie Griggs, ODOT	Bret Stevens, Daimler
Jessica Reichers	Cody Meyer, DLCD	Charlie Tracy, OTEC
Jillian DiMedio		Ingrid Fish, City of Portland
Joshua Price		Jamie Johnson, Green Energy Inst. at LC Law Sch
Michael Freels		Jana Jarvis, Oregon Trucking Association
		Juan J Serpa Muñoz, EWEB
		Kyle Whatley, TriMet
		Logan Telles, City of Eugene
		Marshall McGrady, IBEW
		Nancy Bennet, PGE
		Rebecca Smith, RHA
		Tonio Moro
		Jason Altamirano, TITAN Freight Systems

### Introduction

- Jillian DiMedio (ODOE) kicked off the call and introduced ODOE support staff. Jillian reviewed ODOE's mission and reminders on how to use WebEx. Jillian welcomed PWG members providing further input through ODOE's [public comment portal](#).
- Jillian reviewed the scope of the Transportation Electrification PWG and how it relates to the scope of the other four Energy Strategy PWGs. Jillian also reviewed the role of PWGs in informing the policies and recommendations that will be advanced in the Energy Strategy.

- Jillian reviewed the present meeting objectives, agenda, and PWG roster. Meeting objectives focus on discussing draft policy actions, reviewing the policy recommendation development process, and sharing insights from the air quality modeling and Energy Wallet complementary analyses; Jillian explained that the meeting priority is discussion of policy actions.
- Jillian reviewed the draft strategies to be included in the Report as the highest level for organizing recommendations and policy actions; Jillian reviewed an example of how a policy actions and recommendations may be embedded in strategies. Jillian reviewed the high-level policy recommendations drafted for the TE PWG and asked that members provide feedback on these through the comment portal.

### Complementary Analyses

- Jillian provided an overview of key findings from the complementary analyses and recommended that PWG members refer to the results presentation for more information.<sup>1</sup> Key findings from the air quality and household Energy Wallet analyses include findings that:
  - All modeled pathways would lead to significant air quality and health benefits, with highest per-capita benefits accruing in southern Oregon;
  - All modeled scenarios have ambitious decarbonization goals and therefore similar air quality results, with greater differences resulting from varying COBRA air quality assumptions rather than the energy pathways alternative considered;
  - Transportation electrification provided the greatest opportunity for Energy Wallet savings, with sooner EV purchases resulting in greater savings; and
  - Charging infrastructure and up-front costs are important elements to address to realize transportation electrification savings.

### Potential Policy Actions

- Jillian explained that, for this meeting, the discussion would be broken down into three topic-focused sections and that the group would use a polling exercise to prioritization discussion.

### Vehicle Electrification

- Recommendation: Reduce barriers to transportation electrification to ensure the state electrifies at the pace and scale needed to meet state goals.
- Jillian reviewed draft policy actions under Vehicle Electrification.<sup>2</sup>
- Jessica Reichers (ODOE) facilitated a discussion on Vehicle Electrification policy actions.
- Policy Action 1: Establish a sustainable source of state funding to support the rapid deployment of charging and fueling infrastructure statewide.
  - Jana Jarvis, OTA: we have no real sense of the cost for MHD infrastructure and energy challenges, how much energy would be needed to electrify the sector. Trucking industry in a quandary on this issue.
  - Jamie Johnson, GEI: Flags that the Strategy should consider timing and aligning with efforts (utility TE Plans, transportation bill in legislature).

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<sup>1</sup> Complementary analyses materials are available at: [State of Oregon: DATA & REPORTS - Oregon Energy Strategy Engagement Opportunities](#).

<sup>2</sup> To see these policy actions in full, refer to <https://www.oregon.gov/energy/Data-and-Reports/Documents/4-30-25-PWG-Transportation-Electrification-Breakout.pdf> at slide 26 and onwards.

