



City of
Portland



Bureau of Planning and Sustainability
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February 11, 2020

Representative Karin Power
House Committee on Energy & Environment
900 Court Street, NE
Salem OR 97301

Dear Chair and Members of the Committee,

The Portland Bureau of Transportation (PBOT) and Bureau of Planning and Sustainability (BPS) support HB 4068 on behalf of the City of Portland, which would accelerate the adoption of electric vehicles (EV) by amending the state building code to create EV charging infrastructure in certain types of new construction. The bill also allows local jurisdictions to develop more aggressive EV-ready requirements which is to help meet the State's carbon emission reduction goals.

With carbon emissions from the transportation sector accounting for approximately 40 percent of the state's greenhouse gas emissions in 2019 and with light-duty vehicles accounting for more than half the transportation sector's emissions, now is a critical time for the public-sector to take action to accelerate the transition to electric vehicles.

It is important to note that cities are acting. At the local level, there is substantial policy in place at the City of Portland to advance transportation electrification, including the joint City and Multnomah County "Climate Action Plan" (2015), the City of Portland "Electric Vehicle Strategy" (2017) and the establishment of a goal to fulfill the Paris Climate Accord by transitioning Portland to 100 percent renewable energy by 2050 (Resolution No. 37289). Fortunately, local action is supported by state policy, including bold goals set by Governor Brown to reach 50,000 zero emission vehicles by the end of 2020 (EO 17-21; SB 1044).

HB 4068 builds on Governor Brown's Executive Order 17-21 by directing the Department of Consumer and Business Services to update the state building code to ensure new construction is built with EV charging in mind. This bill addresses a major barrier to widespread adoption of EVs: consumer concern about real or perceived issues with access to EV charging. While actual EV charging units might not be installed until after building occupancy, it is most cost-effective to include critical charging infrastructure in initial construction, so buildings are "EV ready" and well-positioned to meet growing consumer demand.

HB 4068 takes an important first step, but we would like to strongly encourage members of the House Committee on Energy and the Environment to ensure that any policy advanced allow

local jurisdictions to regulate beyond the statewide standard. The bill should also apply to major renovations to ensure broader access to the benefits of EV charging.

HB 4068 offers key opportunities to best promote EV charging where consumers want it most – at home or at work – and to do so in cost effective ways. For these reasons, the City of Portland support HB 4068.

Sincerely,

Chris Warner, Director
Portland Bureau of Transportation
City of Portland

Andrea Durbin, Director
Bureau of Planning and Sustainability
City of Portland



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