

From: [Morrison, Hannah](#)
To: [Council Clerk – Testimony](#)
Subject: FW: Places Designed for People and Society Instead of Cars and Profiteering
Date: Friday, February 24, 2023 10:28:58 AM

Hello,

I'd like to have the below email recorded as public testimony for Agenda Item 150: EV Charging in the Right-of-Way that had its first reading on Wednesday, 2/22 at 10:15am.

Thank you,
Hannah

.....
Hannah Morrison (she/her)
Planner I
Policy, Planning & Projects Group

Portland Bureau of Transportation
1120 SW Fifth Ave, Suite 1331
Portland, OR 97204
503-504-8758 (Cell)
hannah.morrison@portlandoregon.gov
www.portland.gov/transportation
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Translation and Interpretation: 503-823-4000

-----Original Message-----

From: cpinckard@gmail.com <cpinckard@gmail.com>
Sent: Tuesday, February 21, 2023 7:17 AM
To: Morrison, Hannah <Hannah.Morrison@portlandoregon.gov>
Subject: Places Designed for People and Society Instead of Cars and Profiteering

Hello Hannah,

In response to recent newsletter I put together a few jotted down thoughts:

Oregon owes a lot of its strengths to rail infrastructure, much of which unfortunately no longer even exists. The further we move away from the logical layout provided by streetcar grids and electric commuter interurban railroads the uglier and less livable the city and its suburbs become. An intelligent coastal city would take advantage of this limited time of people crowding in to install city assets that will benefit us for generations such as a rail route beneath the Willamette and railway going between Vancouver and us. It makes perfect sense to build the full Southwest Corridor (Purple) Line with railway stations on Marquam Hill and at Portland Community College Sylvania Campus, for example, and zero sense not to.

Electric cars also destroy the environment through resource mining, manufacturing processes and ultimately going to the landfill in mass droves. The pollution they cause is simply unnecessary as is the amount of urban space squandered on parking and other paved over autocentric wastes. They also perpetuate redlining, urban sprawl, the food deserts that come from that invariably, along with cities that are not navigable as a pedestrian or bicyclist and are, in fact, inhospitable to humanity along with being lethally horrendous towards animals. They add to traffic congestion. Commodification of societal needs and normalization of trying to substitute rampant consumerism where we need standardized, regulated and uniform public utilities doesn't work.

Putting the financial burden of transportation inefficiently and directly on the individual citizen is simply not wise or fair and hasn't been the norm for even 80 years. We need to invest in commuter rail that's properly implemented as it typically is overseas. A commuter rail system is an engineering marvel while buses are just buses. The most reliable predictor of a neighborhood being impoverished is if it has no commuter rail connection. The American people are apathetic through decades of disenfranchisement and a lot of that marginalization (eg Robert Moses's racist urban renewal) is through divestment of public infrastructure, utilities and programs to help the American people. We can't undo the social inequities inflicted upon and retained by redlining until we transcend the highway robbery carcentric built habitat that physically structurally reinforces them. We're past the point of car dominated transportation being anything better than a tragic hindrance or an outright travesty. Public works materially improving life for the taxpaying citizenry will bolster civic pride.

Transcontinental High Speed Rail should integrate seamlessly with commuter rail networks so it can evenly function as one cohesive system and this will convert flyover country back into a thriving heartland by functioning as an artery of commute and commerce which will reduce clustering on the coasts. Similarly, wholly integrated circuits of commuter rail blended with interurban routes, light rail lines, street car grids, subways, and even trolleys along with electric ferries functioning together as a coherent, comprehensive series of interwoven systems would prevent people from having to live on top of each other in city centers in order to have quick access to urban cores and downtown areas so this would stimulate our local economies and prevent gentrification from demolishing cherished heirlooms of our historicity, destroying our classic neighborhoods, shredding the fabric of our communities and toppling our civic landmarks and architectural heirlooms along with other social capital such as venerable culture generating venues.

Numerous studies show that built environments of homogenously bleak and bland duplitecture dreck that profiteering developers push on us for their privatized gains to our public loss for the riches of themselves and corporate slumlords not only cause homelessness from being financially inaccessible to most Americans, but also cause depression from creating such a devastatingly sterile, cold, unloving urban habitat that's too congested and overcrowded to work properly as a correctly engineered built environment. Our roadways are overcrowded and no amount of widening them and adding lanes will do anything to help it because it just leads to induced demand that inevitably grinds to a halt at snags and bottlenecks down the road. Shouldn't American cities be thriving centers of culture and character rather than austere and chintzy morasses of mediocrity?