- Charlie Tracy, OTEC: In favor of this as rural/smaller populations need support to make charging infrastructure profitable.
- Logan Telles, City of Eugene: also in support of this action because small cities do not get market attention.
- Rebecca Smith, RHA: support but wonder if this is inclusive of or separate from Clean Fuels Program (CFP) recommendations.
  - Jillian; that is a separate policy action.
- Bret Stevens, Daimler: agree with Rebecca, Portland is short of funding, funding needs to be sustainable and accessible.
- From Ingrid Fish, City of Portland, in chat: do we know if the electric utilities are planning to continue to invest in public charging and, or if they are planning to reduce their future investments?
  - Charlie: they operate a small network of DC chargers; are currently losing money on them.
  - Nancy: PGE is thinking that utility ownership of vehicle charging is not the best model.
- Policy Action 2: Establish a statewide technical assistance program for fleets to support their transition to ZEVs, including development of a fleet transition plan, infrastructure assessment, and electricity rate analysis.
  - Rebecca: Action should not exclude hydrogen, need to consider fueling infrastructure inclusion in study.
  - Jana: Important to understand electricity needs for vehicle electrification. Trucking industry repeatedly told they cannot get enough power capacity and that it would take the power of a small city to charge 100 trucks.
    - Jessica; ODOE has tried to replicate this math but our findings are that the small-city charging needs claim is inaccurate.
  - Charlie: Concerned of the focus on fleets and MHD. There are challenges but he is worried that this focus may take away from light duty, where work is still needed in rural areas. Adds that rural infrastructure also affects urban adoption. We probably need different policies for different areas.
- Policy Action 3: Develop a revolving loan fund to provide low- or no-interest loans for public or private fleets and middle-income households to purchase ZEVs and infrastructure

#### Several minor issues

- Bret: This feels too broad (boil the ocean), there are other priority areas to focus on; interest rates are less of a barrier to vehicle adoption than are up-front costs.
- Jana: Doubtful of this policy because of funding constraints in legislature
  - Jillian states the reason for proposing loan versus a grant is meant to address funding constraints.
- Jason Altamirano, TITAN Freight Systems: We get asked questions as an early adopter; the main question is “is it worth it?”, and that fleets currently can take out large loans to finance EV

- purchases. For most of the smaller companies they will need to want to do it or have other motivations (won't make a ton of money). He thinks we need to focus on incentives and grants.
  - Jana: Jason just pointed out that grants are needed vs. loans in order for EV purchases to pencil out.
- Policy Action 4: Establish a working group of state entities and others to develop regulations and standards for hydrogen refueling infrastructure, including station certification and testing protocols and safety, fuel quality, and consumer protection standards
  - Bret: Oregon would benefit in following from expert investments in this area from other jurisdictions.
    - Jillian: the intent of this policy action would be to refer to programs implemented in other states like California.
- Policy Action 6: Complete a statewide assessment of MHD charging and fueling infrastructure needs (public and depot) to meet the targets established by Advanced Clean Trucks.
  - Bret: Needs to be fleet informed, grounded. Daimler would gladly participate.
  - Jana: And this process should include operators.
  - From earlier: Brett Morgan, Climate Solutions: TEINA Report is helpful but out of date. Agree that everybody could benefit from improved information.
  - From earlier: Rebecca: TEINA hydrogen addendum needs to be stronger/updated.

#### *Grid Integration*

- Recommendation: Implement streamlined procedures for distribution system upgrades and EV charging infrastructure interconnection and prioritize the management of EVs as flexible loads to reduce delays, mitigate the potential impacts of increased EV adoption, and enhance grid efficiency.
- Jillian reviewed draft policy actions under Grid Integration.<sup>3</sup>
- Jessica Reichers (ODOE) facilitated a discussion on Grid Integration policy actions.
- Policy Action 13: Complete a comprehensive review of charge management systems and their integration.
  - Bret Stevens: Charge management systems (CMSs) are nascent and there is not an appropriate one-size fits all solution for the industry.
  - Jason: We have used several charge management systems but the learning curve is high; they had to switch systems as they identified their needs. Software has nearly weekly updates on features. It's too early for a comprehensive review that may be out of date as soon as it's published; instead, recommends establishing standards for CMS around features that benefit integration between CMSs and utilities or the grid
    - Bret; agrees, flexibility from the utility side on API connectivity to CMSs will make the industry much more flexible and enable the space to mature
  - Charlie: I voted highly on this as I think there is large potential and a small utility cannot evaluate all the options on their own; better that the state establish a standard
  - Nancy: I agree with all previous statements

