

April 26, 2021

# MMC

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## Metropolitan Mayors' Consortium

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**Mayor Lacey Beaty**

City of Beaverton

**Mayor Brian Hodson**

City of Canby

**Mayor Jeffrey Dalin**

City of Cornelius

**Mayor Gery Schirado**

City of Durham

**Mayor Brian Cooper**

City of Fairview

**Mayor Peter Truax**

City of Forest Grove

**Mayor Travis Stovall**

City of Gresham

**Mayor Tom Ellis**

City of Happy Valley

**Mayor Steve Callaway**

City of Hillsboro

**Mayor Ken Gibson**

City of King City

**Mayor Joe Buck**

City of Lake Oswego

**Mayor Mark Hardie**

City of Maywood Park

**Mayor Mark Gamba**

City of Milwaukie

**Mayor Teri Lenahan**

City of North Plains

**Mayor Rachel Lyles Smith**

City of Oregon City

**Mayor Ted Wheeler**

City of Portland

**Mayor Walt Williams**

City of Rivergrove

**Mayor Keith Mays**

City of Sherwood

**Mayor Jason Snider**

City of Tigard

**Mayor Randy Lauer**

City of Troutdale

**Mayor Frank Bubenik**

City of Tualatin

**Mayor Anne McEnery-Ogle**

City of Vancouver (ex officio)

**Mayor Jules Walters**

City of West Linn

**Mayor Julie Fitzgerald**

City of Wilsonville

**Mayor Scott Harden**

City of Wood Village

Senator Lee Beyer, Chair  
Senate Committee on Energy and Environment  
Oregon Legislature

Re: Support for HB 2180A

Dear Chair Beyer, Vice-Chair Findley, Vice-Chair Dembrow and Members of the Committee,

The Metropolitan Mayors' Consortium (MMC) represents the mayors of twenty-five cities in the Portland Metro Area, collectively home to over 1.7 million Oregonians. The MMC writes to express its support for HB 2180.

The mayors of the MMC are dedicated to taking action that addresses and mitigates the impacts of climate change on the residents of our cities. Since carbon emissions from the transportation sector accounting for approximately 40 percent of the state's greenhouse gas emissions and light-duty vehicles accounting for more than half the transportation sector's emissions, now is a critical time for the public sector to take action to accelerate the transition to electric vehicles.

The mayors of the MMC also believe it is vital to tackle climate change in an equitable way. Transportation is the second-highest expense for most households, and EVs can dramatically reduce those costs. The cost of using electricity to fuel a car is roughly equivalent to buying gasoline for \$1 per gallon, and EVs do not need oil changes and require very little maintenance. However, in order for EVs to be a viable option for all Oregonians, we 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 rent and those who live in multifamily housing—simply do not have access to charging facilities.

The buildings being built now will last for half a century or more. HB 2180 A will help ensure that these buildings are prepared for the future of our transportation system, while also avoiding the significant expense of retrofitting parking lots for charging infrastructure later on. Furthermore, by allowing individual cities to set their own EV-ready parking space requirements, the bill also allows us to respond to the unique transportation electrification needs of our individual communities.

If EVs are going to be a truly viable alternative to gas-powered cars, it needs to be easy to charge them no matter where you live. The mayors of the MMC believe that HB 2180 A is a simple, common-sense step in the right direction.

Sincerely,

The Mayors of the MMC