Enabling Tenant Access to EV Charging
Community Stakeholder Group Meeting 1

January 29th
12:30-2:00
BPS (1900 SW 4th), Conf. Rm 7A

Summary of Comments

Attendees: Alex Bejarano (PBOT), Anthony Bencivengo (Portland Tenant United), Shanna Brownstein (PGE), Brian Crise (BDS), Ben Gates (Urban Patterns), Robert Hayden, Eric Hesse (PBOT), Amy Hillman (Blink Charging), Alan Hipolito (Verde), Eric Huang (Forth Mobility), Steve Lockhart (MKE & Associates, Inc), Stephanie Lonsdale (PBOT), Vinh Mason (BPS), Jonathan Morales (Hacienda CDC), Pam Neild (BPS), Ester Pullido (Pacificorp), Sam Rodriguez (Mill Creek Residential), Ranfis Villatoro (BlueGreen Alliance Oregon), Jon Williams (Metro), Shawn Wood (BPS), Sara Wright (Oregon Environmental Council)

Facilitators: Ingrid Fish (BPS), Marty Stockton (BPS)

Facilitated discussion on the barriers presented. Discussion questions include:

- Discussion questions include:
    - From your perspective, which barriers to tenant EV charging presented resonate with you?
        - Can you tell us more about what the barrier looks like?
        - Who does it impact the most?
    - Are there any barriers missing that we should add? Please tell us about them.
    - Of the barriers we've presented and discussed, which do you think are most important to address in our EV charging planning? Why?

Text in bold below refer to comments that are considered important by one or more participants.

Technology Barriers:
- Where does "quality" of charging infrastructure factor in here? Not all charging infrastructure is of the same quality, user experience and degree of maintenance.
- Information for potential users to access and navigate technology is essential. Potential users benefit when having someone onsite "walk them through" using the related technology, charging infrastructure, etc.
- There is a community level concern on privacy issues related to data, collection of data, and who data is shared with when accessing technology via apps, payment, etc.
- Function of shared charging facilities can benefit from technology that assists with etiquette/behavior:
    - Limit charging to a maximum amount of time.
    - Use of an app to let others know when a charger will be available.
    - Not unplugging others mid charge.
    - Parking at an EV charging stall if not charging.
- Cell signal for charging app connected to charging infrastructure may be problematic in structured parking underground.

- Different types of plugs and charging infrastructure compatibility.
- Level 2 may have a unified standard connector, but Level 1 and 3 may not.
- Within on-site parking, 20% of spaces vs. 100% of spaces will have varying loads and dynamics working with the utility.
- When planning for EV infrastructure, consider that charging needs may change as future mobility technology comes online such as Autonomous Vehicles (AV). It's assumed that AVs are and will be electric.

Policy Barriers:
- Oregon's Building Code is currently such that local requirements can't conflict or exceed. New interpretation and/or draft legislation of new building code language that explicitly states that local jurisdictions can develop more aggressively EV-Ready requirements is currently being considered in the legislative session.
- Energy efficiency goals may be counter to an increasing load share to accommodate EVs.

Regulatory Barriers:
- Potential percentage of on-site parking a concern to the development community.
- The International Code Council (ICC) and International Energy Conservation (IEC) have both developed code language for commercial buildings that include standards for EV infrastructure associated with onsite parking.
- Affordable buildings, Cascade and Hacienda referenced, have addressed the rent (housing unit) and lease (parking space) relationship with charging facilities and related utilities – making some mandatory and others optional.
- Inclusionary Housing (IH) requires that the maximum rent includes utilities. In Portland, IH has produced 50 units in 15 projects as of this year from the time IH became effective. There is a concern within the development community and others that increased regulation requirements (e.g., required installation of EV charging infrastructure) will further increase the cost of development and may be counter to the cost of rents.
- Power sharing between parking spaces to address older buildings is an issue to be aware of when considering regulation. If codes and/or building agencies don't allow load management, power sharing could be a barrier for retrofits of existing buildings with charging infrastructure.
- Building agencies need to become familiar with load management.

Equity Barriers:
- Internet access – limited data plans are a barrier to access apps for charging.
- Jobs/occupations that require certain personal vehicle types (e.g., trucks or vans) that have limited EV versions. Additionally, the distances covered during the workday where charging isn't easily available and/or within range (e.g., driving from Portland over the mountain).
- A solution could be a carshare model that fits low-income household needs.
- Drivers Licenses – many of our residents at Hacienda/Cully do not possess a license due to a variety of factors, but mainly because many of our residents are undocumented. I am hopeful

that through the Drivers Licenses for All campaign, this can be remedied, but there is a broader political/legislative conversation that the EV mobility community should be a part of if we would like to remove these barriers.

- Keep in mind today's technology and what it will be in the future. Will it further equity barriers, create more and/or be a solution.
- Fred Meyers surface parking lots could provide public charging (on-site).
- From a tenant perspective, three main barriers to address:
  - Cost of buying EVs.
  - Public charging needs to be part of the solution, but existing public charging is located downtown/close-in (one exception is at the Eastport Plaza on 82nd Ave)
  - Cost savings argument in owning an EV hasn't been achieved by one individual due to the cost of public charging.

Logistical & Practical Barriers:

- Today's conversation of barriers is limited to on-site retrofits of existing multi-dwelling, which is counter to an ever densification of housing that may not have on-site parking (existing and new).
- There are plenty of opportunities to include EV charging in projects that will have parking that is already planned and/or existing parking that will be renovated. Those that do not include parking in the future are likely to have access to walking, biking and transit options. The market will drive whether future projects will include parking. EV charging should not be a reason to add parking.
- Although we are focusing on off-street parking within new and existing buildings, on-street/public parking access to EV chargers should be addressed as a way to offset some of the added costs that developers, property owners, etc., may face, and it provides for greater access to this infrastructure.
- Level 1 is an overlooked option.
- Education/information on how to charge and/or use the battery most efficiently and to extend its lifespan.

Financial Barriers:

- Cost of utility infrastructure and understanding that cost as a property manager or owner, etc.
- Property managers could benefit from incentives to install EV charging infrastructure.
- Market driven; property managers may address the need to install EV charging infrastructure if clear demand.
- Cost – This relates to Hacienda CDC's low-income EV carshare program that is located at Hacienda CDC: in addition to the cost of acquiring and owning an EV, there is a $10/day fee charged through the Turo app to use our resident EV vehicle; this is barrier as well; I like the voucher idea as a potential solution for folks that may qualify
  - Within affordable housing development, it will be important to provide sources of funding/incentivize developers for providing EV Charging stations and setting aside parking spaces; it would be great to see what a fee structure looks like with residents, tied to utility fees, rent structure. Etc.; but I think that may potentially open up some

unintended consequences, and there is a lot of research to be done. Perhaps a focus group with affordable housing developers?

Transition Barriers:
- ADA access to EV charging parking is unclear.