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<sup>3</sup> To see these policy actions in full, refer to <https://www.oregon.gov/energy/Data-and-Reports/Documents/4-30-25-PWG-Transportation-Electrification-Breakout.pdf> at slide 39 and onwards.

- Policy Action 12: Establish average and maximum energization timelines for connecting new or upgraded electrical services, ensuring timely access to electricity for EV charging and clean energy projects.
  - Nancy: Fixed timelines are difficult because of dynamic factors; thinks providing clarity on PGE's process and timelines on their ends, rather than a fixed timeline, would be a better recommendation
  - Jason: thinks timelines vary and are uncertain for electricity upgrades; addressing this would be in tension with minimizing system costs.
  - Charlie: There is a real problem with external prioritizing of utility work. Mostly limited by supply line of equipment.
  - Bret Stevens: Considering difficulties of utilities to respond to dynamic factors in setting timelines, OEMs have their own concerns regarding fixed targets for ZEV deployments. Daimler and fleets have multi-year plans for electric truck deployment.
- Policy Action 11: Require IOUs to develop EV-specific rates for residential and commercial customers that better align the cost of EV charging with grid conditions. Commercial rates should be designed to reduce or replace traditional demand charges.
  - Charlie: Everyone wants this, but the utility has challenges. Second meters add cost and not much value. Will be important for managed charging. The utility has to recover costs. No price signal yet, but this could change in the future. TOU is better than EV specific. Coming home and turning on the dryer is as bad as plugging in an EV.
  - Ingrid: would like to hear more about the unintended negative consequences of Policy Action 11. I have a feeling there are many that we have not explored in addition to Charlie's point.
  - Bret Stevens: need carrots, rather than sticks, to address fleet time of use charging; says cost allocation should reflect whether the policy is intended to benefit society at large or the regulated entity.
  - Tonia Moro: think policy action 11 should include a reference to the benefits of EV. So it should say rates "that better align the costs *and benefits of...*"
- Policy Action 8: Require IOUs to publish and maintain interactive, circuit-level Hosting Capacity Maps (HCMs) showing available capacity for EV charging infrastructure, building electrification, distributed generation, and battery storage. The state should establish uniform standards for data formats and granularity, visualizations tools, and public access protocols.
  - Charlie: I find it better for an EV owning company to directly work with utilities to identify siting locations; a blanket mapping approach would not focus work in the right areas.
  - Nancy: I agree that a discussion on the needs for specific projects is preferred. Utilities don't have endless capacity for this work, questions the value per effort.
  - Charlie: Some of this work is done, but it becomes better with collaboration, learn from working with cities etc. Part of the problem is based on where do we need charging and where is it feasible to site charging; he could better plan for charging by coordinating with truckers based on their extant routes
  - Tonia Moro: Instead of requiring the IOUs on policy 8, it might be worthwhile to suggest a PUC investigation into requiring the IOUs to do so.

