

# O EAST OREGONIAN PINION

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## OUR VIEW

# State report not based on the real world

The state's report on Oregon's electric vehicle charging needs starts off in an unfortunate way — with a kind of STOP sign.

The report was not based on real-world data. The analysis wasn't developed based on what electric vehicles are actually on the road today. It didn't look at what electric vehicle chargers are installed. It based its analysis on the state's goals for electric vehicles. And the state is not meeting its goals.

The state's goal was for 50,000 registered zero-emission vehicles by 2020. It didn't hit that by June 2021. There were 38,482 registered vehicles then. That's just more than 1% of the passenger vehicles in Oregon. And if you are wondering, the state also is not on track to hit its goals for the vehicles in 2025 or 2030.

A report that is not based on real-world data is not going to be as real-world useful. But the report still affirms what you probably already guessed: Oregon has a long way to go before the network of electric chargers is sufficient.

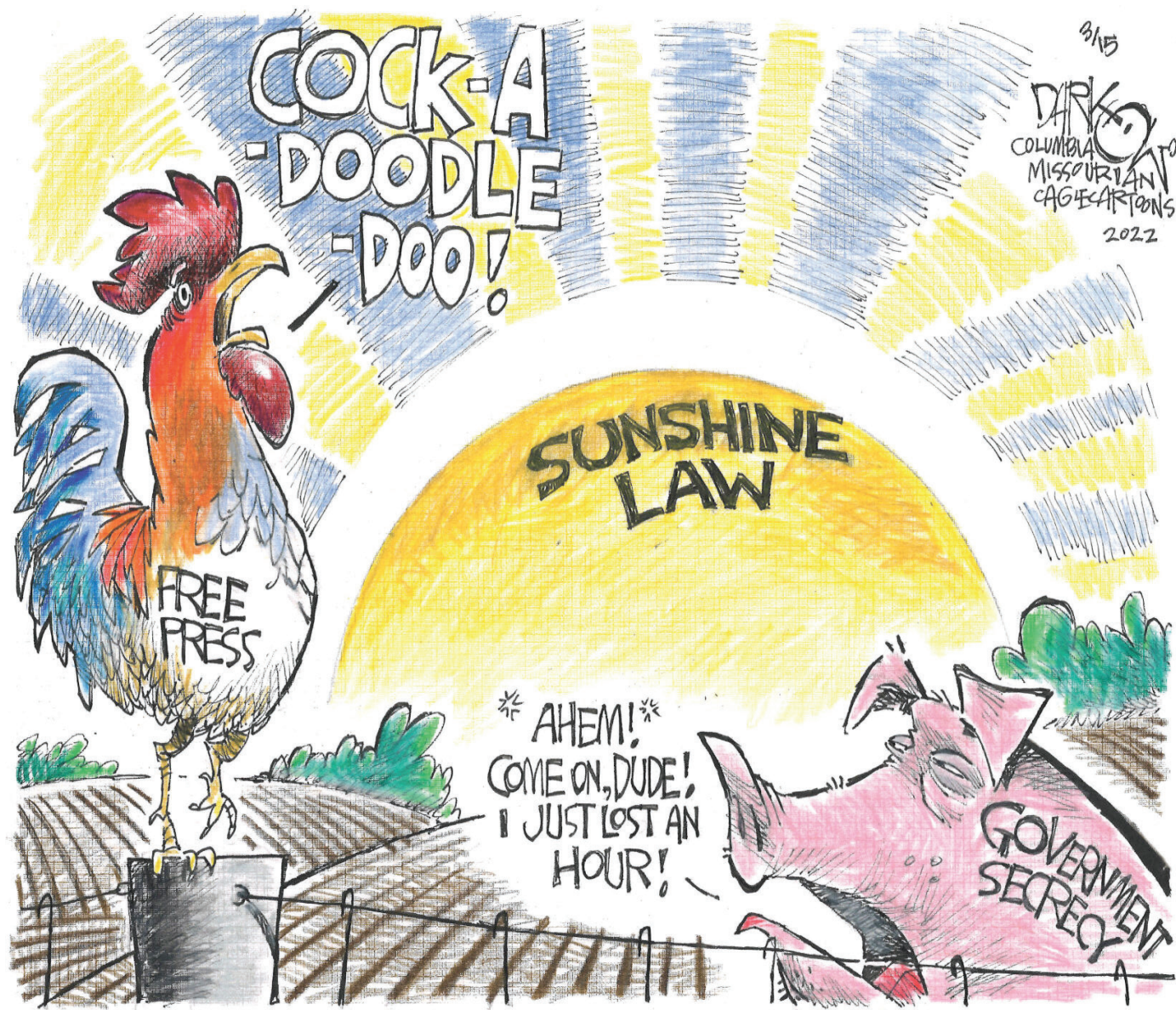
Gas prices, concern for the environment and other reasons already are pushing some people to go electric car. The absence of public and home chargers remains an obstacle to getting more people to switch. If Oregon is going to meet its goals, its going to need thousands more chargers. People living in apartments also cannot have guaranteed access to a parking space, so how would they be able to access charging?

The state report recommended Oregon create incentives for businesses to add chargers to their lots. It recommended creating subsidies to add more chargers in rural areas. It suggested requiring new buildings be built ready for chargers, which the state already has been working on. It also recommended local and state government buildings be role models and install chargers. More analysis is planned by the state to be ready for more electric bikes and scooters and vehicles that use hydrogen power.

We can understand why state government seems to be planning for its goals for electric vehicles and not Oregon's reality. It's what Gov. Kate Brown has called for, and she is firmly committed to her plans for climate change. Investing heavily now better prepares the state for the future and encourages more people to adopt electric vehicles.

