



Minutes of the Board of Directors Meeting June 23, 2010, RVTD Translink, Medford, OR

Board members in attendance: Mike Montero (RVACT), Steve Vincent (Avista) Gary Hall (Gary Hall & Associates), Julie Brown (RVTD), John Vial (Jackson County Roads). Guests: Michael Morrison (Maintenance and Safety Supervisor, City of Ashland), Wayne Kauzlarich, DEQ Air Quality), Monte Mendenhall (Regional Community Manager, Pacific Power), Erik Andersson (Economic Development Manager, Pacific Power). Staff: Sue Kupillas (RVCC Coordinator) and Melissa Stiles (RVCC). Unavailable: John Becker (DEQ), Mike Quilty (MPO).

Coordinator's Report: Sue Kupillas, RVCC Coordinator: Denver Colorado was the site for the Clean Cities Coordinators Conference at the Downtown Sheridan Hotel, June 13 through 17. Coordinators from the northwest, west and southwest regions came to learn and network.

Information included program re-designation required by the Department of Energy (DOE). Coordinators learned about new tools available on the Clean Cities site and were given an update on progress with federal fleets, private and public.

The conference included a workshop on training the trainers for first responders; some police and fire first responders took the training along with coordinators. In addition there was media training given by some very highly-qualified people.

One of the most interesting sessions at the conference included presentations done by each coordinator about local programs. Each report included the structure of the diverse local organizations; statistics of petroleum reduction technology (PRT) and success of PRT. Each coordinator outlined the greatest achievements; (what worked and what didn't work). The conference was mandated by DOE to provide coordinators with the latest information nationally as well as keeping informed about local progress.

Regional Strategy, OTC Meeting: Mike Montero, Board Chairman: At the June 2010 meeting of the Oregon Transportation Commission, Clean Cities, as part of a regional symposium, outlined its unique role in the region's urban sustainability initiatives. Clean Cities' support for a conceptual "green" alternative fuel strategy with the regional solid waste facility was discussed. The Commission expressed appreciation for the region's comprehensive transportation / land use / energy efforts.

Guest Speaker, Erik Andersson, Economic Development Manager, Pacific Power: The State of Oregon's project with eTec to develop a network of charging stations for electric vehicles from Portland to Eugene is a change of perspective about energy consumption. The project involves promoting electric vehicles, which will result in increased use of power. Until now, utilities focused on conservation, not consumption.



The state's promotion of electric vehicles in the Portland area may eventually expand to Southern Oregon. The Rogue Valley's air quality issues could be a hook to extend the EV highway south. Southern Oregon is already known for electric vehicles with Brammo, the manufacturer of the Inertia electric motorcycle, and Barefoot, the manufacturer of an electric all-terrain vehicle. Erik Andersson advised the RVCC board to invite eTec representative David Mayfield to speak at a meeting about the possibility of extending the infrastructure project south of Eugene. RVCC Board Member and RVTD General Manager Julie Brown said there is a growing need for alternative fueling stations. RVTD is the only public CNG fueling station between San Francisco and Redding. "I get calls from people planning their trips and needing alternative fuel. There is a lot of alternative fuel vehicle traffic between San Francisco and Portland." There may be other opportunities for expansion to Southern Oregon through federal funding. For example, the US Department of Energy has allocated an additional \$15 million for infrastructure in Washington DC and Los Angeles.

When communities compete to become EV cities, there are many aspects to consider, from land use planning to safety. The Rogue Valley could become a player. Already Southern Oregon has 1,500 hybrids, according to Art James of the Department of Motor Vehicles. And the region is ahead of the game because of the groundwork being done by the RVCC Board in sponsoring meetings with utilities, builders and developers and building code officials.

The PUC will soon release a proposed regulations regarding electric vehicle. After a three-month comment period, the PUC is expected to adopt the proposal by order in November. There are many issues to consider; for example, some utilities want to be in the business of owning and operating charging stations. PGE owns charging stations in Lake Oswego and Clackamas. Pacific Power has not yet determined if it will do the same. There are other questions to be answered. In a state where drivers are not allowed to pump their own gas, will drivers be allowed to plug in their own car? If utilities are the only companies allowed to sell power, what happens when a Shell station wants to install a Level II charging station? What about the public perception that electric vehicles are a free ride? How will EV drivers who use public streets yet don't pay gas tax contribute to road maintenance funds? Erik Andersson's summarized it this way: "People have the perception they can buy an electric vehicle and get free power. But someone must pay for it. We don't want to raise the perception that you can plug in to a charger and get free power. Rate payers may not want to subsidize the electric vehicle market."

Erk Andersson Bio: In his 20-year career in economic development, Erik has worked in both the private and public sectors in New York, Washington and Oregon. Prior to coming to Pacific Power in 2009, Erik was the Willamette Valley regional coordinator for the Governor's Economic Revitalization Team. He has a bachelor's degree in Agricultural Economics from Cornell University and an MBA from McGill University in Montreal, Quebec. He sits on the boards of the Oregon Infrastructure Finance Authority, Shorebank Enterprise Cascadia, the Northwest Wind Industry Alliance and is the current president of the Oregon Economic Development Association.