## VTM Reduction

- Recommendation: Prioritize policies and allocate funding to programs that expand access to multimodal transportation options – including public transit, biking, and walking infrastructure – and promote development patterns that make it easier and more appealing for people to live, work, and access services without relying on a personal vehicle.
- Jillian reviewed draft policy actions under VMT Reduction.<sup>4</sup>
- Jessica Reichers (ODOE) facilitated a discussion on VMT Reduction policy actions.
- Policy Action 15: Increase funding for Oregon's Safe Routes to School and Great Streets programs through increased allocations from the State Highway Fund.
  - Jana: I think there are other priorities. This action is not a priority for her.
- Policy Action 16: Increase the Statewide Transit Tax commensurate with need to support additional transit funding.
  - Jana: transit ridership has been declining since 2012 and while per-rider subsidies increase.
- Policy Action 18: Establish a statewide e-bike incentive that includes prioritization of and higher incentive levels for income-qualifying Oregonians.
  - Ingrid: I have been fighting for this for a long time, but a new incentive would need to consider existing programs. Would want to ensure this funding layers with PSAF, the Portland Clean Energy Fund e-bike rebate program for low-income community members. Also, we may want to focus as it has the most effect in urban areas.
    - Jamie: Generally supportive. Wants to ensure the program also target commercial e-bikes to address last-mile transit resource needs, referencing B-line in Portland.
  - Charlie: We do see an influx of e-bikes in rural communities as well.
- Policy Action 20: Create a safety framework for public transit that includes standards for community-based unarmed personnel, data reporting, and safety in design.
  - Bret Stevens: Personally, I think there needs to be more positive levers, personal safety concern.
  - Ingrid: I second Bret and support public transit but have children and won't ride after dark. Safety needs to be addressed. This is an important one.
  - Bret: Example of taking children to a sporting event and had issues both directions.
  - Logan Telles, City of Eugene: Believes it's a widespread problem but the news articles are largely based on houseless populations in Portland. This is likely a statewide, not just TriMet problem.
    - Tonia Moro: other networks don't have same problems as TriMet
  - Brian Hurley, ODOT: There are two issues here. Infrastructure engineering standards addresses crashes; safety and security at stops and stations, that's really about landscape architecture
  - Marshall McGrady, IBEW: Need regular and reliable service and some types of workers (construction) need to move during the day and carry tools.

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<sup>4</sup> To see these policy actions in full, refer to <https://www.oregon.gov/energy/Data-and-Reports/Documents/4-30-25-PWG-Transportation-Electrification-Breakout.pdf> at slide 49 and onwards.

- Charlie: Different challenges in small-scale transit locals.
- Ingrid: Transit works in the city, but residents still want to escape to other destinations (urban-rural interconnection).
- Juan: Both criminal and mental health issues posed threats, in distinct ways, to different cities; so there are multiple needs to address with a safety framework.

### Next Steps

- Jillian concluded the meeting. Jillian thanked PWG members for their participation and asked that members submit written comments through May 9, in advance of a written comment period on draft recommendations later in the summer

### Virtual Meeting Chat

Logan Telles	All Participants	Logan Telles, Transportation planner with the City of Eugene, I've really been enjoying having some sunny days so far this Spring.
Bret Stevens	All Participants	Bret Stevens - Daimler Truck North America - Favorite thing about Spring: Staying light later in the evenings
Stefenie Griggs	All Participants	Stefenie Griggs, Senior Transportation Electrification Analyst at ODOT, love Spring gardening
Nancy Bennett	All Participants	Nancy Bennett, Portland General Electric. Love gardening.
Jessica Reichers	All Panelists	Good morning, everyone! I am Jessica Reichers, the Technology & Policy Manager at ODOE. Feel free to throw any questions you have in the chat as Jillian walks through the slides.
Jessica Reichers	All Participants	Josh Price and Jennifer Villanueva can provide assistance for WebEx issues if needed.
Jessica Reichers	All Participants	Jessica Reichers, Technology & Policy Manager at ODOE, love planting and looking at all the beautiful flowers!
Jamie Johnson, Green Energy Inst. at LC Law Sch, she/her	All Participants	Hello, all! Jamie Johnson, Green Energy Institute at Lewis & Clark Law School. I've been really loving seeing and smelling all the flowers blooming.
ctracy	All Participants	Charlie Tracy, Director of Engineering at Oregon Trail Electric Co-op, I love bike commuting in the spring!
Josh Price, ODOE	All Panelists	<a href="https://www.menti.com/alqmwwt62sxi">https://www.menti.com/alqmwwt62sxi</a>
Josh Price, ODOE	All Panelists	Copy and paste link into your browser or use the email sent to you at the start of this meeting.
Josh Price, ODOE	All Panelists	6985 4667