I believe that we can design the cities of our nation to reflect a future that embraces humanity and that we also must for America to have any sort of a bright future ahead of it. Right now we are mired in the destruction of our cities from the inward attacking neocolonial oppressors who weaponize their clout of wealth against the nation for their own off-shore un-American gains of privileged, parasitic, private profits. This greed fueled anti-social exploitation is present day feudalism driving us into another gilded age. Tons of new petrochemical building "luxury living" housing units remain empty serving only as financial assets in investment portfolios of hedge fund and permanent capital firm cretins sheltering dubiously acquired wealth instead of as direly needed shelter for humans. We deserve a landscape we can be proud of and country should come first before corporate looting and exploitation. Legacies are important and live on forever.

With space opened up in our cities we could rebuild beloved structures gone from economic and environmental disaster utilizing new technologies such as hempcrete and 3-D printing. We could create vertical agriculture, green pocket parks etc. on spots currently now just serving as paved over squares and nothing more. We can extend democracy into offering the taxpayer residents democratic say in what their city consists of, how it looks and how it operates promoting civic engagement and participation.

Thank You,

Cory Pinckard

From: [Terry Parker](#)
To: [Council Clerk – Testimony; Wheeler, Mayor; Commissioner Mapps; Ryan, Dan; Commissioner Rubio; Commissioner Gonzalez Office](#)
Cc: [City Auditor, Simone Rede](#)
Subject: Testimony on agenda item 150, the installation of EV chargers in the public right-of-way, February 22, 2023.
Date: Tuesday, February 21, 2023 11:14:05 AM

To Members of the Portland City Council,

These chargers need to include a method of payment from the people using them. This must include payment for the electricity consumed, payment for upgrading the grid to accommodate EVs which also includes the installation costs of the chargers, and a road tax. The same monetary charges must also apply to electric bicycles. None of these costs should be applied or added on to residential electricity bills!!!

Furthermore, depending where the a charger is located, parking meter rates and/or timed parking restrictions in the area must also apply. This is no different than other users of the streets and roads paying for their own transport energy costs along with their share of taxes for what they utilize. Social engineering must not be applied.

Respectably Submitted,

Terry Parker
Senior Citizen and Life Long Portlander

From: [Morrison, Hannah](#)
To: [Council Clerk – Testimony](#)
Subject: FW: EV Chargers
Date: Friday, February 24, 2023 10:28:13 AM
Attachments: [image001.png](#)

Hello,

I'd like to have the below email recorded as public testimony for Agenda Item 150: EV Charging in the Right-of-Way that had its first reading on Wednesday, 2/22 at 10:15am.

Thank you,
Hannah

.....
Hannah Morrison (she/her)
Planner I
Policy, Planning & Projects Group

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Translation and Interpretation: 503-823-4000

From: Chris Stehr <stehr@proaxis.com>
Sent: Tuesday, February 21, 2023 11:21 AM
To: Morrison, Hannah <Hannah.Morrison@portlandoregon.gov>
Subject: EV Chargers


Dear Hannah,

It is absolute nonsense to install more slow chargers! What we need is fast chargers in Portland . . . and in addition a system like Tesla making sure that people get fined if they plug in their cars and then just leave them sitting there for hours!

Best Regards,
Christian P. Stehr, Ph.D.

Prof. Emerit. of German Language and Literature
Oregon State University
Adjunct Prof., Dept. of Materialwissenschaft und Werkstofftechnik
Universität des Saarlandes, Germany

2454 NW Westover, Unit 104
Portland, OR 97210
Cell: 541-760-3883

 Virus-free www.avg.com

From: Pete@sterling.net
To: cctestimony@portlandoregon.gov
Cc: [Morrison, Hannah](#)
Subject: Public Testimony - 16.20.290 and 16.90.111
Date: Tuesday, February 21, 2023 11:52:03 AM

I write to ask that consideration of these Code Amendments (16.20.290 and 16.90.111) include my concerns.

