EV Technical Advisory Series
Meeting #1 Notes
January 26, 2021

Attendees: Joy Alise Davis (Imagine Black), Alex Bejarano (PBOT), Anthony Bencivengo (Portland Tenants United), Tammy Boren-King (PBOT), Shanna Brownstein (PGE), Brian Crise (BDS), Bill Cunningham (BPS), Jaime Duyck (EV Equity), Charles Funches (PCRI), Amy Hillman (OpConnect), Masaye Hoshide (PHB), Eric Huong (Forth Mobility), Joanne Johnson (Civic Life), Mel Krnjaic (PBOT), Jessica Lam (Hacienda CDC), Alice Livermore (Portland EV driver and multi-dwelling resident), Steve Lockhart (MKE & Associates, Inc.), Sergio Lopez (Verde), Darwin Redinger (PrairiElectric), Jeremy Richmond (Berg Electric), Silvia Rosa Palleroni (Hacienda CDC), Jacob Sherman (PBOT), David Van't Hof (Energy Consultant/Climate Solutions), Luke Whittemore (PGE), Sara Wright (Oregon Environmental Council)

Staff: Ingrid Fish, Marty Stockton, Phil Nameny (BPS)

Meeting Purpose / Overview

An overview of meeting agenda and past findings of the stakeholders was provided

Introductions & Ground Rules

In addition to staff, a total of 25 attendees were online, and provided their background

Presentation

Background

- Overview of goals of the project with a focus on 'who' benefits, 'what' situations are addressed, and 'why' this is important.
- Impact of emissions, disparate impacts, and equity & affordability implications
- Past stakeholder meetings for accessibility, education and understanding
- Linking local efforts to state legislative work (HB 2180)

Regulatory Strategies

- Require EV ready charging infrastructure in new residential development that provide off-street parking. Percentage to be discussed (need to align with state pre-emption allowance)
- Allow EV infrastructure installation to count towards non-conforming upgrades when required with existing development
- Develop and clarify a definition of "mobility hub" and determine allowances

Q&A / Discussion Questions

From your perspective, which **regulatory strategies** presented resonate with you?

- From chat – there is an interest in considering provisions for other vehicles such as e-bikes and mobility devices such as wheelchairs.
- If parking isn't required, is there an option for encouraging parking if it does provide EV access?

- How will the mobility hub fit into the zoning code? Answer: It's planned to be incorporated into the use categories and definitions, using, as examples, light rail/transit stations and park and rides.

Does focusing on residential developments and prioritizing multi-dwelling development make sense?

- Focus on residential seemed agreeable, but there were comments about moving forward with all residential development including single family. Also comments in chat about COVID and long-term work changes.
- It is not clear at what point the requirement for EV charging infrastructure could impact the "upstream" requirements, and this can depend on the technology for load management. This is often a case by case situation.
- Generally, Level 2 charging doesn't always increase the load, and in some cases the utility will help upgrade the infrastructure in the right-of-way (ROW)
- However, load requirements could impact the installation cost, especially if different overall percentages are required (i.e. 50% of spaces versus 20% versus current for 5% for larger lots).
- Are there opportunities to use options through the TDM requirements of PBOT for EV charging? (additional comments in chat below)

How would this **type of regulation** decrease the most barriers to accessing EV charging?

- There was a request to consider the relationship between EV charging and the requirements for accessible parking spaces through ADA.
- There is interest through PHB to consider how EV charging can help with both affordability and accessibility issues. PHB already has some requirements for charging with their projects. The EV charging is in addition to ADA parking requirements, but not necessarily in ADA spaces.
- We may need additional research on the relationship between ADA and EV spaces. ADA spaces also have strict requirements for accessibility paths to entrances, so EV stations cannot be placed in the pathway.
- It was mentioned that one EV charging station normally is accessible to two parking spaces.

Are there **best practices** specific to residential development that you recommend we research? Please tell us about them.

- Staff should review the Southwest energy document: Building Codes || SWEEP (swenergy.org)
- The building code should include the minimum requirements to at least enable charging infrastructure for a certain number of spaces. Technology is constantly changing regarding the configuration and loads, number of ports served, etc.

What are most important strategies to implement with the **goal of increasing EV access to low-income and multi-dwelling residents** with respect to this code project? Why?

- Finding ways through technology for residents to access the electricity such as cashless phone apps, etc.
- As part of an implementation strategy, it would be good to monitor if there is support for installations of more ports, or for better utilization at existing ports
- Consider programs to target existing informal (naturally occurring) affordable multi-dwelling. Provide incentives for low cost installation of charging stations.

- Ensure that the addition of EV accessibility is both maintained over time, and doesn't create increased resident costs.

Other Comments received through Chat

- Several comments about used EV availability. Note that used vehicles also have a rebate program. https://goelectric.oregon.gov/incentives-rebates
- There were comments about requirements for single family (SF) development, and continuing to pursue this. While staff is interested in pursuing, state building regulations generally do not allow pre-emption by local codes. The current house bill is allowing a pre-emption for larger residential, mixed use and commercial development, but it is not certain whether that pre-emption can be expanded.
- Several comments about how to ensure EV parking space cost to be equivalent or similar to non EV space cost, provided that the electricity draw is paid by the space user.
- Perhaps EV spaces should be on a rotating basis for maximum charging potential.
- Questions about use of shared spaces in a mixed-use buildings
- Salt Lake City has a great EV program: https://www.slc.gov/sustainability/ev/
- PHBs green building policy with EV charging is located at this link: https://www.portlandoregon.gov/citycode/article/667647
- There may be language in the various state bills to consider payment configurations/options in city rules
- COVID 19 may re-emphasize work patterns, placing more demand on residential parking and charging capability, if people aren't going to physical workspaces.
- The City recently expanded their Transportation and Parking Demand Management administered by PBOT. There may be a way to incentivize EV charging through that mechanism
- The fee for TDM is the same as a one-year bus pass. Can an equivalency be found for charging infrastructure?

Post chat ideas

- While zoning code includes a set of nonconforming upgrades, there are a whole set of upgrades based on other building requirements. What if EV charging could be integrated into a larger set of upgrades?
- Note that there are state and local limits for rent increases, but they can be relatively weak. Not sure of the mechanism to ensure ongoing affordability (see bullet from last discussion question)
- Note that PCEF is working on programs for funding energy efficiency and equitable access. Could a program be tapped into that provision both from a supply standpoint, as well as to ensure rent stability? (Ch 7.07.060.A.1.d.)