



Bureau of Planning and Sustainability
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April 2, 2019

Representative Ken Helm
House Committee on Energy and Environment
900 Court Street NE
Salem, OR 97301

RE: HB 3141

Chair Helm and Members of the Committee:

The City of Portland is committed to decreasing carbon emissions 80 percent by 2050. Portland’s 2017 Electric Vehicle (EV) Strategy includes actions to help us reach that goal and to contribute to the State’s commitment of having 50,000 EVs on the road by 2020. The State of Oregon is an important partner in our work, and we support state-level legislation that meaningfully advances Oregon toward zero emissions. We have concerns, however, about two elements of HB3141.

- 1) We are concerned that Section 2 of HB3141 could prevent jurisdictions from setting more progressive EV-ready standards, which would prevent Portland and other local jurisdictions from helping the State achieve its climate and EV related goals. Studies show that home and work are the places where most people charge their vehicles. This means that to support uptake of EVs, charging must be widely available in residential and commercial buildings. Nearly 80 percent of new construction by 2035 in Portland will be multifamily buildings. New construction presents a relatively cheap opportunity to install infrastructure necessary to support EV charging and we prioritize this approach because it supports Portland’s climate and equity goals.

To meet the City of Portland’s climate goals we believe it is necessary to require Portland builders to provide electrical capacity to service 240-volt electric vehicle charging for **at least 20 percent** of parking spots in the garage or parking area for the building. We respectfully request the language be explicit in allowing local jurisdiction to set standards higher than 10 percent.

- 2) We are also concerned that Section 14 of HB3141 overly restricts the ability of electric utilities to invest in transportation electrification as a system. While we strongly believe that investment in rural communities and low-income communities is key to achieving our climate and equity goals, we are concerned that limiting the ability of utilities to invest only in places where usage

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may be low could weaken the electrified transportation system overall. We work closely with the electric utilities in Portland and they have demonstrated their commitment to investing in under-served communities. We believe that we can work with them to invest where EV usage is high now and where it's important to build usage for the future.

Thank you for considering our feedback. We look forward to continuing to work in partnership with the state to move Oregon toward our shared climate goals.

Sincerely,



Michele Crim
Chief Sustainability Officer
City of Portland

