



USDN EV Renter Access Project

Ingrid Fish & Marty Stockton

Portland Bureau of Planning & Sustainability

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Agenda

- Welcome, Meeting Purpose, BPS Shared Ground Rules
- Framing Presentation and Group Discussion
- Selecting 1-3 Strategies
- Next Steps

Meeting Topics



Anticipated Meeting Topics

Today

Meeting 1
<ul style="list-style-type: none">• Introduction to project and participants• Review Preliminary Analysis findings• Discussion and refinement of barriers

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Meeting 2
<ul style="list-style-type: none">• Discussion and selection of 1-3 strategies to ground truth

Mar. 18, 2020

Meeting 3
<ul style="list-style-type: none">• Workshop each strategy's implementation pathway, stakeholders, challenges, budget needs, and other details

Framing Presentation: Tenant EV Charging for Portland

- Known barriers to tenant EV charging recap from Jan. 29th meeting (Marty)
- EV charging access strategies and group discussion (Ingrid and All)
- Q&A (All)

Known Barriers to tenant EV Charging Recap

Jan. 29th Meeting

- Review emailed and printed **Summary of Comments** for full recount.
- The barrier groups reviewed and discussed included technology, policy, regulatory, equity, logistical & practical, financial and transition.
- High level takeaways:
 - Level 1 is an overlooked option.
 - Affordable housing development would benefit from sources of funding/incentives to developers for providing EV charging stations and setting aside parking spaces.
 - The 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).
- 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.

EV Charging Access Strategy Groups

- Understanding Community Needs to Design Effective Programs
- Remove Legal Barriers
- Reduce Soft Costs
- Reduce Financial Barriers
- Education and Awareness
- Coordinate with Utility to Plan Effectively
- Considerations of Public Infrastructure

EV Charging Access Strategy

Group Discussion – **Key Factors**

- What are some key factors (e.g., equity, broad applicability, cost, efficiency, political viability, etc.) this group should consider when evaluating the suitability of these strategies?

EV Charging Access Strategy

Group Discussion – **Questions include:**

- With these factors in mind, which strategies do you think would be most effective?
- Are there any strategies that you think are NOT worth pursuing?
 - Can you tell us why you believe these strategies would not be worth pursuing?
- Are there any potential strategies missing that we should add? Please tell us about them.

Understand Community Needs to Design Effective Programs

Strategy	City/Municipal Action	Key Stakeholders / Partners	Advocacy / Coordination
Community Data Gathering and Understanding	Establish contextual baselines through the compilation of data and geospatial analysis to better understand renter population, differentiated needs among disparate populations, the specific barriers they need to address, and to track the equitable distribution of EVSE. Additionally develop a program to collect data on rental property locations and level of access to EV charging for each location to determine priority areas for EVSE deployment.	BDS, Community Organizations (OPAL, tenant orgs), Housing Bureau, Housing Affordability Organizations	Internal
Identify & Engage Stakeholders	Identify the necessary stakeholders to represent each renter population and then develop workgroups to engage with them to best understand their differentiated needs and the specific barriers they need to address	Community Organizations (OPAL, tenant orgs), Housing Bureau, Housing Affordability Organizations	Internal

Remove Legal Barriers

Strategy	City/Municipal Action	Key Stakeholders / Partners	Advocacy / Coordination
Expanded Level 1 Access	Provide guidance and allow residents to utilize an approved cover to lay a level 1 cord across the sidewalk (e.g. Seattle, http://www.seattlewa.org/wp/wp-content/uploads/2019/11/Seattle-curbside-charging-rules-10-1-19.pdf)	PBOT, BPS, BDS	Internal

Reduce Soft Costs

Strategy	City/Municipal Action	Key Stakeholders / Partners	Advocacy / Coordination
EVSE Permitting Coordination	Establish a workgroup comprised of the local utilities, city, or non-government agencies involved in permitting and installing infrastructure (IF) to facilitate effective coordination for an expedient buildout.	Local utilities, city bureaus, Community-based organizations, Third	Facilitate multiple entities
Building Zoning Laws	Update zoning laws or building/energy code to include EV-readiness where possible and/or create a new code chapter for electrification. Advocate for EV-ready building codes at the state-level, if city does not have authority.	State agencies, city bureaus	Internal / Advocate state action

