



CITY OF
PORTLAND, OREGON

GOVERNMENT RELATIONS

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April 29, 2021

Chair Lee Beyer
Senate Committee on Energy and Environment
Oregon State Legislature
900 Court Street NE
Salem, Oregon 97301

Re: Support for HB 2180A

Chair Beyer and Members of the Committee:

Portland City Council adopted the Climate Emergency Declaration in June of 2020 which commits the City to reduce carbon emissions by at least 50% (below 1990 levels) by 2030 and achieve net zero carbon emissions before 2050. Additionally, City Council committed to meet 100% of Portland's community energy needs with renewable sources by 2050. The transportation sector is responsible for 42% of Multnomah County's carbon emissions and is the only sector in which carbon emissions have increased significantly since 2013. Transitioning from fossil fuel to electric powered vehicles is a key strategy to meet the City's carbon reduction, air quality and equity goals.

EVs are gaining momentum around the country. President Biden has committed to transition the entire federal fleet of 645,000 vehicles to electric. General Motors has committed to sell only zero emission vehicles by 2035. Both California and Massachusetts Governors have set a goal of eliminating the sale of gas-powered vehicles by 2035. Soon after the California announcement, Governor Brown issued a press release committing to follow their lead and adopt the same goal for Oregon. States such as Washington, New Jersey and Colorado are considering following suit.

Oregon adopted a goal of having 50,000 registered motor vehicles be zero emission vehicles (ZEVs) by 2020 and 250,000 registered vehicles be ZEVs by 2025. The current political momentum by federal and state governments and car manufacturing companies is great but it will increase demand for EV charging infrastructure to be available at home, work and in publicly assessable locations. We need to align supply, demand and regulation in order to have a chance at meeting our goals.

Portland EVs are needed to meet State goals. Multnomah County has 30% (9,103) of the state's 31,977 EVs. Oregon is currently 18,000 vehicles short of reaching the State's 2020 goal. In order to meet the State's ZEV goals, the Portland metro area needs to have significantly more charging stations to be able to fuel significantly more electric vehicles. Studies show that most people charge at home or at work. 65% of PGE customers surveyed in 2019, reported that the ability to charge at home was a significant barrier to purchasing or leasing an EV. People need to feel confident that they can charge their car before they use, lease or buy an EV. If the Portland metro area is expected to contribute a third of the EVs needed to meet the 2020 State goal, we will need the State's help to enable us to do our part to meet that goal. Currently, we are missing opportunities in each new residential project that is built. It's important to keep in mind that the structures that are built now will still be here in 2050 and beyond.

It is clear to us that building code is the correct location for these rules. As a result of HB 2577 (2015) Buildings Code Division (BCD) agreed to develop a pilot program that included the City of Portland and other jurisdictions. HB 2180A is on the right track and builds upon that program that was put in place in 2017. By putting this in the Building Codes it will be a statewide requirement that is housed in one location, instead of each jurisdiction having to adopt it as part of their land use requirements. If these requirements were in land use each jurisdiction could have different requirements, leaving little consistency throughout the state.

We are happy to see that the current bill language provides a statewide minimum EV-Ready guideline and allows local jurisdictions to go above and beyond the 20% requirement, which is why the "notwithstanding ORS 455.040" bill language is critical. HB 2180A would only allow the local jurisdictions to make one change to the code, that being the percent of unit that are required, there is no other preempting taking place or allow as part of this bill.

Oregon's current EV-Ready Parking Rule (918-020-0380) preempts local jurisdictions from developing EV Ready requirements for parking facilities with fewer than 50 spots. It also preempts us from requiring more than 5% of the spots in a parking facility be EV-Ready. Without the "notwithstanding" language at the end of section one, cities would have to go through a local waiver process. In our experience, that process has been laborious and has taken significant resources for a highly uncertain outcome. This process is likely even more burdensome for smaller jurisdictions that have less staff and resources. Because of this, it is our belief, that without this portion of the bill, drafted exactly as it is in HB 2180A, cities would not have a real option to require a higher percentage of parking spaces.

We are currently working on a City of Portland EV Code Project in which we anticipate requiring more than 20% of parking, at residential new construction projects, to be EV-Ready. We need a statewide building code standard to ensure that the necessary *electrical service capacity* is in place to support EV charging, which is something that local zoning codes cannot address.

This bill is a step in the right direction, but it does not go far enough to meet the increasing demand for residential charging infrastructure. We will need to have EV-Ready requirements for *all residential categories* including single family, townhouses and dwellings that have under

5 units. We would like legislators to consider exploring a carve-out option to allow cities with more than 100,000 residents to be able to require EV-Ready infrastructure in all building categories including private and public buildings for all uses such as industrial, institutions, commercial and residential. We will likely need to address the existing housing stock at some point as well, given that 2/3rds of the dwelling units, that currently exist, will still be used in 2035 and beyond.

We are asking the State Legislators to help us, help Oregon meet the State's climate and ZEV goals by reducing unnecessary barriers to EV adoption. A successful transition to zero emission vehicles is critical to avoid the most catastrophic impacts of climate change. Thank you for the opportunity to submit public testimony and we are happy to answer any questions you may have.

Sincerely,
Ingrid Fish
Bureau of Planning and Sustainability
City of Portland