

Public Comments Received Prior to TEINA Advisory Group Meeting #2

HECK Zechariah

From: Jane Stackhouse <jane@janestackhouse.com>
Sent: Monday, January 11, 2021 11:03 AM
To: HECK Zechariah
Cc: Rich Peppers; John Perona; Bob Robison; Dan Frye; Ed Averill; Elizabeth Lindsey; Joseph Stenger; Mark McLeod; Michael Mitton; Pat Delaquil; Ron Buel; Tracy Farwell; Jonathan Harker
Subject: Public Comment on Transportation Electrification Infrastructure Needs Analysis
Attachments: TEINA Comments 01112021.docx

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Mr. Heck, TEINA Project Managers and Advisory Committee Members:

Thank you for the opportunity to comment on the Transportation Electrification Infrastructure Needs Analysis. I represent members the OLCV Metro Climate Action (MCAT) Transportation Team which includes Portland area residents who are concerned about rampant greenhouse gas emissions and very interested in electrifying light, medium and heavy vehicles to sharply decrease emissions. Our comments are attached.

To summarize: We think the analysis is 'on track' including important considerations and appreciate your work. We urge you to do everything and anything to move transportation electrification forward faster. Let us know how we can help.

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Jane Stackhouse
OLCV MCAT Transportation Co-Lead
503.284.1049
jane@janestackhouse.com

To: Mary Brazell TEINA Project Manager

From: OLCV MCAT Transportation Team

Date: January 11, 2021

RE: Comments on TEINA

Dear Ms. Brazell, TEINA Project Team Members, and members of the Advisory Group

The OLCV MCAT Transportation Team is a volunteer group of climate activists in the Portland Metro area. OLCV MCAT is a member of the Oregon Climate Action Plan (OCAP) Coalition. The Transportation Team follows all aspects of transportation covered by the Governor's Executive Order 20-04. We have reviewed the notes from the November 17, 2020 meeting and generally support the scope of the study presented in the Project Overview.

The 2019 Senate Bill 1044 setting ZEV targets for light duty vehicles is positive and yet we appear to be far behind the goal of 50 thousand by 2020 (32,000 were registered by August 2020). There is much work to be done promoting electric and clean hydrogen vehicles. We agree that your focus on infrastructure is a necessary component to encourage more EV sales. It seems to be the first question from consumers and the lack of infrastructure has either dissuaded buyers or led to arbitrary restrictions on travel by ZEVs. We also appreciate that you recognize infrastructure is not the only way to create demand.

We support the MOU on Mid and Heavy Duty Vehicles with California and 13 other states. Your inclusion of mid and heavy vehicles in the study, although not mandated, is very important. We also appreciate your efforts to provide equity, especially urban/rural and income based considerations. Related to urban/rural infrastructure, please consider rural charging infrastructure as essential for rural residents and urban travelers to rural areas. State investment in charging stations in recreation areas and State Parks will enhance clean tourism and can be used to promote tourism.

At this time most EV owners are installing charging at home which increases the cost of acquiring an EV. We are pleased you are looking at multi-unit housing charging options and suggest you also consider curb side residential neighborhood charging options in areas zoned residential. The curb side charging stations could be shared and car sharing encouraged to bring down the costs.

We hope to see incentives for purchase of used EVs and would like the restriction on the sale of ICE vehicles to include both new and used vehicles by a specific date. A program to buy old ICE vehicles or tax credits to donate them to be converted to electric could provide additional incentives and employment opportunities.

Overall, we are pleased with the work we see and look forward to a comprehensive and strong final report on June 30, 2021. Please be bold and aggressive in your planning. The faster we can build the infrastructure the quicker we can bring more ZEVs in all weight classes into broad use. Our team would like to help you promote this change.

Sincerely,

Jane Stackhouse, Rich Peppers - OLCV MCAT Transportation Team Co-Leads

Info.mcat.olcv@gmail.com

HECK Zechariah

From: Julie Chapman <bugthewonderdog@gmail.com>
Sent: Monday, January 11, 2021 10:38 AM
To: HECK Zechariah
Subject: TEINA Planning Scenarios and goals for more rapid adoption of ZEVs

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Thank you for this opportunity to comment on the TEINA process.

The adoption of electrification goals enunciated in SB 1044 were, even at that time, less ambitious than our need to transition rapidly off of fossil-fueled transportation.