Reduce Financial Barriers

Strategy	City/Municipal Action	Key Stakeholders / Partners	Advocacy / Coordination
Incentives	Advocate for a state or utility financial incentive program or design and develop a local incentive program to drive down the initial costs to install EVSE (e.g. Maryland instituted a tax rebate amounting to 20% or up to \$5,000 of the total equipment and installation cost for an unlimited number of EVSE).	State agencies, Local utility	Internal / Advocate state action / Advocate Utility action
Creative Funding Opportunities	Determine if any non-traditional funding opportunities are well suited for local communities. Multibank community development corporations (MBCDCs) spread the risk among several lenders and have been used to develop infrastructure and extend credit for small-business loans, real estate development, and affordable housing construction. Some States have developed local lending programs that allow property owners to leverage their properties to finance equipment and installation	MBCDCs, Building owners, Renters, State Agencies	Facilitate multiple entities, Advocate state action, Internal
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).	Local utility	Internal / Advocate state action / Advocate Utility action

Education and Awareness

Strategy	City/Municipal Action	Key Stakeholders / Partners	Advocacy / Coordination
Education & Outreach Targeted towards MUD Owners	Develop an outreach program that is tailored to the needs and perspective of MUD Owners; Provide a recommended Vendors list, explain the opportunities in peer-to-peer matching programs, explain the benefits and added value of energy management systems and conduct business trainings to help MUD owners find value in EVSE. Facilitate the process of installing EVSE, communicate the process and cost/benefits.	EVSE developers; Third party peer-to-peer charging companies; building owners; utilities, NGOs	Utilities/City Staff
Education & Outreach targeted at renters	Develop an outreach program that engages local communities, gauges interest in different charging options, and explains peer-to-peer network options like EV Match and EV carshare options more generally.	Community leaders, Forth, NGOs, EVSE developers, local utility, renters; Third party peer-to-peer charging companies	Forth/City Staff/Other?
EV Infrastructure Workforce Development	Work with state agencies, utilities or NGOs to support the development of a program that would utilize state funding (or other) to create standardized accredited curricula for MUD EV infrastructure assessments and to train and certify a workforce that can complete these assessments. The city can be instrumental in facilitating local workforce connections, especially to low-income communities and communities of color.	NGOs, utilities, State agencies, low-income communities and communities of color	State/City/Utilities/Forth?

Coordinate with Utility to Plan Effectively

Strategy	City/Municipal Action	Key Stakeholders / Partners	Advocacy / Coordination
Infrastructure Tracking	Coordinate with local utility to develop a program to track and support deployments of utility infrastructure investments in low-income and disadvantaged communities, with an emphasis on multi-unit dwellings, to identify impacts and potential to enable the market in these areas.	BPS, PBOT, BDS, Local utilities	Coordinate with Utility

Considerations for Public Infrastructure

Strategy	City/Municipal Action	Key Stakeholders / Partners	Advocacy / Coordination
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.	Parking area land owners	Parking area owners, City, Utilities, other?
Residential Right of Way (ROW) Parking	Consider EVSE locations that are in residential only ROW parking.	City bureaus, utilities, third-party network providers	City bureaus, utilities, third-party network providers

Selecting 1-3 Strategies

Voting with Sticker Dots

- Each strategy is on a large piece of paper and posted around the meeting room.
- Each Community Stakeholder Group member receives three sticker dots, which they use to vote for their preferred strategies by sticking them to the corresponding piece of paper.
- Community Stakeholder Group members can distribute the dots however they wish, including putting all three dots on a single strategy, one dot on three different strategies, or two dots on one strategy and one on another.
- The strategies receiving the most dots are selected.

Consider the key factors (e.g., equity, broad applicability, cost, efficiency, political viability, etc.) this group spoke to and elevated when evaluating the suitability of these strategies.

Next Steps

- **March 18 (Meeting 3):** Workshop each strategy's implementation pathway, identifying key stakeholders, budget needs, and other details
- **City of Portland:** Electric Vehicle (EV) Code Project over the next 12-months and continued implementation efforts of the Electric Vehicle Strategy (adopted in 2016) and related resources

Thank you