

**EV Ready Code Project**  
**Technical Advisory Series Meeting #2**  
**April 6, 2021**

**Attendees:** Anthony Bencivengo (Portland Tenants United), Tammy Boren-King (PBOT), Brian Crise (Bureau of Development Services), Robert Hayden, Amy Hillman (OpConnect), Eric Huong (Forth Mobility), Joanne Johnson (Portland Water Bureau), Alice Livermore (Portland EV driver and multi-dwelling resident), Steve Lockhart (MKE & Associates), Sergio Lopez (Verde), Barry Manning (Bureau of Planning and Sustainability), Knowledge Murphy (Multnomah County), Silvia Rosa Palleroni (Hacienda CDC), Jacob Sherman (PBOT), Sara Wright (Oregon Environmental Council)

**Staff:** Ingrid Fish, Marty Stockton, and Phil Nameny

**Meeting Purpose/Overview**

An overview of the meeting agenda was provided.

**Introductions and Ground Rules**

In addition to staff, a total of 15 attendees were online and provided their affiliation(s).

**Presentation -- Overview of the Legislative Process**

Legislation HB 2180 overview and questions

Anthony question on HB2180 language – What is the potential for further amendments now that it is in the Senate. Including disability access, affordability of EV charging and amounts in areas not served by transit.

Ingrid – Portland’s Office of Government Relations is managing the City’s response to HB 2180 and at this time no new amendments are being requested on behalf of the City. The City is prioritizing the “notwithstanding language” in their position.

Anthony – Does the city have a position on SB 314 – fee on customers for use of electric infrastructure.

Ingrid – As SB 314 doesn’t pertain to EVs and today’s discussion, let’s continue this conversation offline.

Best Practices overview of west coast cities range of EV installed, EV ready or EV capable

Robert – Clarified requirements in San Francisco. The 20% panel capacity was intentional to allow the splitting of conduit into more than 20% of spaces. It allows for more spaces to be made fully EV ready through raceway installation without further expansion of panels.

Marty – There are examples of accessibility provisions and/or use of EV car share.

Jacob – Regarding car sharing, we need to have a developer with an agreement when the permit is reviewed, versus the car share corporations set these up once the building is being occupied. Need to think how this is coordinated.

Jacob – Clarified a question about the relationship between the land use and building codes. We still cannot create provisions that exceed state building code without the pre-emption.

Tammy – Does development review with PBOT. There are great ideas and the ability for requirements when something is built and is inspected, but it is more difficult to be able to review and monitor existing development for enforcement for behavior over time.

### **Draft Code Concepts (if HB2180 passes) – Overview of code requirements**

Eric – Ok with higher % for multi-dwelling. 20% may be fine for office and employment, maybe consider a different amount for retail.

(if HB2180 doesn't pass) – Local amendment option, reliance on HB2398, or work on Brown's Executive Order w/ deadline of 10/1/22. Voluntary options.

Tammy – Discussion on reduction of parking lot landscaping for EV equipment. Are there ways to waive some things?

Jacob – Is there a way to remove standards if someone turns an EV ready to an actual EV installation?

Ingrid – We (BPS) are working with Eric from Forth to develop a tool kit or provisions to help people to install the charger.

Eric – Agree, there can be many barriers to installation, some regulatory, some capacity, and some site design. This project can help with the first step to create capacity during new construction. Of the draft code concepts, one of important items would be with the car share/rideshare with EV requirements.

### **Other Q&A Discussion Items**

Knowledge – Discussion for on-street charging?

Jacob – In response to Knowledge's question, PBOT is currently scoping a project about public charging in the right-of-way. This would be in addition to any opportunities with private development.

Ingrid – Also working with utilities to see where EV charging hubs could go, which could be in public streets.

Knowledge – The (Multnomah) County is looking at where there could be opportunities for County installations at their facilities that are available to the public.

Jacob – Code concept if HB2180 passes. How this applies between EV ready and EV installed may be considered. Maybe we could go farther with actual installations.

Knowledge – Is there any information about the percentage of low-income households moving into new units?

Marty – Yes, data is available on affordable housing production both developed by affordable housing developers and the market in the way of inclusionary housing units.

Alice – There are different management options for EV parking spaces. There needs to be a way to help manage the usage of spaces.

Marty – Management of parking spaces is not always a regulated provision, but the Transportation Demand Management program may provide an option.

### **Next Steps**

#### Technical Series

- **May 25 (Meeting 3):** Review and discuss an updated code concept
- **June 29 (Meeting 4):** Present on outcome of State legislation and review Discussion Draft

## EV Ready Code Project – Updated Timeline

### **Share information and Consult Stakeholders (Jan to Aug 2020)**

- Early Information Gathering, Sharing and Consultation

### **Code Concepts (Sept 2020 to May 2021)**

- Align the Code with the Concepts
- Consider Zoning Code and Building Code Related Options

### **Discussion Draft and Impact Analysis (June to Sept 2021)**

- Develop Code and Mitigation Strategies Drafts
- Conduct Economic impact Analysis

### **Proposed Draft (Oct 2021 to Jan 2022)**

- Develop Code and Mitigation Strategies Proposals

### **Recommended Draft (Feb to May 2022)**

- Refine Code and Mitigation Strategies Recommendations