



## SUNRISE MOVEMENT PDX

February 3, 2021  
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Portland, OR 97212

House Committee and Energy and Environment  
900 Court Street NE, Room 347  
Salem, Oregon 97301

Chair Marsh and Members of the Committee,

Good afternoon Chair Marsh, Vice Chairs Brock Smith and Helm, and members of the committee. My name is Paxton Rothwell and I live in NE Portland. I am speaking today on behalf of myself and Sunrise PDX. HB 2180 is an underwhelming step in the right direction that aims to remove the largest barrier to personal electric car ownership - reliable and fast charging at home.

To reach a carbon neutral future by 2050, the state and local agencies must invest heavily in active and public transportation while divesting from the land use model of car-dependent sprawl throughout Oregon. The State must also end any minimum requirements for parking since required parking spots make housing more expensive and subsidize driving habits.

Regardless of the issues with parking and car-dependency, Sunrise acknowledges that taking gasoline powered cars off of the road and replacing them with personal electric vehicles is an important part of lowering carbon emissions from transportation. This is especially true in sprawled and car-dependent areas that already exist.

HB 2180 proposes 20% of parking at some, but not all, residential and office buildings be made electric charging compatible. In the future I dream of, I envision a world where all cars that exist are electric, not just a meager 20%. In the face of the climate catastrophe at our doorstep it is no longer the time to take measured steps - the people need bold action now!

HB 2180 must be altered to increase the initial number of required Level 2 charging parking spots to 30%. Additionally, the required number of spaces that must be outfitted with Level 2 charging capabilities must increase by 5% a year until at least 80% of new parking spaces are required. This bill must also be altered to require charging infrastructure at all residential units,

not just multi-family dwellings with 5 or more units. At some point the State must also consider adding charging infrastructure to existing residential units.

As someone who works in the construction industry and often interacts with the building code, increasing where this bill applies and increasing the percentage of parking spaces it applies to will simply be seen as another “checkbox” to contend with when designing a new project. The State of Oregon won’t get pushback from the construction industry for taking a brave stance and saying “we bet that in the next 15 years the majority of personal vehicles will be electric and will need charging stations.” In fact, anything less than a brave and bold stance today is an admission of acceptance of our abysmal and unliveable climate future.

While Sunrise supports this bill, we encourage you to take another look at this bill and increase its effect.

Thank you for your time,  
Paxton Rothwell  
Sunrise PDX