1 -

A - The EV code amendments pointedly include only new construction (5 or more units) where onsite parking is included in the proposal. Most new multi-family (market or affordable/subsidized) construction (1 - 80+ units) here in NE Portland (Hollywood / Rose City Park) where I live provides for no onsite parking.

B - This Code addition will fail to apply in situations where it is needed most. Seemingly, it will encourage more construction of units where no car storage will exist.

2 - The new EV chargers in the parking strip will eliminate street parking spaces to allow for charging stations, but will make even less parking available for residents who already have no onsite parking.

3 - Provision should be made in the ordinance to require one Level 2 charging station, within the boundaries of a permitted site, where 2 or more units of new residential construction are built and an additional Level 2 charging station provided for every additional 4 units thereafter.

Thank you for your consideration of this matter.

Richard Petersen NE Portland Rose City Park Neighborhood

Sent from my iPad

From: [Gravely, Bob \(PacifiCorp\)](#)
To: [Council Clerk – Testimony](#)
Subject: Pacific Power testimony - EV charging in public right-of-way
Date: Tuesday, February 21, 2023 2:43:47 PM
Attachments: [Pacific Power testimony - Portland City Council 2-22-2023 EV charging in public ROW.pdf](#)

Good afternoon,

Please find testimony attached on agenda item 150 for the February 22, 2023 session regarding EV charging in the public right-of-way. Thank you and please let me know if I need to do anything in addition or you need in another format.

Bob Gravely

Regional Business Manager, Pacific Power

Office: 503-813-7282 | Mobile: 503-568-3174 | bob.gravely@pacificorp.com



Date: February 21, 2023

To: Portland Mayor Wheeler
Portland Commissioner Rene Gonzalez
Portland Commissioner Mingus Mapps
Portland Commissioner Carmen Rubio
Portland Commissioner Dan Ryan

From: Bob Gravely, Regional Business Manager, Pacific Power
RE: Agenda item 150 – EV charging in public right-of-way

Mayor Wheeler and Commissioners,

Pacific Power appreciates the opportunity to provide testimony on the proposal to enable electric vehicle chargers in the public right-of-way.

Headquartered in the Lloyd District, Pacific Power provides electricity service to about 80,000 customers in North, Northeast and parts of downtown Portland. We appreciate the partnership between Pacific Power and the city of Portland on a range of key issues, and look forward to working together to expand EV charging in the city.

Pacific Power recognizes the importance of both continuing to decarbonize our own electricity supply and partnering with the city on additional initiatives such as transportation electrification to meet community climate goals.

Regarding electricity supply, we are well on our way to achieving at least 80 percent below baseline emission levels by 2030 and will meet the state requirement to be 100 percent below baseline levels by 2040.

Expanding EV charging in the city of Portland will further reduce emissions from the transportation sector and aligns with Pacific Power's Transportation Electrification Plan in Oregon to provide utility-owned publicly available chargers in underserved communities through partnerships with municipalities. Pacific Power currently provides fast charging stations to the public in Bend, Madras, Klamath Falls and Mill City. The proposal to allow EV chargers in the public right-of-way in Portland will help advance these mutual goals.

Finally, Pacific Power appreciates the collaboration from PBOT staff on development of the proposal and recognition of utility-related concerns around ensuring access to vaults, poles and other infrastructure during development of administrative rules.

Thank you again for the opportunity to weigh in.

Hello,

Please find attached Lyff's testimony supporting Agenda Item 150. Let me know if you have any questions,

Jon Walker
Sustainability Policy Manager



From: Jon Walker
To: Council Clerk – Testimony
Cc: [Grace Geremia](#); [Nicholas Johnson](#)
Subject: Testimony on Agenda Item 150 for today's CC Meeting
Date: Wednesday, February 22, 2023 10:49:24 AM
Attachments: [Testimony for Portland CC 2-22-23 Meeting - Agenda Item 150 \(1\).pdf](#)



Lyft, Inc
185 Berry St #5000
San Francisco, CA 94107
RE: Agenda Item 150

2/22/2023

Dear Portland City Council,

Lyft is a multimodal transportation network that operates across the United States including the Portland metro area. We have a very ambitious goal to have all rides on our platform to be given by electric vehicles by the end of 2030. Meeting this goal will require partnership between private and public sectors and forward-thinking policies that accelerate equitable access to EV charging infrastructure. That is why we write today in support of agenda item 150: "Amend Vehicles and Traffic Code and direct the Portland Bureau of Transportation to adopt Administrative Rules to create a process for the installation of electric vehicle chargers in the public right-of-way (add Code Sections 16.20.290 and 16.90.111)."

