

2016 Electric Vehicle Strategy Actions and Goals

DRAFT Electric Vehicle Strategy Goals

1. Accelerate the adoption of electric vehicles and add 8,000 new electric vehicles and plug-in hybrids in Multnomah County by 2020.
2. Increase access to publicly accessible electric vehicle charging infrastructure. Facilitate the installation of **TK** Level 2 and **TK** D.C. Fast Chargers.
3. Optimize the utilization of electric vehicles to achieve the goals of Portland's Climate Action Plan, the Comprehensive Plan's transportation strategy for people movement and the Transportation System Plan's mode share and vehicle miles traveled targets.
4. Increase access to affordable electric vehicle transportation options for low-income populations and communities of color.
5. Maximize the air quality and cost savings benefits of electric vehicles for low-income populations and other disproportionately impacted communities.
6. Continue to green the City of Portland's Fleet and ensure 30 percent of the City's sedan vehicle fleet is electric or plug-in hybrid by 2020.
7. Prioritize shared use and automated electric vehicles, including electric bicycles, in policies and actions to improve safety, reduce expenses and reduce the need for personal vehicle ownership.

DRAFT Electric Vehicle Strategy Actions

		Charging Infrastructure	Lead Bureau
		Buildings	
A	1	Explore the development of electric vehicle (EV) parking and charging infrastructure requirements in new multi-family and commercial construction projects that include parking.	BPS (BDS)
A	2	Encourage utility and community partners to develop and deliver technical assistance services to assist building managers and home owners through the process of installing EV chargers.	BPS
A	3	Work with partners to develop electric vehicle charging outreach and education materials and programs targeted to builders and architects.	BPS
A	4	Seek funding to enable affordable housing projects to be EV-ready with, at a minimum, the necessary electrical capacity and conduit to enable EV chargers.	PHB (BPS)
A	5	Incorporate EV-ready provisions in the City's green building policy for affordable housing.	PHB (BPS)

A	6	Develop EV-ready requirements for new construction projects that trigger LEED requirement, and receive funding or incentives from the Portland Development Commission.	PDC
A	7	Develop a strategy to retrofit strategic existing City-owned buildings and facilities with publicly available EV chargers and consider EV-ready construction requirements for new City buildings or major renovation projects that have publicly available parking.	BIBS (all bureaus)
A	8	Develop a funding mechanism for EV chargers for City vehicles in City-owned and/or -managed buildings.	CBO
		Public Place Charging	
A	9	Explore the development of EV parking and charging infrastructure requirements in new and existing (public and private) parking structures and facilities.	BPS (BDS, PBOT)
A	10	Work with community partners to increase the public's awareness of EV chargers through improved signage, marketing and outreach.	BPS (PBOT)
A	11	Work to increase the utilization of existing EV chargers in City-owned and/or -managed parking lots and garages (e.g. SmartPark Garages).	PBOT
A	12	Encourage TriMet to continue installing and maintaining EV chargers at Park & Ride lots.	PBOT
A	13	Work with utilities, Neighborhood Prosperity Initiative (NPI) districts and Main Street areas to install publicly accessible EV chargers.	PDC (BPS)
A	14	Work with public and private partners to support the installation of multi-modal EV charging pods like Electric Avenue around the metro area. Include E-bike charging infrastructure in these electric mobility hubs.	PBOT (BPS)
A	15	Work with community partners and utilities to install publicly accessible EV chargers in strategic locations. Prioritize EV chargers that serve low-income residences, including both multi-family and single-family housing.	BPS (PBOT)
A	16	Develop public right of way priorities and policies for the installation of publicly accessible EV chargers.	PBOT
A	17	Develop a process for EV chargers in the public right of way. Provide clear direction for public and private parties.	PBOT
A	18	Establish policy and process for publicly accessible charging on private property.	PBOT (BDS)
A	19	Develop policies and standards for EV signage and parking, including parking rates, time limits and "parking while charging" restrictions.	PBOT
A	20	Explore City ownership and maintenance of publicly accessible EV chargers, particularly in under-served areas.	PBOT (BPS)
A	21	Establish a policy for addressing abandoned EV chargers in the right of way.	PBOT
A	22	Encourage private property owners to provide publicly accessible EV chargers.	PBOT (BPS)

