

USDN EV Renter Access Project

Community Stakeholder Group Meeting 3

March 18, 2020

12:30-2:00

Skype video conference

Summary of Comments

Attendees: Anthony Bencivengo (Portland Tenant United), Shanna Brownstein (PGE), Bill Cunningham (BPS), Eva DeCesaro (Pacific Power), Robert Hayden, Eric Hesse (PBOT), Rachel Hoy (BPS), Eric Huang (Forth Mobility), Stephanie Lonsdale (PBOT), Vinh Mason (BPS), Jacob Sherman (PBOT), Shawn Wood (BPS), Sara Wright (Oregon Environmental Council)

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

EV Charging Access Strategies Selected from February 26th Meeting #2:

- **Utility Investment** (7 votes) – in the “Reduce Financial Barriers” grouping
- **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
- **Education and Outreach Targeted towards MUD Owners** (5 votes) – in the “Education and Awareness” grouping

Facilitated discussion on the EV charging access strategies, **Utility Investment** and **Publicly-owned Charging Stations in Publicly-owned Parking Lots** presented. Discussion questions include:

Group Discussion – Questions include:

- 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?
- 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?

Utility Investments:

Utility Investment -- *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 PUC proceedings that could help reduce costs for EVSE installations or operations. This investment will spread costs across all electric customers of the utility. (e.g. San Diego Gas & Electric is building out a large residential charging network and spreading the cost out across their rate base).*

- It's a lot cheaper to pay for charging at home vs. pay for charging at other venues. Climate goals may be counter to a City-offering free charging as it may be in conflict to the goals around walking/bicycling/transit.
- Question the purpose of this group and its focus on equitable access to tenants. Current transportation is still car reliant. Expanding cars to low-income people.
- City perspective can be a "one size fits all", so a transition to customization for certain groups. Barriers already exist for purchasing of an electric vehicle, a used electric vehicle and access to charging. This group could come up with a strategy that incorporates free charging to low-income people. There is a perception of "who" electric vehicles are for (e.g., middle class, etc.). During the Oregon 2019 Legislative Short Session HB 4067 passed through the House and was up for a Senate vote on the same day as the Republican walkout. The bill would have created a low-income rate class for utility customers. In addition to allowing lower rates for people who qualify based on income, it could have also been a method to provide discounted charging to low-income people. Similar versions of the bill have been introduced previously, and it's likely to return next year (if not sooner). This project has a connection with 100% renewables resolution.
- Commenting further on transportation system that doesn't provide access to transit and its connections to jobs and employment areas. What kind of trips? What are the specific needs for cars for low-income households/tenants? Most of our employment areas are dispersed and have surface parking lots.
- Referencing the community gathering strategy in response to the comment immediately above.
- What role should the utility be playing? Utilities are primary/legacy institutions. They are in the driver seat role. Building code requirements (EV ready) for new and retrofitting existing buildings. Not much cost margin. EV-Ready infrastructure is what utilities should prioritize.
- PGE is in this direction for "make ready" charging infrastructure for multi-dwelling sites. How do we work with MUD owners? What partnerships can we make? To have a broader and more equitable roll out of this infrastructure.
- PUC deliberations have occurred but have not come to a vote. Further advocacy at the State level and with the PUC is needed. City role here.
- Utilities to reach out to the MUD owners/developers. Build out of M-D buildings a time for consulting on EV build out. A body or role utilities could play.
- Solid waste relations here at BPS to help connect utilities to M-D community (owners/developers).
- Is there free charging ability at Electric Avenue?
 - PGE responded that the utilities are not allowed to give free charging at this time. Deal with Lift and they provide free charging for their drivers. Partner with a community-based organization and they pay for charging for their residents.
- San Francisco provided free public charging in lots, etc. One problem was people hogging these stations. San Francisco is now looking to incorporate a fee and ways to encourage drivers to rotate their vehicles.
- Sommerville, MA is another example of a city that has provided free charging.
- Is there a way to work this into the City's TDM requirements and could be integrate free EV charging as an option? Free or low-cost charging to address TDM requirements in a future update.
 - PBOT responded that they don't have any TDM folks on this call. Nexus with the larger goal of managing demand – question this and will investigate with PBOT staff.
- Carshare is already on the list of TDM options. Perhaps a linkage here.