Nancy Bennett	All Participants	My company blocks this application. I will try to join from another device.
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	For the funding, my initial reaction is that I strongly agree. HOWEVER, now that I think about it, when funds are requested they are often taken from other areas. Obviously we do not know where this funding will come from. I may have concerns if funds are taken from schools or other important areas.
Jessica Reichers	All Participants	Thanks for that flag, Ingrid. I encourage everyone to share any additional considerations that might occur to them during this exercise and in the following discussion. You can also share comments with ODOE through our Comment Portal by May 9. <a href="https://odoe.powerappsportals.us/en-US/energy-strategy/">https://odoe.powerappsportals.us/en-US/energy-strategy/</a>
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Do we know if the electric utilities are planning to continue to invest in public charging and/or if they are planning to reduce their future investments?
Brett Morgan He/Him	All Participants	The TE reports from utilities are a wealth of knowledge on this question: <a href="https://portlandgeneral.com/about/who-we-are/resource-planning/transportation-electrification-planning">https://portlandgeneral.com/about/who-we-are/resource-planning/transportation-electrification-planning</a>
Jessica Reichers	All Participants	Thanks, Brett!
Bret Stevens	All Participants	California is mandating utility LCFS funding to go toward MHD electrification as reference.
Brett Morgan He/Him	All Participants	This one is a bit dated, but the other utilities generate these
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Thanks Brett! I have not had a chance to dig into the utility TE Plans yet.



Brett Morgan He/Him	All Participants	Just want to +1 the earlier comment that the time is now to get charging + fueling \$\$ in the transportation package, to Jamie's point.
Jessica Reichers	All Participants	Sorry about that Brett - so many things to discuss in this!
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	+2 to Brett & Jamie's comment.
Jessica Reichers	All Participants	Thanks, Ingrid!
Brett Morgan He/Him	All Participants	TEINA report I just mentioned: <a href="https://www.oregon.gov/odot/programs/pages/teina.aspx">https://www.oregon.gov/odot/programs/pages/teina.aspx</a>
Jamie Johnson, Green Energy Inst. at LC Law Sch, she/her	All Participants	I have a note for a PGE transportation electrification workshop on May 15 but I'm not seeing information on their website about it right now ( <a href="https://portlandgeneral.com/about/who-we-are/resource-planning/resource-planning-engagement">https://portlandgeneral.com/about/who-we-are/resource-planning/resource-planning-engagement</a> ). Nancy, do you happen to know more about PGE's TEP workshops?
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Plus one to Rebecca's comment.
Juan J Serpa Muñoz - EWEB	All Participants	EWEB's model for EVSE is to provide incentives, but not to own stations. However, with reduced funding from Clean Fuels, our EVSE rebates in 2025 had to be updated and we are no longer offering rebates for DCFC or L2 public. We do have rebates for residential (single family) and multifamily L2.
Logan Telles	All Participants	I think I gave policy action 2 a rating of 3. The only suggestion I have would be rewording it to be more inclusive of non-fleet related projects. For example a commercial shopping center that is interested in potentially adding DCFC to the parking lot may benefit from technical assistance. That isn't necessarily fleet related but still of benefit

