

USDN EV Renter Access Project

Community Stakeholder Group Meeting 2

February 26, 2020
12:30-2:00
BPS (1900 SW 4th), Conf. Rm 7A

Summary of Comments

Attendees: Anthony Bencivengo (Portland Tenant United), Shanna Brownstein (PGE), Eva DeCesaro (Pacific Power), Alan DeLaTorre (BPS), Germaine Flentroy (Beyond Black), Ben Gates (Urban Patterns), Robert Hayden, Amy Hillman (Blink Charging), Alan Hipolito (Verde), Eric Huang (Forth Mobility), Steve Lockhart (MKE & Associates, Inc), James Mast (Chargeway), Jonathan Morales (Hacienda CDC), Pam Neild (BPS), Jacob Sherman (PBOT), Shawn Wood (BPS), Sara Wright (Oregon Environmental Council)

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

Group Discussion – Key Factors

- What are some key factors this group should consider when evaluating the suitability of these strategies? Every participant was able to vote twice.
 - **Equity (including privacy) – 6 votes**
 - Broad applicability – 4 votes
 - **Implementation cost – 6 votes**
 - Political viability – 1 vote
 - **Affordable (to the end users) – 6 votes**
 - Education – 1 vote

Facilitated discussion on the EV charging access strategy groups presented. Discussion questions include:

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.

Text in bold below refer to comments that are considered important by one or more participants.

Understanding Community Needs to Design Effective Programs:

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.*

- The City's [Mandatory Rental Relocation Assistance](#) program could include a question on onsite EV availability.
- A shared pool of parking or assigned parking space are additional nuances of complexity to collecting this data.
- Condos can also be rentals or sublet, so another caution here, regarding double counting.
- The title of this strategy is a concern related to issues around privacy.

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.*

- Include private multi-dwelling owners in this engagement. Many private multi-dwelling owners provide “naturally occurring affordable housing.”

Remove Legal Barriers:

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.seattleeva.org/wp/wp-content/uploads/2019/11/Seattle-curb-side-charging-rules-10-1-19.pdf>).*

- Covering would need to be ADA compliant.
- There was a question on how well this would work in areas lacking sidewalks, unimproved streets and areas in outer-southeast and southwest Portland that still have ditches.
- General concerns about enforcement. In Portland, much of enforcement has been a complaint-driven process.
- Clarity to the public that Level 1 Access provided in this manner does not guarantee a parking spot in the public right-of-way.
- Level 1 Access provided in this manner seems appropriate in single-dwelling zoned areas (1 to 4 units per site) but could be trickier or less applicable for multi-dwelling and commercial-mixed use zoned areas.

Reduce Soft Costs:

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.*

- The State of Oregon's [Minor Label Program](#) applies to single dwellings. Multi-dwellings may or may not be applicable. Also, this works for structures that were constructed starting in the mid-1970's and later.
- How to streamline permitting for other uses (e.g., multi-dwelling, mixed use and commercial) is a potential strategy.

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.*

- San Francisco, Seattle and Vancouver, BC were referenced as examples.

Reduce Financial Barriers:

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).

- Oregon [House Bill 4066](#) was mentioned, which would “authorize Public Utility Commission to allow electric companies to recover costs from retail electricity consumers for prudent infrastructure measures to support transportation electrification if certain criteria are met.”

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,*

- City of Portland’s [Deconstruction Grant Program](#) -- Voluntary incentives-based program to advance the use of deconstruction is a potential model.

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).*

- No specific comments.

Education and Awareness:

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.*

- Add focus of “community” in education of MUD Owners.
- Multi-dwelling development in Milwaukie Oregon is partnering with Nissan Leaf. For the first 3-5 tenants that buy a Nissan Leaf, the MUD Owner will put in free charging infrastructure.
- [Energy Trust of Oregon](#) is a potential partner in MUD outreach. Note Energy Trust of Oregon is working to diversify their trade and vendor list. This is something to be mindful of in regard to this strategy.
- [Trade Ally Network NW](#) is another potential partner to network and educate about EVs. Trade Ally helps lighting and HVAC contractors deliver energy efficient solutions.
- [Forth](#) can also be a key partner working with MUD owners.

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.*

- No specific comments.

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.*

- No specific comments.

Coordinate with Utility to Plan Effectively:

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.*

- Utilities (e.g., Pacific Power) are tracking if notified.

Considerations of Public Infrastructure:

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.*

- Blink Charging has explored and trouble-shooted the installation of public charging at a number of uses (e.g., churches, parks, etc.) and with a few key property owners (e.g., Kroger and the Moda Center). Churches often need a panel upgrade. Parks are often difficult due to site logistics.

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

- PGE has a pole charging pilot SE Clinton Street in SE Portland. The charging infrastructure was recently installed in partnership with the Portland Bureau of Transportation (PBOT). The charging at this location will be free and will go “live” in March 2020.
- Berkeley California and Seattle Washington also have pilots. Key takeaways are there has been interest, but only a limited few have been able to take advantage of the pilots. The installations are expensive, and they do not guarantee a parking spot in the public right-of-way.
- Specifically, [Seattle City Light’s example of two electric car charging stations on Beacon Hill](#) was cited.

Additionally, the community stakeholder group identified the following “missing” strategies worth pursuing:

- Workplace charging is also a solution for renters who may not have onsite parking and/or onsite EV charging infrastructure. [Note this has ties to both the **Building Zoning Laws** and the **Utility Investment** previously mentioned strategies.]
- More exploration of off-peak times in parking lots and garages and potential use for EV charging.
- Level 1 should be advocated for and could be a good alternative – more broad applicability and feasibility.
- An emphasis on publicly (City of Portland) owned parking lots and installation of EV public charging should be a strategy. An emphasis on free or low-cost charging for the public.

Selecting 1-3 Strategies – Voting with Sticker Dots:

- Each strategy group is on a large piece of paper and posted around the meeting room, containing one or more strategies.
- 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.

Results

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

*City staff did caution on the feasibility of publicly owned charging stations and the ability to offer free charging.