USDN EV Renter Access Project

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Portland Bureau of Planning & Sustainability
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Agenda

- Welcome, Meeting Purpose, BPS Shared Ground Rules
- **Utility Investments** – Framing Presentation and Group Discussion
- **Publicly-owned charging stations in publicly-owned parking lots** – Framing Presentation and Group Discussion
- Next Steps

Meeting Topics

Anticipated Meeting Topics

January 29, 2020	Feb. 26, 2020	*Mar. 18, 2020
Meeting 1	**Meeting 2**	**Meeting 3**
• Introduction to project and participants • Review Preliminary Analysis findings • Discussion and refinement of barriers	• Discussion and selection of 1-3 strategies to ground truth	• Workshop each strategy's implementation pathway, stakeholders, challenges, budget needs, and other details

***Meeting 4, TBD**

Selection of 1-3 Strategies to Ground Truth

Feb. 26th Meeting Recap

- **Utility Investment** (7 votes) – in the "Reduce Financial Barriers" grouping and
- **Publicly owned charging stations in publicly-owned parking lots** (5 votes) – added new by community stakeholders within the "Considerations for Public Infrastructure" grouping.
- **Community Data Gathering and Understanding** (5 votes) – in the "Understand Community Needs to Design Effective Programs" grouping and
- **Education and Outreach Targeted towards MUD Owners** (5 votes) – in the "Education and Awareness" grouping.

Utility Investments

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Utility Investments

Description: Work with local utility to determine the feasibility of utility investment in a large-scale network build-out for multi-family residential and workplace EVSE installations. Support open Public Utility Commission (PUC) proceedings that could help reduce costs for EVSE installations or operations. This investment will spread costs across all electric customers of the utility.

Role of the City: Advocate for utility investment in electric vehicle charging infrastructure through open PUC proceedings and other public venues.

Barriers Addressed through this Strategy:
- Technology Barriers – Electrical Capacity
- Equity Barriers – Adequate Demand
- Financial Barriers – Cost, Upfront Cost/Split Incentive

A robust rate-based EV charger deployment by a utility could provide charging for disadvantaged communities that would otherwise be left behind by private investment.

Challenges with Implementation:
- City has little control over whether utility program is approved.

Key Examples:
- After receiving approval from the California PUC, San Diego Gas & Electric plans to install 3,500 EV chargers located at 350 businesses and multifamily communities throughout the region. 10% of those chargers will be located in disadvantaged communities.
- Baltimore Gas and Electric's EVSmart program will install 500 new charging stations, the first of which was installed in Annapolis, MD. BG&E is working with state, municipality, and county government agencies to implement the program.
- PG&E received approval from the PUC for 35% of their 7,500 new EV stations to be utility-owned stations in disadvantaged communities and multifamily residences.

Utility investment plans in EV Charging Infrastructure can be designed to have a specific portion of new charging stations be installed in low-income communities.

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EV Charging Access Strategy

Group Discussion – **Questions include (Slide 1 of 2):**

- If you were one of the people who choose this strategy, why did you choose it?
- What is your vision for this strategy?
- How should this strategy idea be refined to fit the context of our city?
- Who does this strategy serve? How can it be equitable and tailored to serve additional renter demographics?

EV Charging Access Strategy

Group Discussion – **Questions include (Slide 2 of 2):**

- What partners would we need to gather to implement this strategy?
- What are the key steps to implementation, either as a pilot or city-wide strategy?
- What challenges must the city overcome to implement the strategy?
- What would it cost to implement this strategy? How could it be funded, either as a pilot, or long-term?

Publicly-owned Charging in Publicly-owned Lots

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Multi-Purpose Lots

Description: Retail, office, and municipal garages and lots can serve multi-use charging, supplying residential users at night when they'd otherwise be empty.

Role of the City: The city could remove regulatory barriers and support EVSE companies in installing EV chargers in municipal garages and lots that are in close proximity to residential neighborhoods, particularly ones with limited off-street parking. Additionally, if the city plans to financially support the deployment of public charging infrastructure, they could work with lot owners and give priority to retail and workplace locations that could serve residential neighborhoods at night.

Barriers Addressed through this Strategy:

- Logistical & Practical Barriers – Lack of Parking Spaces; Parking/Car Culture

By locating public chargers in locations that can serve two or more use-cases, the city will reduce the total number of chargers needed and can match the natural turnover of vehicles as they transition from work to home and vice-versa.

Challenges with Implementation:

- Staff time needed to identify appropriate locations for charging that can serve multiple use-cases
- Local parking politics

Key Examples:

- To provide charging for residents with no off-street parking, Boston is planning to install charging stations in six lots across the city.

Lots that are closer to disadvantaged communities, particularly those with limited off-street parking, can be prioritized. Cities could work with commercial lot owners to prioritize access to local residents at night.

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Right-of-way Charging

Description: Establish a program for installing EVSE in ROW parking spots that includes parameters for allowable locations, business models, fees, and adjustments to parking rules and regulations

Role of the City: The city could allow EVSE companies to install EV chargers in right-of-way parking or could directly fund this type of charging. The city could also make the necessary adjustments to parking rules and regulations

Barriers Addressed through this Strategy:

- Logistical & Practical Barriers – Lack of Parking Spaces; Parking/Car Culture

Locating public charging in right-of-way parking will provide overnight charging to drivers without off-street parking.

Challenges with Implementation:

- Without direct funding from the cities, chargers may not be installed. Any chargers installed by EVSE companies are likely to be in more affluent communities.
- There may be pushback in communities that are parking-constrained.
- Staff time needed to adjust parking rules and regulations

Key Examples:

- "Seattle, Washington's Electric Vehicle Charging in the Right-of-way (EVCROW) program was launched in mid-July 2017 and seeks to deploy charging equipment in the public right-of-way, especially in areas that lack off-street parking. Since its launch, Seattle has installed two curbside charging stations operated by Seattle City Light (SCL) and several additional applications are in process… The EVCROW program targets dense, transit-rich districts along major roadways… and favors locations with low penetration of EVs and EVSE, as well as sectors burdened with poor air quality. The initiative also provides guidance on street tree protection, lighting, ADA compliance, coordination with other city projects, and metering." Source: https://www.nyserda.ny.gov/-/media/Files/Publications/Research/Transportation/19-11-Curb-Enthusiasm.pdf
- Philadelphia allows residents to install EVSE in the residential ROW through their Electric Vehicle Parking Space program. The residents needs to pay for all expenses related to the EVSE and receive approval from all neighbors who may be impacted from the installation of the equipment.

EV Charging Access Strategy

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Next Steps

- **Date TBD (Final Stakeholder Meeting 4):** Workshop the final two strategies' implementation pathway, identifying key stakeholders, budget needs, and other details. Date TBD per doodle poll.

Thank you