- PBOT responded that there could be an opportunity with carshare and EVs. Companies may and do look for significant public subsidies.
- With the range of EVs expanding this may be less of an issue tied to the carshare comment above and public subsidies.

Publicly-owned Charging Stations in Publicly-owned Parking Lots (added new by community stakeholders) Considerations of Public Infrastructure:

The following two strategies were shared as they most closely matched this new strategy added by the community stakeholders at Meeting #2 on February 26th.

Multi-Purpose Lots -- *Retail, office, churches, schools, institutions and municipal parking areas can serve multi-use charging, supplying residential users at night when they'd otherwise be empty.*

Residential Right of Way (ROW) Parking -- *Consider EVSE locations that are in residential only ROW parking.*

- Appreciation to the utilities for being here. Appreciate the suspension on utility payments for the near term, but concern for long-term (this year). Support for publicly-owned charging stations, cost of using privately-owned charging stations. This is an important service and doesn't have any profit margins (consideration). Factor in current economic crisis.
 - Pacific Power will share this feedback (comment above) internally at Pacific Power. Additionally, Pacific Power will take and consider community stakeholder feedback from this process. How it's worked to date, PP and PGE has had public charging approved and that process is through the PUC process, which cost/metering/etc. is mandated through the PUC. Creative ways for low-income to get access to charging – PP is open to these conversations.
- City/utility partnership for equitable siting, etc.
- In terms of subsidizing low-income residents for EV charging what about looking at congestion pricing discussions that are taking place at PBOT. They are talking about tiered approaches to payment.
- The discussion about who pays the subsidy is interesting. Seems like unless changes can occur at the state level with PUC then at the local level government needs to figure out how to handle the subsidies. Is it employers or property management companies through TDM? Can the City set up a fund to subsidize this in part, paid by gas tax dollars?
- Surveying the areas where there is the most need. Pushing for laws that counteract the profit emphasis. Pricing increases every year and prioritize profit margins. Contradiction and tension between profits and the need of low-income populations.
- Utilities are heavily regulated; they do make a profit. Various services that are greener are more expensive compared with energy derived from coal, etc.
 - Portland Tenants United responded that utilities have lobbied to keep profit at current levels. A private-profit margin involved.
 - PGE replied that this characterization is a concern.
- Portland Tenants United commented that freezing utility payments beyond current crisis is needed.
- This is my favorite strategy as it most currently reflects our current land uses (e.g., siting at gas stations, etc.) and reflect current behavior going to a gas station, fueling, visiting a market. Not supportive of free charging, but rather tier it to those needing a subsidy.

- Publicly-owned parking facilities, off-street, to what extent are they located near densities of multi-dwelling buildings?
 - Smart Park lots are in the downtown portion of our Central City. Parks and open space are located around the city, but it would be interesting to see where parks/open space align with areas with multi-dwelling areas.
- Using Smart Parks to accommodate more charging facilities sounds like a good idea however, one concern I have is that they are all in the Central City. This could encourage more people to drive into town as we are trying to encourage more people to take transit esp. into the crowded downtown area.
- Proximity of parks to multi-dwelling areas is a bit of a challenge citywide. Could there private-public partnerships approach with strip malls, low intensity commercial near multi-dwelling areas?
 - PBOT raised the idea of district parking strategies the synch up with the Centers and Corridors Growth Strategy – district public parking in these centers/corridors.
- Eastport Plaza charging was a partnership with the mall owner and PGE. Partnerships between the City and utilities. Need to address equity and the price of charging.
- PBOT has an interest in publicly-available EV charging. Limited number of EV charging in Smart Park, but what could an expansion look like? Retrofits are expensive and is one barrier. How do you maintain turnover in those spots as well? This may be a “low hanging fruit”. To the point on district parking, flagging that for something for the City to investigate further.
- Public/private partnerships, utility involvement, others? Pilot or citywide strategy? Funding?
- Next steps taking into consideration the long-term, repeal laws that prevent free charging, more tax income from income taxes rather than property taxes, etc.
- Parks as a potential partner (e.g., Parklane, a new park off of Division). Prosper Portland as a partner to look at district parking approaches.
- Property Fit Program at Prosper Portland – example of support of EVs at Prosper Portland.
- Park and Ride lots and opportunities for public charging at TriMet’s parking and facilities.
 - Spoke to examples that TriMet has experienced with public charging that has been provided to date. Frustration of drivers of gas-cars that spots were designed/reserved for public charging/EV parking.