



Representative Marty Wilde

Marshall Wilde



MAR 22 2020



Vote YES on HB 2180A

Bill received unanimous YES vote in House Energy and Environment Committee

With carbon emissions from the transportation sector accounting for approximately 40 percent of the state's greenhouse gas emissions and 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 (EVs).

Transportation is also the second-highest expense for most households, and EVs can dramatically reduce those costs. The cost of using electricity to fuel a car is roughly equivalent to buying gasoline for \$1 per gallon, and EVs do not need oil changes and require very little maintenance.

In order for EVs to be a viable option for all Oregonians, we need to greatly expand the availability of places to charge them. Studies show that people seldom buy EVs if they cannot charge them at home or at work, and many Oregonians—particularly those who live in multifamily housing—simply do not have access to charging facilities.

HB 2180A increases accessibility to EV charging by ensuring that parking facilities for new buildings are EV-ready.

Key elements of HB 2180A

- **Prepares parking areas for the future installation of EV chargers** by updating the state building code to ensure that parking areas for new commercial development and new multifamily housing of 5+ units have the conduit and provisions for electrical service capacity necessary to install EV chargers at 20% of parking spaces.
- **Helps property owners to avoid the significant expense** of retrofitting parking lots for charging infrastructure later on. Case studies have shown that it can cost up to six times as much to retrofit parking lots for EV chargers versus preparing them at the time of construction.
- **Minimizes costs** by *not* requiring charging stations to be installed at the time of construction.
- **Meets growing consumer demand for charging infrastructure:** as of October 2020, there are more than 31,400 light duty electric vehicles registered in Oregon, and demand for EVs has been strong than for gas vehicles during the COVID-19 pandemic (Data from Oregon Dept. of Energy).

If EVs are going to be a truly viable alternative to gas-powered cars, it needs to be easy to charge them no matter where you live. The buildings being built now will last for half a century or more, and House Bill 2180A will help ensure that these buildings are prepared for the future of our transportation system. **Please vote YES on HB 2180A.**