



To: Members of the House Committee on Energy and Environment
From: Rhett Lawrence, Pacific Northwest Policy Manager
Date: February 11, 2020
RE: House Bill 4068

Chair Power and Members of the Committee:

My name is Rhett Lawrence and I am the Pacific Northwest Policy Manager for Forth. We are a nonprofit trade association that advocates for the advancement of electric, hydrogen, shared, smart, connected, and autonomous mobility. I am here today on behalf of our more than 175 members – including auto manufacturers, electric vehicle charging suppliers, industry partners, utilities, local governments, and non-profit environmental organizations – to urge your support for House Bill 4068.

As you know, Oregon has ambitious greenhouse gas reduction goals and we are already behind in meeting them. And given that the transportation sector is now the biggest component of our state's greenhouse gas emissions, it is critical that we take steps to get those transportation emissions headed down – and quickly. Dramatically increasing the use of electric vehicles is one of the most significant steps we can take to get a handle on reducing those transportation emissions.

Forth is thus very supportive of any policy proposals which would speed up our state's transition to greater EV adoption, and we believe that HB 4068 is a crucial step in that direction. It is clear that if we are to have widespread adoption of EVs in Oregon, we will also need to greatly expand the availability of places to charge them. Studies show that people seldom buy EVs if they cannot charge them at home or at work, and many Oregonians – particularly those who live in multifamily housing – simply do not have access to charging facilities.

HB 4068 will begin to remedy that problem by requiring that all new commercial development in the state and all new multifamily housing with five or more units have the conduit and provisions for electrical service capacity necessary to install EV chargers at 20% of parking spaces. Notably, it does *not* require EV chargers to actually be installed at the time of construction. Instead, the bill will prepare parking areas for the future installation of EV chargers, allowing property owners to avoid the significant expense of retrofitting parking lots for such charging infrastructure. Numerous case studies have shown that it can cost up to five times as much to retrofit parking lots for EV chargers versus preparing them at the time of construction – roughly \$1000 per space to around \$5000 per space for a retrofit.

It is also important to note the necessity of making EV charging infrastructure available statewide, as HB 4068 will do. If EVs are going to be a truly viable alternative to gas-powered cars, it needs to be as easy to charge them in Burns as it is in Beaverton. If EV drivers cannot be assured that they can find readily available charging wherever they go in the state, they will be reluctant to make the shift to an EV as their primary vehicle. HB 4068 will make EVs more accessible to all Oregonians and help EV owners feel comfortable that there will be a charging network for them wherever they go.

In sum, we believe that House Bill 4068 will help get Oregon on the necessary path to markedly increasing transportation electrification. Forth strongly supports this bill and we urge Committee members to do the same. Thank you for the opportunity to provide this testimony and I'm happy to answer any questions you may have.

FORTH Empowering Mobility

Rhett Lawrence
Pacific Northwest Policy Manager
rhettl@forthmobility.org | C: 503-490-2869
[FORTHMOBILITY.ORG](https://www.forthmobility.org)