

Transportation Electrification Executive Council

April 22, 2011

In Attendance:

Council Members:

Jeff Cogen, Metro Chair

Charlie Allcock, PGE

Lisa Adatto, Climate Solutions

Bob Acheson (by phone)

Robert Waterhouse, Entek

Thomas Brookes

Duncan Wyse, Oregon Business Council

Betsy Boyd, University of Oregon

Warren Fish, Multnomah County

Art James, ODOT

Ashley Horvath, ODOT

Rick Wallace, ODOE

John MacArthur, OTREC

Mark Brady, Business Oregon

Dan Bates, Thorn Run Partners (by phone)

Gabrielle Schiffer, Oregon Building Codes
Division

Mike Dutton, IBEW 48

Joe Esmonde, IBEW 48

Davion Leese, Enterprise

Therese Hampton, Oregon Solutions

Ex Officio:

Lynn Peterson, governor's office

Adam Bless, Oregon PUC

Scott Simms, BPA

Meeting Overview

Meeting Objectives:

- Finalize TEEC Strategic Framework
- Gather information about car sharing
- Establish Charging Infrastructure Subcommittee

Meeting Outcomes

- With the recognition that additional details will need to be developed, the TEEC Strategic Framework was approved to guide TEEC activities.
- The Council established a Transportation Infrastructure Subcommittee. The first task of the group is to evaluate and recommend an approach to the U.S. DOE Funding Opportunities Announcement.

Next Steps

- Therese will schedule a meeting of the Infrastructure Subcommittee very soon in order to evaluate and recommend an approach to the U.S. DOE FOA.
- Therese will revise the Strategic Framework based on discussion and send to Council.
- Therese will contact those identified as "lead" in the Strategic Framework to determine next steps and actions for the Council.
- A future Council meeting will be scheduled for late May/early June.

Meeting Summary

Welcome/Introductions/Meeting Objective

Jeff Cogen opened the meeting with a round of introductions and emphasized the purpose of the meeting was to finalize the Strategic Framework sufficiently that we could begin acting on it.

Lynn Peterson joined the group for the first time and provided a brief introduction. She serves as the Governor's Sustainable Communities and Transportation Advisor. In the near-term that has her focused on high speed rail and electric vehicles. Because EVs have both a sustainability element and a jobs element, EVs carry some overlapping responsibilities between Lynn and Scott Nelson.

Lynn also mentioned that some very big issues coming up are the need to evaluate, revise, and modify the Transportation Planning Rule and the Oregon Highway Plan in support of economic development.

Lynn was asked if she was going to take Gail Achterman's position on the Council (as was suggested at the last Council meeting). She said she did not think so and that it was important to have the Transportation Commission represented directly.

Updates

Road Usage Fee (House Bill 2328) Update

The work session that was originally scheduled for Friday, April 22nd was moved to Monday, April 25th. The key issues under discussion

- ***Rate:*** The bill was originally drafted applying the lowest rate equivalent to a hybrid vehicle MPG. The bill was amended to apply a rate equivalent to the average vehicle MPG. There is some concern that this isn't appropriate and it is still under discussion.
- ***Effective Date:*** The bill was originally drafted to go into effect in 2014. There are suggestions that the effective date be tied to some number of vehicles in the state.
- ***Penalties:*** The original bill was drafted with strong penalties typically used in taxation bills. There is concern that they are overly harsh for this tax. They seem likely to be removed
- ***Implementation:*** There have been many questions about the complexity of reporting and the need to simplify. This issue will likely be addressed in the Ways & Means Committee.

Lynn indicated that the Governor's office asks the TEEC not to take a formal position on this issue primarily because we are an advisory body to the Governor's office. The Governor's office encourages the TEEC members individually to be involved and to develop ideas to address issues. The best way to get solutions into the process is to go to Jim Witty.

Charlie asked if the group couldn't have some main themes that were consistent in our messaging. He really encouraged the group to think about this issue not just from an Oregon perspective but as a national trend setter.

Lisa Adatto shared Climate solutions recommendations on this issue.

- Effective date - based on number of vehicles
- Rate - based on highest efficiency vehicle
- Opt-In - if this remains it should include a requirement that it be linked to efficient vehicles
- Messaging - Be clear that this isn't singling out EVs but an process of transitioning all vehicles to a new way of collecting road usage fees
- Add - Need to add a weight based exemption for smaller PEVs
- Move slow...do it right.

Credit Legislation

Rick provided an overview and indicated that there are several different bills being discussed and considered. We will know more after Tuesday, April 26 when we know which bills actually made it out of Committee. Then we can begin to focus on one path.

