

HECK Zechariah

From: Lauren Davis <lariatlaur@icloud.com>
Sent: Thursday, March 4, 2021 10:26 AM
To: HECK Zechariah
Subject: EV charging needs in rural Oregon

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.

The Office of Innovation suggested I forward my comments about EV charging stations in rural Oregon to you. I hope they are helpful!

We live near Sisters, Oregon and own a 2017 Ford Focus EV. We love this car! It suits our needs perfectly for transportation in the Bend area but because of its 115 mile range we have never been able to easily travel anywhere else. We need to be able to connect up with the electrified highway systems to our east, south, and west with fast chargers. Please install charging stations on Highway 97 between Bend and Klamath Falls, and Highway 20 between Bend and Burns, and between Burns and Vale.

When we bought this car in 2017 we thought it wouldn't be long until long distance travel was a possibility for us. Four years later we still feel like "early adopters" of an idea that everyone talks about but doesn't implement — at least not for rural people who are the ones faced with long driving distances in a climate that taxes EV batteries. Please help us out!

Thanks,

Lauren Davis
Sisters, Oregon

HECK Zechariah

From: Anatta Blackmarr <anatta.blackmarr@icloud.com>
Sent: Monday, March 1, 2021 10:21 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.

Dear TEINA Advisory Group members,

I was musing about the Willamette and the Columbia, and how they can be called rivers or they can be called waterways. In the greater Portland region, the rivers are a special source of beauty and recreation, but they are also a valuable opportunity: waterways available for transportation. As our region transitions to electric transportation, one element on the horizon is the land-based set of EVs and electric public transit. The other is the regional innovation of a river-based electric transit system.

Converting to EVs on our roads will reduce CO2 emissions but not congestion. For that we need more transit options than we currently have. A bike/pedestrian electric ferry system will help with both: reducing CO2 emissions and reducing congestion by getting cars off the roads. The need for this additional transit option will only increase as the population of our area increases.

Regarding ferries, the Metro region is late to the game—being one of the last major river cities in the U.S. to be without a ferry system. Being positioned now to get a ferry system means it will be a cutting edge system at a time when battery technology is making rapid advances and the need to convert to electric transportation is well recognized. In the U.S. and other parts of the world, ferries are considered to be a best practices transportation mode.

With Frog Ferry poised to roll out its pilot program between Cathedral Park and South Waterfront, and in due course to link Oregon City and Vancouver, the time is perfect for installing electric charging infrastructure along the riverfront. Including shoreside charging infrastructure in your plans will prepare our region for a more diversified, resilient set of transportation modes. The ferry system will serve a broad demographic of commuters and other travelers who would welcome the river experience as they make their way to their destinations.

Thank you very much for considering my views.

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

HECK Zechariah

From: Charlie Botsford <charlieb@evcs.com>
Sent: Thursday, January 28, 2021 6:10 PM
To: BRAZELL Mary
Cc: John Schott; durstenergy@gmail.com; jaime@evequity.co;
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Hillman; Stacy; Rhett Lawrence; adam.mohabbat@evgo.com; HECK Zechariah; Wayne
Kittelson; Alexander
Subject: Follow up from TEINA Listening Session: Link to Great Plains Institute study

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Hi Mary,

The Great Plains Study Institute study is in large part very good. The focus on demand charges as the major economic barrier to DCFC station financial viability fits well with our experience. However, the study omitted a large cost: property taxes. In Oregon, a 50kW station can be assessed \$500 to \$2,000/year in property taxes. While not quite as much a business case killer as demand charges, property taxes pile on to an already dim situation. For larger power multi-port DCFC stations, property taxes will be substantial in Oregon, and presumably other states.

Best Regards,
Charlie Botsford, PE