Agenda item 150 is a fantastic idea and will provide much needed charging infrastructure to folks who do not have access to charging at home, particularly those who live in multi-family dwellings. This is particularly important to drivers on the Lyft platform, many of whom reside in multi-family dwellings and cite lack of charging infrastructure as a major barrier to adoption. Having access to curbside charging will help remove that barrier and allow drivers to more seriously consider an EV for their next rideshare vehicle. According to our Economic Impact Report, most of our drivers self-identify as a minority, so this is an equity issue as well. Adding curbside charging will provide charging for underrepresented minorities and help equalize access to EVs for all.

Please feel free to reach out for additional information or if you have any questions.

Sincerely,

Jon Walker
jonwalker@lyft.com
Sustainability Policy Manager

A handwritten signature in black ink that reads "J. Walker".

Nicholas Johnson
nicholasjohnson@lyft.com
Director - Government Affairs

A handwritten signature in black ink that appears to read "Nicholas Johnson".

From: [Sherman, Jacob](#)
To: [Grumm, Matt](#); [Council Clerk](#)
Subject: FW: PGE EV Testimony in the ROW
Date: Wednesday, February 22, 2023 12:01:35 PM
Attachments: [image001.png](#)
[image003.png](#)
[Portland City Council EV Testimony \(2_22_23\).pdf](#)

Matt, can you make sure this testimony from PGE gets shared with Council Offices?
Council Clerk team, can you add this to the record for Item 150?
Thank you,

.....
Jacob Sherman, MBA (he/him/his)
New Mobility Program Manager | E-Scooter Program Manager
Policy, Planning and Projects Group
Portland Bureau of Transportation
1120 SW Fifth Ave, Suite 1331
Portland, OR 97204
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Translation and Interpretation: 503-823-5185

From: Raihana Ansary <raihana.ansary@pgn.com>
Sent: Wednesday, February 22, 2023 11:58 AM
To: Sherman, Jacob <Jacob.Sherman@portlandoregon.gov>
Cc: Anik Shrestha <anik.shrestha@pgn.com>
Subject: RE: PGE EV Testimony in the ROW

Thanks, Jacob. Please find PGE's written testimony attached. Please confirm that it's been shared with the council clerk and each of the commissioners' offices in advance of next week's vote.

Thanks again,



Raihana Ansary
Pronouns: she/her
Local Government Affairs Manager | 503.927.7416
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From: Sherman, Jacob <Jacob.Sherman@portlandoregon.gov>
Sent: Wednesday, February 22, 2023 11:36 AM
To: Raihana Ansary <raihana.ansary@pgn.com>
Cc: Anik Shrestha <anik.shrestha@pgn.com>
Subject: RE: PGE EV Testimony in the ROW

This email is from someone outside PGE.

Please take care when opening links, attachments or responding to this email.

Hi Raihana,

If you share the written testimony with us, we'll make sure it gets passed onto the Clerk and staff in each Commissioner's office.

Best,

.....
Jacob Sherman, MBA (he/him/his)

New Mobility Program Manager | E-Scooter Program Manager

Policy, Planning and Projects Group

Portland Bureau of Transportation

1120 SW Fifth Ave, Suite 1331

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jacob.sherman@portlandoregon.gov

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Translation and Interpretation: 503-823-5185

From: Raihana Ansary <raihana.ansary@pgn.com>

Sent: Wednesday, February 22, 2023 11:20 AM

To: Sherman, Jacob <Jacob.Sherman@portlandoregon.gov>

Cc: Anik Shrestha <anik.shrestha@pgn.com>

Subject: PGE EV Testimony in the ROW

Importance: High

Hi Jacob,

Unfortunately, Anik's testimony was a bit muffled due to reception issues. I would like to ensure that

council offices receive our written testimony for the record. Please let me know who I should share it with in each office.

Thank you,



Raihana Ansary

Pronouns: she/her

Local Government Affairs Manager | 503.927.7416

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Portland City Council Hearing

February 22, 2023

Re: Amend Vehicles and Traffic Code and direct the Portland Bureau of Transportation to adopt Administrative Rules to create a process for the installation of electric vehicle chargers in the public right-of-way.