Tonia Moro	All Participants	Plus 1 on Logan's comment.
Jillian DiMedio , ODOE, she/her	All Participants	Jana, to the comment that it would take the power supply of the city of Eugene to power 100 electric trucks: According to the 2023 Oregon Utility Statistics book, EWEB sold 983,522,037 kWh of electricity to residential customers in 2023, or approx.. 2,694,581 kWh / day. With this amount of electricity, you could fully charge 4,899 average sized heavy duty trucks per day (assuming a 550 kWh battery). Even if looking at the larger, extended range Tesla Semi (an 850 kWh battery), you could charge 3,170 trucks per day (850 kWh battery).
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	I suggest potentially doing a little more research related to Policy Action 3. It would be great to survey middle-income households and private fleets to see if a revolving loan program would actually be used and helpful.
Tonia Moro	All Participants	I would also look at whether the state loan program to jurisdictions would include loans to purchase. I think this program for loans as it relates to class 2b vehicles and could foster vehicle share programs. Folks opting into the loan program can help move the entire market forward.
Bret Stevens	All Participants	+1 Jason
Jason Altamirano - TITAN Freight Systems	All Participants	Absolutely correct Jana. Thank you.
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	I do not have a lot of background knowledge about Hydrogen fueling, and it sounds like ODOE may have released a report that I did not read. My question is, do hydrogen fuel cell technology trends point to this is a realistic, feasible and affordable solution in Oregon? I know this fueling infrastructure is extremely expensive. Is it worth investing in, in OR?
Jamie Johnson, Green Energy Inst. at	All Participants	Re: state agencies working group, I just have some concerns over staffing capacity within state entities to form a new working group. Just a minor concern to ensure the agencies we want to engage have capacity to meaningfully do so.

LC Law Sch, she/her		
Josh Price, ODOE	All Panelists	<a href="https://miro.com/app/board/uXjVI9kZjyY=?share_link_id=780516487069">https://miro.com/app/board/uXjVI9kZjyY=?share_link_id=780516487069</a>
Josh Price, ODOE	All Panelists	Copy and paste the link to your browser or use the link in the email sent earlier.
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	That link didn't seem to work for me Josh..
Rebecca Smith for RHA	All Participants	Can you remember what the bottom quadrants mean?
Rebecca Smith for RHA	All Participants	Oops, nevermind
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Yes, I will try that.
Jason Altamirano - TITAN Freight Systems	All Participants	The top four policies are all the same color stickies
Jason Altamirano - TITAN Freight Systems	All Participants	yes

Jessica Reichers	All Participants	Thanks for your falg, Jamie. Appreciate that input.
Jason Altamirano - TITAN Freight Systems	All Participants	Even though the stickies are the same color on the left, once you place them, they change to the correct color.
Stefenie Griggs	All Panelists	I noticed that as well!
Jessica Reichers	All Participants	That is so WEIRD!
Jillian DiMedio , ODOE, she/her	All Participants	Hi Ingrid, here is the ODOT report Rebecca referenced. I did manage this report, let me know if you want to discuss at some point, to get at your questions: <a href="https://www.oregon.gov/odot/climate/Documents/Hydrogen%20Pathway%20Study_Final.pdf">https://www.oregon.gov/odot/climate/Documents/Hydrogen%20Pathway%20Study_Final.pdf</a>
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Thank you!
Jessica Reichers	All Participants	@Tonia, thanks for this comment - that is a helpful consideration around that policy actions. "I would also look at whether the state loan program to jurisdictions would include loans to purchase. I think this program for loans as it relates to class 2b vehicles and could foster vehicle share programs. Folks opting into the loan program can help move the entire market forward. "
Jessica Reichers	All Participants	Thanks for this comment, Ingrid. Suggestions for more research are a great flag for us. "I suggest potentially doing a little more research related to Policy Action 3. It would be great to survey middle-income households and private fleets to see if a revolving loan program would actually be used and helpful. "
Jessica Reichers	All Participants	Love this comment, Logan - "I think I gave policy action 2 a rating of 3. The only suggestion I have would be rewording it to be more inclusive of non-fleet related projects. For example a commercial shopping center that is interested in potentially adding DCFC to the parking lot may benefit from technical assistance. That isn't necessarily fleet related but still of benefit "
Jessica Reichers	All Participants	Thanks, Juan - that is a really important thing for us to add to our list of considerations. "EWEB's model for EVSE is to provide incentives, but not to own stations. However, with reduced funding from Clean Fuels, our EVSE rebates in 2025 had to be updated and we are no longer offering rebates

