

Ellen Silver 11:16 AM

Please address challenges/opportunity for rural communities, as well as older populations (whether urban, suburban or rural).

Jane Bender 11:16 AM

Add street trees—not just green spaces

Eris Weaver 11:17 AM

RE: funding - is the Climate Center taking a position on Measure DD?

Mark Mortensen 11:19 AM

What seem to be the obstacles to pop up bike/ped lanes? These seem to be particularly cost effective. Such lanes would offer a healthy option for short commutes, which often comprise the majority of city trips. Thoughts.

Kristin Harms 11:19 AM

Does the Climate Center provide speakers for locally-focused webinars on reducing personal carbon emissions?

Wendy Ring 11:22 AM

Is there a set of templates for local policies?

Anonymous Attendee 11:22 AM

What is the timeline goal?

Leslie Adler-Ivanbrook 11:24 AM

Do you have any suggestions for expanding the currently limited public transportation in rural areas?

Nicholas Peterson 11:25 AM

Affluent folks are buying great EVs but moderate income folks have a double whammy, there are yet to be very affordable used EV options and they usually rent and do not have access to at home charging. What are the methods that cities can take to help these folks make the transition to electrical transportation.

Dave Guttman 11:25 AM

Why hasn't there been more energy (pun intended) put into hydrogen fueled personal vehicles?

JoEllen Denicola 11:27 AM

Hi Woody, Thank you for the presentation. I wonder about PGE's capacity to take on more energy vehicles since their infrastructure has proven to be so outdated. What are your thoughts? Especially since EV owners try to charge at low rate times, ie the middle of the night.

Also what about major city folks. My middle son and daughter in law live in Oakland. They have one car and are not considering an EV because they live on the 3rd story of a building without access to parking on the street. How would the cities begin to create access for charging vehicles in dense population areas?

Thomas Felter 11:33 AM

Thank you for thr forward. It so importantn and needs to be repeated always.

Ellen Silver 11:39 AM

For Woody or Terea

Nicholas Peterson 11:43 AM

What third party EV "gig vehicle" shared use programs are coming on line? We see a lot about scooters but what about cars? Is AAA working on partnering with cities to make their gig car program all electric? Seems the big hurdle is charging infrastructure. How can small cities get funding to roll out more public charging infrasturcture.

Mary Benson 11:45 AM

In Chico Butte County CA, we had 3 climate-related disasters in less than 3 years, we are rural and we have a new District 7 that is in the 91 percentile of disadvantage communities per the state's definition, can we can get some help here? Mary Kay 350 Chico Butte County

Mary Benson 11:46 AM

350buttecounty@gmail.com

Mary Benson 11:47 AM

Also we are in a conservative area - so extra tough to get support for our education and EV advocates.

Anonymous Attendee 11:48 AM

I am from a conservative state in the Southeast, are there any resources for how to go about approaching more conservative governments that may be initially opposed to changes like this?

Nicholas Peterson 11:49 AM

Shouldn't the state implement a "Cash for Chokers" that will pay low income folks decfent money for their older ICE vehicles if they procure a new or used EV?

Jeffrey Falconer 11:49 AM

How have other cities been able to advance more involvement in bike and walking trails?

Jeffrey Rabin 11:50 AM

To encourage use of EVs in disadvantaged communities, affordable charging stations have to be in place first. What is the plan to make this happen?

Iris Ruth Lombard 11:51 AM

Nuts and bolts question--In Sonoma County the Redwood Credit Union is a lender for cars. They have their own car lot, in fact. They are also very active in providing services and financial to the Latino and other low income communities. Have they been informed about the One Stop Shopping for EV's. It would seem to be a good fit. Thank you

Nicholas Peterson 11:54 AM

Besides city staff, there is huge resistance to transit alternative changes from commercial and business sector as they see customers primarily as coming to their businesses in cars and parking near by. How can cities show data that backs up how local businesses do well when other forms of transportation besides cars are promoted. I find that folks that patronize businesses don't speak up when they have no problems accessing the business and those that had trouble parking make a big stink so that seems to be a problem from the business owners point of view. We need more hard data that backs up the potential for increased business when stores are accessible to pedestrian and bike and transic travel.

Elaine Wellin 11:55 AM

Has anyone thought about putting charging stations at existing gas stations?

Mary Benson 11:58 AM

We only do collective action!

Nicholas Peterson 11:59 AM

The absolute best place to charge is at home so getting charge stations into multi-unit housing is critical. What initiatives are in the works to mandate that landlords who have cashed in on high rents are required to provide tenants with EV charge stations?