- Hello Mayor Wheeler and Commissioners. My name is Anik Shrestha, and I am a Transportation Electrification Product Specialist for Portland General Electric (PGE).
- I appreciate the opportunity to speak with you today about this proposal to allow for the installation of EV chargers in the public right-of-way.
- Portland General Electric has been a long-standing partner with the city, and we have collaborated on many great projects and pilots like the Electric Avenue charging station downtown and our pole-mounted EV charger pilot in Southeast Portland.
- PGE understands that our clean energy future depends both on reliable charging infrastructure and on decarbonizing our own electricity supply.
- PGE is committed to achieving at least an 80% reduction in greenhouse gas emissions from power served to customers by 2030 and a 100% reduction by 2040. To help achieve this, we ended operations at our coal plant in Boardman, Oregon, and are adding more renewable generating facilities like Wheatridge. Wheatridge is the first large-scale renewable energy facility in the US to co-locate wind and solar generation with battery storage.
- PGE has embraced our role as a key partner in our customers' transition to electricity as a fuel and we are working to make investments in infrastructure and launch new customer programs that remove customer friction, drive EV adoption, and reduce the cost to serve new EV loads. As part of these efforts, we have created a new Municipal Charging Collaboration Pilot, which was accepted by the Oregon Public Utilities Commission in October 2022.
- The Municipal Charging Collaboration Pilot focuses on how Level 2 chargers in the public right-of-way – like the chargers that will be permitted as part of this proposal – can support those who cannot charge at home, such as renters or those who live in multi-unit dwellings.
- Recent PGE surveys found that those who cannot charge at home cite this as a main concern in getting an EV and would be much more likely to consider an EV if they had access to utility-pole mounted charging infrastructure in their neighborhoods.
- Providing this access is important to ensuring equitable adoption of EVs. Those who cannot charge at home are unable to enjoy the benefits of owning an EV, including but not limited to decreased maintenance costs, better air quality, and the convenience and cost savings of electric fuel.
- The strategy to provide convenient, affordable public charging through mounting EV chargers on utility poles was first tested in Southeast Portland. The lessons learned in the expanded pilot will be incorporated into the Municipal Charging Collaboration program, as part of our upcoming Transportation Electrification Plan, which will be filed with the OPUC later this year.
- PGE looks forward to continuing to collaborate with PBOT on EVs. We are, however, concerned about the proposed draft language regarding liability and who is responsible for striping, painting, signage, and ongoing maintenance in the proposed EV zones. We would like to work together in your administrative rulemaking to ensure that our concerns are addressed in a way that is consistent with our business operations.
- Thank you.

From: [Chris Hansen](#)
To: [Council Clerk – Testimony](#)
Subject: Written Testimony on Ordinance for the EV Charging in the Right-of-Way Code Project
Date: Wednesday, February 22, 2023 4:55:26 PM

This project sounds good in principle, but there are a few issues with the project as proposed. Level 2 charging adds 20–40 miles of range per hour plugged in. That means that an apartment resident would need to leave their car in the spot overnight to fully charge. If they can't find a spot, they may not be able to drive the next day. Also, the typical commercial EV charger's price per kWh is 4–8 times Pacific Power's residential rate.

Multi-unit residents deserve a reserved spot in their apartment's parking lot, with little or no markup from the utility's electricity rate. The city's EV Ready Code Project is a step in the right direction for that.

I do think that Level 2 charging can help encourage shoppers to stay longer and stop at several local businesses. For that, they should install the chargers on main streets and in commercial parking lots, rather than on residential "around the corner" streets.

Thank you for your consideration.

- Chris

From: [Morrison, Hannah](#)
To: [Council Clerk – Testimony](#)
Subject: FW: Opposed to using public space for EV chargers
Date: Friday, February 24, 2023 10:24:23 AM

Hello,

I'd like to have the below email recorded as public testimony for Agenda Item 150: EV Charging in the Right-of-Way that had its first reading on Wednesday, 2/22 at 10:15am.