A	23	Seek new mechanisms to fund EV chargers including the Oregon Clean Fuels Program and carbon credits.	BPS
A	24	Explore opportunities to integrate E-bike charging infrastructure into the City's bike parking program.	PBOT
A	25	Consider integrating EV charging opportunities in streetscape planning.	PBOT (BPS)
A	26	Identify and evaluate opportunities to install EV chargers and/or conduits in conjunction with major public works projects in strategic locations.	BPS (PBOT, Water, BES)
A	27	Consider integrating Level 1 charging with street lights in Portland.	PBOT
A	28	Support local utilities in implementing their plans to increase transportation electrification.	BPS (PBOT)

		Fleets	Lead Bureau
		Transit	
B	1	Support TriMet's efforts to transition their fleet to electric buses and encourage the electrification of other bus fleets in Portland.	BPS
B	2	Work with TriMet to explore options to use new electric buses along routes through portions of the city where air quality issues have the largest impact.	BPS
B	3	Explore options to better integrate public transit and shared EV mobility options such as E-bikes and E-scooters and EV car share vehicles.	BPS (PBOT)
		CityFleet	
B	4	Register for the Oregon Clean Fuels Program to receive credit for City-owned EV chargers.	BIBS (BPS)
B	5	Establish "electric first" guidelines directing City bureaus to purchase all-electric vehicles when the vehicle usage is compatible with available electric light-duty vehicles on the market.	CityFleet (BPS)
B	6	Explore workplace charging for City employees working in and parking personal vehicles at City-owned and -managed facilities.	BPS (BIBS, BHR)
		Freight	
B	7	Encourage and support the electrification of medium- and heavy-duty vehicles used in the city for the delivery of goods and materials.	PBOT

		Personal Vehicles & Shared Mobility	Lead Bureau
C	1	Support Drive Oregon's outreach and engagement efforts including the Northwest EV Showcase initiative's used-EV bulk-buy program, listening sessions and ride-along events. Prioritize outreach and education efforts targeted and tailored to low-income populations and communities of color.	BPS
C	2	Work with partners to leverage existing community mobility needs assessments and conduct additional engagement as necessary to ensure that EV solutions meet the needs of low-income populations and communities of color.	BPS
C	3	Research financing options for individuals with no or damaged credit, to access shared EVs or to buy or lease new or used EVs.	BPS
C	4	Research, and if viable seek funding for, innovative programs to lower the barriers to EVs for low-income populations and communities of color such as vouchers, instant rebates, San Diego's Cash for Clunkers and Los Angeles' EV car share programs.	BPS
C	5	Encourage and support community partners such as Drive Oregon to help low-income Portlanders navigate the incentives, financing and other decision making processes of buying or leasing new or used EVs.	BPS
C	6	Work with the State and other partners to develop EV programs and incentives that will benefit low-income people.	BPS
C	7	Support the transportation needs of low-income populations, including Drive Oregon's efforts to design EV car and E-bike sharing program pilot projects. Prioritize projects serving communities located in east Portland.	BPS (PBOT, PHB)
C	8	Continue to explore opportunities to partially electrify Portland's BIKETOWN bike share program.	PBOT
C	9	Encourage car share companies and Network Transportation Companies (NTCs) to utilize EVs in their fleets. Explore incentives to increase shared electric mobility options particularly in areas with limited transportation options.	PBOT (BPS)

		Innovations and Information	Lead Bureau
D	1	Work with Oregon's Department of Environmental Quality to ensure reliable and timely information is gathered on the number of zero emission vehicles registered in Oregon and Multnomah County.	BPS
D	2	Develop and utilize the best available information (e.g., charger location, EV car sales, demographics, vehicle-miles-traveled) to inform investment and policy priorities for the electrification of the transportation system.	BPS (PBOT)
D	3	Seek opportunities to pilot electric automated vehicles (AVs).	PBOT (BPS)
D	4	Partner with public and private stakeholders to integrate EVs into Smart Cities-related solutions and projects.	PBOT (BPS)

		Economic Development	Lead Bureau
E	1	Work with Drive Oregon, TriMet, Metro and Greater Portland Inc. (GPI) to increase networking among local EV manufacturers and customers, and introduce large regional companies to local green vehicle agencies.	PDC
E	2	Build resources to connect small- to medium-sized EV manufacturers with employment opportunities for qualified underemployed and unemployed residents.	PDC
E	3	Prioritize business development visits and technical assistance to EV-related companies with middle-wage employment opportunities.	PDC
E	4	Organize supply-chain matchmaking events and trade show participating opportunities for existing EV firms to increase sales opportunities.	PDC
E	5	Continue to market Portland's leadership in clean technologies utilizing Portland's "We Build Green Cities" brand to drive EV business relocation and expansion opportunities.	PDC