Arguably, the pathway to rapid reduction of Oregon's transportation emissions is the least complex/most accessible of all sectors of Oregon's economy. The technology exists, the market exists, acceptance is widespread. Yet, we did not meet our 2020 goal of 50,000 registered Zero Emission Vehicles (**ZEVs**), and (until the 2020 Covid economy disruption) yearly transportation emissions have increased since 2013. Much of this delay in transition to ZEVs is caused by limited access to charging and range-anxiety, and I appreciate this RAC's focus on these issues.

The 2021-24 federal administration has enunciated a clear commitment to rapid reduction of greenhouse gas emissions. We can anticipate federal investment in charging infrastructure, subsidies for ZEV purchases and assistance for rapid scale up of ZEV production. States with ambitious programs, centered in equity and access for vulnerable communities, will be in the best position to access federal investments.

Climate science calls for rapid emissions reductions over the next 10 years. This is consistent with a shortened timeline of 100% adoption of ZEV's by 2030. Other Oregon agencies are working toward emissions-free and distributed electricity generation, with storage and smart grid regional interconnections.

Will the TEINA scenarios offer flexibility to adapt to changing goals anticipated in the near future?

Thank you for your consideration,
Julie Chapman
League of Women Voters Oregon
Climate Portfolio

HECK Zechariah

From: mail.onlinenw.com <cfox@onlinenw.com>
Sent: Monday, January 11, 2021 9:22 AM
To: HECK Zechariah
Subject: Advisory group comment

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

I am a retired ODOT employee. Prior to my retirement, I was the project leader for the rebuild of the I-5 Interchange at Woodburn.

I just wanted to make sure that you knew that I had conduit for 50 EV charging stations installed in the interchange parking lot transfer station in the NE quadrant. The conduit should be shown on the as-built plans on file.

Good luck and best wishes,

Alan Fox

Sent from my iPad

Alan Fox

KF7PPS

Comments for TEINA Advisory Group meeting January 12, 2021

In the “Letter From The Director” in the ODOE 2020 Biennial Energy Report, director Benner makes brief mention of work at OSU, “Oregon State University students and faculty are researching how agriculture and renewable solar can marry for mutual benefit of the farmers, crops, and solar panels.”

Directed by Chad Higgins, OSU’s NEWAg laboratory is leading this work in “dual use” Agri-Voltaic Systems. A study now underway in collaboration with Ecotrust and the American Farmland Trust is mapping the potential for farm and rangelands to provide power to EV charging stations within Oregon. We have submitted a proposal to ODOT’s research program to extend this work.

In contrast to the monolithic solar arrays currently installed in Oregon and those in the application review process, AVS installations do not sacrifice agricultural production to electricity generation. As a result, they offer a pathway out of the land use conflict between the two. In 2019, research findings from our laboratory were used to modify Oregon’s land use laws to recognize dual use AVS in prescribed settings.

In addition to providing power to remote locations, dual use systems can support the decarbonization of transportation by generating Hydrogen for direct use in Fuel Cell Vehicles and as an energy storage “battery” for the charging stations.

We support ODOT and ODOE’s efforts in clean energy and stand ready to assist in Oregon’s urgent response to the climate crisis.

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HECK Zechariah

From: Anatta Blackmarr <anatta.blackmarr@icloud.com>
Sent: Sunday, January 10, 2021 9:30 PM
To: HECK Zechariah
Subject: advisory group comment

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Dear Advisory Group members,

An insightful electric charging plan for Oregon will not only prepare for the electrification of public transit on land—it will plan for electric public transportation on water—specifically, the Frog Ferry bike/pedestrian electric ferry system.

A well-rounded plan will include shore-side charging infrastructure to support a ferry service. The Frog Ferry system being developed will be an important element in the reduction of carbon emissions. It's a forward-thinking approach to moving people around the community, as well as being eligible for the Federal Transportation Administration's Passenger Ferry Fund.

Ferries are considered a best practice for a river city because of the low operational cost, modular routing, and flexible scheduling. In addition, they offer a connection with nature, and the opportunity for everyone, not just kayakers and boat owners, to experience the river directly—instead of just from the shore or a bridge.

One of my neighbors says that once we have a ferry system, we'll wonder how we went for so long without one. Please include shore-side charging infrastructure in ODOT's electric transportation plans in preparation for the ferry system on the horizon.

Thank you for considering this idea.

Sincerely,
Anatta Blackmarr
14207 SE Fair Oaks Ave., Oak Grove, OR 97267