

Submitter: Christina Buehler

On Behalf Of:

Committee: House Committee On Emergency Management, General Government, and Veterans

Measure, Appointment or Topic: HB2200

I am testifying in opposition of this bill as a native American and long time resident of Washington County, Oregon.

1. Overreach in Mandates

o HB 2961 specifies significant percentages of parking spaces in commercial and multifamily buildings that must include EV charging provisions. These percentages—20% for commercial spaces and up to 50% for multifamily buildings—may be excessive in areas with low EV adoption rates. This one-size-fits-all approach could impose unnecessary costs in regions where EV demand is insufficient to justify such extensive infrastructure.

2. Conflict with Local Autonomy

o The bill limits municipalities' flexibility by preempting local building codes while allowing only stricter requirements. This could create a rigid regulatory environment that ignores regional variations in EV adoption, economic conditions, and development needs.

3. Financial and Practical Challenges for Builders

o Installing electrical service capacity for EV charging is expensive. Builders will need to invest in upgrades to building electrical systems, conduit installations, and potentially advanced charging equipment. These costs are likely to increase housing prices, making affordability a greater issue, especially in multifamily units.

4. Impact on Smaller Developers

o Smaller developers working on limited budgets may find it particularly challenging to meet the requirements, potentially discouraging new developments or shifting their focus to less-regulated projects.

5. Timing and Implementation

o The mandate applies to construction projects with building permits filed after July 1, 2026. This timeline may not align with necessary grid upgrades and supply chain improvements to support the additional demand.

6. Feasibility of Grid and Infrastructure Upgrades

o The electrical grid in many areas is not prepared to handle the increased load from widespread EV charging infrastructure. Mandating these provisions without first addressing grid capacity risks overwhelming local utilities and could lead to reliability issues.

7. Alternative Incentive-Based Approaches

o Rather than imposing mandates, an incentive-based approach could encourage voluntary adoption of EV charging infrastructure. Tax credits, grants, or reduced permitting fees for projects that include EV-ready spaces would achieve

similar goals while reducing financial strain on developers.

Conclusion

While HB 2961 supports EV adoption and environmental goals, its approach is overly prescriptive and introduces potential challenges, particularly in cost, feasibility, and fairness. The legislature should consider more flexible, incentive-based measures that respect regional differences and promote EV readiness without imposing excessive financial burdens on developers and consumers.