But Oregon does face other real-world challenges now. Among others, it is failing to adequately provide legal representation for people accused of crimes who can't afford a lawyer. It is failing to protect some of its more vulnerable children — those in foster care. And many families continue to struggle to find child care.

If Oregon based its spending and planning on chargers on real-world data, there would be more money available for those other challenges.



# Terminal aerodrome forecasts



MARC  
AUSTIN  
EYE TO THE SKY

Weather can affect many areas of life, including whether or not your outdoor activities get rained out, your kids will have a snow day or simply how you should dress for the day. Weather also can affect commerce and transportation and, specifically, the aviation industry.

Anyone who has ever taken an airline flight, for work or for that well-earned vacation may have experienced a flight delay or cancellation due to weather. Commercial airlines are very affected by weather conditions, as are freight airlines and the general aviation community. While the impacts of the weather can not be completely avoided, proper planning and good forecasts can help mitigate the effects.

You may have wondered how there could be a delay where you are if it is sunny, but the plane you are waiting for could be coming from somewhere else where the weather is not so nice. More often than not, if a big storm, such as a hurricane or snow storm is in the forecast, most airlines will proactively cancel flights before people even leave for the airport, and move the aircraft to other airports out of harm's way. Accurate and timely forecasts allow the airlines to make these decisions, sometimes days in advance.

The National Weather Service issues Terminal Aerodrome Forecasts — TAFs — for thousands of airports across the

nation, ranging from the largest to some of the smaller ones. These forecasts are issued four times a day and at most airports are usually valid for 24 hours. However, at the larger hub airports across the country, these TAFs are valid for 30 hours. The purpose of these forecasts are to give pilots and airport managers information on expected conditions so they can plan for any weather issues that may be forthcoming.

Locally, TAFs are issued for Pendleton, (PDT), Walla Walla, (ALW), Tri-Cities Airport (PSC), and a bit further afield: The Dalles (DLS), Yakima (YKM), Bend (BDN) and Redmond (RDM). These forecasts contain wind, visibility, cloud cover (ceiling) and also could contain significant weather such as snow, rain, fog, etc. From this information, pilots can obtain a flight category — Visual Flight Rules, Marginal Visual Flight Rules, Instrument Flight Rules. Depending on the type of aircraft and the license/rating of the pilot, they may or may not be able to fly in certain conditions.

Many NWS offices also issue Airport Weather Warnings when certain weather criteria are met, such as lightning, heavy snow, high winds and other weather that could have significant aviation impacts.

Commercial airline companies usually have their own in-house meteorologists or contract out to other corporations for specific weather information. However, many still rely on the National Weather Service for numerical weather guidance and forecast models to inform their aviation forecasts.

Additionally, National Weather Service meteorologists are located at regional Air Route Traffic Control

Centers that handle higher altitude traffic. Most of the Pacific Northwest falls under the purview of the ARTCC in Seattle, with a portion of southeastern Oregon being the responsibility of the ARTCC in Salt Lake City. The meteorologists in these centers brief Federal Aviation Administration air traffic controllers directly so that controllers can make the best decisions as to re-routing aircraft around lines of thunderstorms and other weather conditions that would be hazardous to aviation.

Lastly, there are two national centers, one in Kansas City, and one near Washington, D.C., that coordinate weather across the national airspace and try to keep things moving as best as possible. They also issue advisory products, including for large areas of thunderstorms or turbulence or when low clouds or fog could create mountain obscuration. As we know, this is something that is important with the terrain across the Pacific Northwest, especially for general aviation pilots as it happens virtually every winter.

So, while weather can have an over-size impact on aviation there are teams of dedicated meteorologists at the local, regional and national levels, as well as in the private sector working to make your flight as safe, smooth and on-time as possible.

Marc Austin is a warning coordination meteorologist for the National Weather Service in Pendleton. Austin leads outreach and weather preparedness programs, and engages the media, emergency management and public safety communities in building a weather ready nation.

## YOUR VIEWS

### We should be as concerned about our borders as we are about Ukraine's

On Jan. 25 of this year, conservative political commentator Tucker Carlson reported a story about Nancy Pelosi that had to do with national borders. Carlson said "national borders are central to national security because without borders you can't have a country." Carlson quoted Pelosi as saying borders should "be impossible to breach, walled up and buttoned-down."

When I heard this I was shocked because the Biden administration has done little to secure our southern border and have been responsible for much of the chaos.

As the story continued, I thought Pelosi must have had an awakening about the nature of national sovereignty,

but then I realized she wasn't talking about our borders — she was talking about Ukraine's borders, and the broadcast showed her introducing to the House of Representatives an act called "Defending Ukraine's Sovereignty Act." She said this act was "developed to insure Ukraine's sovereignty, independence and territorial integrity."

Now granted, an armed conflict between Russia and Ukraine is an international crisis, but the mess we are experiencing on our southern border has already created a humanitarian crisis here at home.

Immigrants are crossing the border and vetting has been pretty much nonexistent and/or ineffective. Progressives and liberals suppose that conservatives are appalled at this influx due to lack of compassion for poverty-stricken people from south of the border and others from around the world.

Also, there is a concern about reports that there has been little or no screenings for COVID-19, that government agencies have given services that are unavailable to needy American citizens and some of these "illegals" are shipped to all parts of the U.S. Added to all that is the crisis of trafficking people and huge amounts of drugs by the cartels.

But the truth is, compassion is not lacking. The result of all this is anarchy, and those seeking political amnesty, or work, would be much better served if the border was administered in an ordered and reasonable way. It's hard not to question Nancy Pelosi's veracity — she is, after all, Speaker of the House of Representatives of the United States of America — but under the circumstances, it's hard not to.

Vicki Correll  
Summerville

### EDITORIALS

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### LETTERS

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