

Multifamily NW
16083 SW Upper Boones Ferry Rd #105
Tigard, OR 97224

Oregon House Committee on Climate, Energy and Environment
900 Court St. NE
Salem Oregon 97301
RE: Concerns with HB 2961

Feb. 4, 2025

Chair Lively, Vice Chairs Gamba and Levy, Members of the Committee,

Thank you for the opportunity to provide testimony on HB 2961. While we understand the intent behind expanding access to electric vehicle (EV) charging, on behalf of Multifamily NW, we urge you to reconsider the mandates in this bill due to the disincentive it creates for new housing, the potential reduction in available parking, among other concerns.

Multifamily NW is the largest association of housing providers in the state, representing nearly 300,000 units and every profession related to the industry — from property managers and owners to landscapers, maintenance professionals and screening companies. Our top priority is to collaborate with public sector leaders to identify and implement proven solutions to Oregon's ongoing housing crisis.

HB 2961 requires that new residential buildings with five or more units include EV charging infrastructure. However, the cost of installing a single Level 2 EV charger can cost thousands of dollars per unit, depending on electrical capacity and installation requirements — like fire inspections and other local regulations. These costs will inevitably be passed on to renters or homebuyers, exacerbating Oregon's housing affordability crisis at a time when we need to focus on lowering costs and increasing housing supply.

EV chargers in new developments may reduce available parking as well, particularly in multifamily housing where space is already limited, and most renters are not driving EVs. Developers may be forced to reconfigure parking lots to meet the requirement, potentially decreasing the total number of spaces and making it more difficult for residents to find parking every day.

Electrical infrastructure to support mandated chargers will require costly improvements that may not be feasible in all locations, particularly in older neighborhoods where electrical capacity is already limited. This bill risks creating unintended reliability issues for communities.

Rather than imposing costly mandates, Oregon should continue to explore incentives that encourage EV charging installation without making it a mandate. Options such as tax credits, grants, or rebates for voluntary installations could help expand EV charging access without disproportionately impacting housing costs and development feasibility.

For these reasons, we respectfully urge the committee to reconsider HB 2961. Thank you for your time and consideration.

Sincerely,

Zach Lindahl, Director of Government Affairs