		for DCFC or L2 public. We do have rebates for residential (single family) and multifamily L2. "
Josh Price, ODOE	All Panelists	<a href="https://www.menti.com/alqmwwt62sxi">https://www.menti.com/alqmwwt62sxi</a>
Jamie Johnson, Green Energy Inst. at LC Law Sch, she/her	All Participants	I know I've brought up staffing before, but wanted to flag that most of these will require extra staff capacity at the PUC. Almost all of these involve some sort of investigation or docket involving IOUs, And the PUC just this year asked for more money for more staff and capacity (I haven't followed this bill but seemed likely to pass last I knew), which would not include these investigations.
Rebecca Smith for RHA	All Participants	I have to leave early - apologies.
Jessica Reichers	All Participants	Thanks for joining, Rebecca.
Ingrid Fish, City of Portland, Bureau of Planning and Sustainable	All Participants	Plus one to Bret's current comment. An incentivizing price structure will help drive demand.
Tonia Moro	All Participants	I think policy action 11 should include a reference to the benefits of EV. So it should say rates that better align the costs and benefits of ....
Ingrid Fish, City of Portland, Bureau of Planning and Sustainable	All Participants	I'd like to hear more about the unintended negative consequences of Policy Action 11. I have a feeling there are many that we have not explored in addition to Charlie's point.
Jillian DiMedio, ODOE, she/her	All Participants	Thanks, Tonia!
Ingrid Fish, City of	All Participants	Agree with the underlining intent of Policy Action 11.

Portland , Bureau of Planning and Sustainable		
Tonia Moro	All Participants	Instead of requiring the IOUs on policy 8, it might be worth while to suggest a PUC investigation into requiring the IOUs to do so.
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Policy Action 8: Is there a level off doing this in which it actually saves utility staff time to avoid in depth conversations where they are not needed, at least in the initial phase of evaluating electrical capacity when determining charging sites.
Tonia Moro	All Participants	Let's include a policy recommendation to provide greater funding and capacity to the PUC.
Josh Price, ODOE	All Panelists	<a href="https://miro.com/app/board/uXjVI9kZjyY=?share_link_id=977747936899">https://miro.com/app/board/uXjVI9kZjyY=?share_link_id=977747936899</a>
Jamie Johnson, Green Energy Inst. at LC Law Sch, she/her	All Participants	+1 for Tonia's suggestion (I added a green note on the board!)
Jessica Reichers	All Participants	Policy Action 8: Is there a level off doing this in which it actually saves utility staff time to avoid in depth conversations where they are not needed, at least in the initial phase of evaluating electrical capacity when determining charging sites."
Jessica Reichers	All Participants	Thanks, Tonia and Jamie for your input on OPUC capacity needs.
Jessica Reichers	All Participants	Regarding Ingrid's question, "I'd like to hear more about the unintended negative consequences of Policy Action 11. I have a feeling there are many that we have not explored in addition to Charlie's point." We would really appreciate hearing more from all of you about the pros and cons of these policy actions through our Comment Portal: <a href="https://odoe.powerappsportals.us/en-US/energy-strategy/">https://odoe.powerappsportals.us/en-US/energy-strategy/</a>
Jessica Reichers	All Participants	Thanks for this comment, Tonia. That is a great add to our considerations. "I think policy action 11 should include a reference to the benefits of EV. So it should say rates that better align the costs and benefits of .... "