Thank you,
Hannah

.....
Hannah Morrison (she/her)
Planner I
Policy, Planning & Projects Group

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Translation and Interpretation: 503-823-4000

-----Original Message-----

From: Josh Berkus <josh@berkus.org>
Sent: Thursday, February 23, 2023 9:55 PM
To: Morrison, Hannah <Hannah.Morrison@portlandoregon.gov>
Subject: Opposed to using public space for EV chargers

Ms. Morrison,

If the public right-of-way is used for EV chargers, those chargers should belong to the city, not private, profit-making entities. This is a classic scam where profiteers line their pockets at the expense of the taxpayer. I am embarrassed for you that you have taken on the task of selling such a clear pig-in-a-poke to our citizens.

I will be opposing this when it comes before the city council.

—

Josh Berkus

From: [Sherman, Jacob](#)
To: [Council Clerk – Testimony](#)
Subject: FW: public comment
Date: Friday, February 24, 2023 10:15:04 AM

See below for testimony on Item 150 on the 2/22 Council agenda. Thank you.

.....
Jacob Sherman, MBA (he/him/his)
New Mobility Program Manager | E-Scooter Program Manager
Policy, Planning and Projects Group

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Translation and Interpretation: 503-823-5185

From: David Spencer <spencerd@ohsu.edu>
Sent: Friday, February 24, 2023 9:54 AM
To: Sherman, Jacob <Jacob.Sherman@portlandoregon.gov>
Subject: public comment

Dear Jacob,

I am writing to express my strong support for installation of electric vehicle chargers in the

public right-of-way (add Code Sections 16.20.290 and 16.90.111). Access to charging for the many Portland residents who do not have off street parking or a garage is a major limitation to the adoption of EVs, and this is a good first step to make this equally available to all.

Thank you,

David Spencer, MD

SE Portland

From: [Morrison, Hannah](#)
To: [Council Clerk – Testimony](#)
Subject: FW: public comment
Date: Friday, February 24, 2023 10:27:31 AM
Attachments: [image001.png](#)

Hello,

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Thank you,
Hannah

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Hannah Morrison (she/her)
Planner I
Policy, Planning & Projects Group

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From: David Spencer <spencerd@ohsu.edu>

Sent: Friday, February 24, 2023 9:55 AM

To: Morrison, Hannah <Hannah.Morrison@portlandoregon.gov>

Subject: public comment

Dear Hannah,

I am writing to express my strong support for installation of electric vehicle chargers in the public right-of-way (add Code Sections 16.20.290 and 16.90.111). Access to charging for the many Portland residents who do not have off street parking or a garage is a major limitation to the adoption of EVs, and this is a good first step to make this equally available to all.

Thank you,

David Spencer, MD

SE Portland

From: [Morrison, Hannah](#)
To: [Council Clerk – Testimony](#)
Subject: FW: EV chargers
Date: Friday, February 24, 2023 2:51:57 PM
Attachments: [image001.png](#)

Hello,

I'd like to have the below email recorded as public testimony for Agenda Item 150: EV Charging in the Right-of-Way that had its first reading on Wednesday, 2/22 at 10:15am.

Thank you,
Hannah

.....
Hannah Morrison (she/her)
Planner I
Policy, Planning & Projects Group

Portland Bureau of Transportation
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Portland, OR 97204
503-504-8758 (Cell)
hannah.morrison@portlandoregon.gov
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Translation and Interpretation: 503-823-4000

From: Xiao-Yue Han <xyh200@gmail.com>

Sent: Friday, February 24, 2023 2:42 PM

To: Morrison, Hannah <Hannah.Morrison@portlandoregon.gov>

Cc: Commissioner Mapps <MappsOffice@portlandoregon.gov>

Subject: EV chargers

Hi,

Stoked that there will be more public chargers as part of the right-of-way project. Not sure I saw this in the published materials, but I think it's important for there to be a rate stipulation in the permitting process that preserves equitable access while also allowing companies to make an ROI/want to invest in this infrastructure. Perhaps a public board that has reps from the community and industry to set a common pay/equitable pay structure that can revisit rates/etc. annually.

The current EV chargers in PDX are **way** overpriced relative to even Tesla supercharging (\$0.2-0.35/kWh) or destination charging (free). I don't intend to use these chargers as I can charge at home/work, but just some food for thought for the intended beneficiaries (low/middle income, apartment dwellers, etc.).

Sincerely,

Xiao-Yue Han

503-332-5005