An amendment that has been getting a lot of attention would end the credit by the earlier of 2017 or when PEVs reach 5.5 of new cars. Amendment that it would phase out when EVS reach 5.5% of new car sales or 2017. Rick researched some numbers to understand what that would mean:

	New Cars Sold	5.5% Threshold	Current LEAF Orders
2006	170,000	9,350	621 plus new May reservations
2009	90,000	4,950	621 plus new May reservations

The Council expressed a lot of concern that the 5.5% number is far too low. It severely limits our ability to be a per capita leader in the country. Dan Bates indicated that the legislation will require some form of trigger, but maybe something more appropriate can be developed. Rick Wallace and Dan Bates will coordinate on the numbers. Lynn will pass on this concern that the numbers are too limiting.

The BETC sunsets on June 30, 2012. So, if the legislature does not pass something new, the credits will end at that point. The Council agrees that it is better for industry and consumers if there is some sense of continuity to the credits. Those that have been in Salem following the issue believe that the credits will continue but they will be smaller and be capped.

U.S. DOE Funding Opportunity Announcement

Rick Wallace provided the group a one-page summary of the funding opportunity. He started by sharing with the group that this funding opportunity is a pre-cursor to the next funding opportunity. U.S. DOE has \$200 million in EV community budget for FY 2012. That money is intended to support infrastructure development. This opportunity focuses on planning only.

Charlie Allcock was in Washington DC and heard an overview of this funding opportunity. He confirmed what Rick had learned that DOE is interesting in planning in preparation for the larger infrastructure investment in 2012.

The total funding from DOE is \$5 million. The individual projects may range from \$250,000 to \$500,000. They will favor plans that include coordination among multiple cities.

Applicants are requested to submit a letter of intent by May 16th, 2011 (but it is not required). Proposals are due June 13, 2011.

The Council felt that they were an appropriate body to coordinate and organize the development of a proposal. We would need to answer specifically who the proposing entity would be and who would be the manager of the project. However, this opportunity seems to fit well with the strategic element of developing a Infrastructure Strategy for Oregon.

The following thoughts were provided:

- If it is to be a state governor's office supported proposal it needs to go through Scott and Lynn
- Planning is not necessarily limited to just infrastructure but access, compatibility and authentication process.
- May want to partner with industry to assure open system
- Scott Simms will connect Rick with Sonya Baskerville in BPA's DC office to get a little more background on the opportunity.
- May want to partner with SmartGrid Oregon

It was agreed that the Infrastructure Subteam will be put together and will evaluate the proposal for next steps.

Team Members include:

Warren Fish, Rick Wallace, Scott Simms, John MacArthur, Mark Brady, Charlie Allcock, Mike Dutton, Duncan Wyse, Adam Bless, and Bob Acheson.

Strategic Framework

Jeff asked the group if they had any comments or concerns on the first page of the Strategic Framework (Mission, Areas of Strategic Focus, and Annual Metrics). There were no comments on Mission and Areas of Strategic Focus. However, some metrics were noted as needing development.

- The 2015 number of registered PEVs needs to be validated to assure that it is appropriately aggressive. It was suggested that a 2025 goal be added as well.
- It is not clear yet how the customer satisfaction measurement will be taken. In addition, some were concerned that a 90% target was too high.
- It is unlikely that the role of PEVs will translate to a measurable reduction in net export of fuel dollars.

Jeff acknowledged that these will be a work in progress over the next year but asked the group if these metrics were generally reflective of what we wanted to measure over time. The group was comfortable with that.

The group discussed the Action Plan. No major changes were made but lead assignments were given on some elements. The changes and assignments are included in redline in the Strategy Document.

Therese will be in contact with the leads to determine next steps and what to bring back to the Council on these issues.

Panel Discussion re: Car Sharing

A panel provided their perspectives on PEVs and Car Sharing

Bill Scott, Zipcar

- They are pursuing PEVs
- Zipcar issued a survey to its members asking about interest in electric vehicles. Portland had the highest response rate in the country with 90-95% of members interested in electric vehicles.
- PEVs are ideal for typical zipcar usage. In Portland, the average zipcar trip is 5 miles with 3-4 reservations/day.
- Zipcar currently has concerns about the ability to charge (infrastructure), assurance of the level of charge, and communicating limitations to their members.
- They will be getting Volts in Oregon in 2011.
- The key roadblocks for Zipcar include: cost of vehicles and sufficient infrastructure.

Steve Guttman, getaround.com

- Peer to peer car sharing program. "Zipcar meets ebay"
- Individual can turn their car into a car share. A piece of equipment is installed in the car to monitor usage.
- Average car in the U.S. is only used 8% of the time.
- Individual can designate when car will be available and to whom they are willing to rent to.
- 30% of the rental fee goes to getaround.com
- Insurance requirement - a per mile insurance premium is embedded in the rate. Getaround.com manages the insurance issues as part of their 30% share.

- Getaround.com can help reduce the cost of owning the car.
- This can be used by private and public companies as well.

Davion Leese, Enterprise

- They have purchased a significant number of PEVs that will be delivered later in the year. They intend to use them in the following ways:
 - Traditional rental
 - Dedicated use to companies
 - Car sharing.
- Enterprise has great interest in an ecotourism model.

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