Josh Price, ODOE	All Panelists	<a href="https://www.menti.com/alqmwwt62sxi">https://www.menti.com/alqmwwt62sxi</a>
Jana Jarvis	All Participants	Major problems with additional funding for Safe Routes to School
Jillian DiMedio , ODOE, she/her	All Participants	Noted, thank you Jana, I've flagged it for discussion
Jana Jarvis	All Participants	Transit ridership is down from its high in 2012 - why invest more when ridership is declining? Major problems
Jana Jarvis	All Participants	Major problems with the third bullet
Jana Jarvis	All Participants	Minor problems with e-bike incentives, Create additional safety hazards on Oregon's roads
Jana Jarvis	All Participants	Minor problems with granting local jurisdictions the same taxing authority to mass transit districts
Jana Jarvis	All Participants	Strong support for increasing safety for mass transit
Bret Stevens	All Participants	The safety framework does not go far enough
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Plus one to Jamie's comment about commercial e-bikes.
Logan Telles	All Participants	I agree with Ingrid that policy action 18 should be stackable with other local incentives. I would assume this would only be applicable to Class 1 and 2 e-bikes
Tonia Moro	All Participants	+ one to Jamie's comment too
Tonia Moro	All Participants	Agree with both Bret and Ingrid - there is a fine line between tying transit to law enforcement and criminalization. and making it safe. May need more social services folks involved but the issue is to have the discussion necessary to find a better way to solve the safety issue.
Tonia Moro	All Participants	Not all transit districts have the same level of problems as tri met.
Stefenie Griggs	All Panelists	I agree, there are levels to it, speaking from Roseburg
Jessica Reichers	All Participants	Thanks, Tonia and Stefenie.

Jamie Johnson, Green Energy Inst. at LC Law Sch, she/her	All Participants	+1 for Logan's concern -- the source of a lot of the concerns I'm hearing are related to issues that are much bigger than transit and policing. Oregon's housing crisis is a bit beyond the scope of the energy strategy. But I would be curious about studies that examine some safety routes to address concerns.
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Plus one to Brain's comment
Logan Telles	All Participants	Another quick comment about policy action 20. When we talk about "safety in design" at transit stops - thinking about the crash worthiness of the stop is also a relevant topic. Eugene is having an issue with some of our BRT stations being hit by cars
Tonia Moro	All Participants	Great point Ingrid!
Bret Stevens	All Participants	Regarding the "true cost study"... I just want to remind everyone that avoided societal costs are real, but not liquid. We should not treat them as if they are self-financing. The quantification of avoided costs strengthens the case for public investment, but doesn't eliminate the need for sustainable funding pathways. Being mindful of discretionary costs to society and those that provide economic value will be important during this study.
Jillian DiMedio , ODOE, she/her	All Participants	Thanks for that feedback Bret!
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	I have a comment about the housing policy action
Jessica Reichers	All Participants	Thanks, Ingrid. Can you add it to the chat?



Alan Zelenka	All Panelists	From an accident perspective, according to APTA public transportation is 10X safer per mile than traveling by automobile. Said differently - one reduces their chances of getting in a accident by 90% by taking public transit as opposed to commuting by car.
Bret Stevens	All Participants	I need to be on the move for my next meeting. Thanks!
Jessica Reichers	All Participants	Thanks, Bret!
Jessica Reichers	All Participants	Comment Portal link: <a href="https://odoe.powerappsportals.us/en-US/energy-strategy/">https://odoe.powerappsportals.us/en-US/energy-strategy/</a>
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Housing Policy Action - this needs to be coupled with bike parking requirements to facilitate affordable clean transportation. This in not aligned with bike current parking requirements (especially for cargo bikes) which have been temporarily removed to facilitate quick housing construction/development.
Jessica Reichers	All Participants	Thanks for adding that, Ingrid. Apologies that we could nto make time for this verbally.
Tonia Moro	All Participants	Thank you.
Stefenie Griggs	All Panelists	Thanks!
Jessica Reichers	All Participants	Thank you, everyone! Great feedback throughout the process!
Ingrid Fish, City of Portland , Bureau of Planning and Sustainable	All Participants	Thanks so much ODOE staff! Well done!