



ELECTRIC VEHICLE READY CODE PROJECT BRIEFING

PSC Briefing/Hearing
September 13, 2022

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THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

Today's Hearing

Staff is requesting that the Planning and Sustainability Commission recommend that City Council:

- Adopt this report.
- Amend Zoning Code Chapter 33.266, Parking and Loading, and other sections of Title 33 as listed in the Proposed Draft, to require all new multi-dwelling and mixed-use development with five or more units – that include onsite parking – to provide electric vehicle (EV)-ready charging infrastructure at higher rates than required by Oregon State rules. The amendments include development standards that will apply to EV charging installations.

EV Ready Code Briefing overview

- Background – Portland City Council direction
- Community Engagement
- Equity
- State agency coordination
- State mandates
- EV Ready Code proposals
- Timeline



Background – Portland City Council Direction

- Climate Emergency Work Plan (2022)
- Climate Emergency Declaration (2020)
- 2017 EV Strategy (2017)
- Portland 2035 Transportation System Plan
- 2035 Comprehensive Plan

We are living in a climate emergency. It's time for Portland to act like it.



The City of Portland's 2022-2025
Climate Emergency Workplan
July 2022 Exhibit A



2017 CITY OF PORTLAND ELECTRIC VEHICLE STRATEGY

INTRODUCTION

Portland's Climate Action Plan strives to reduce carbon emissions 40 percent by 2030 and 80 percent by 2050. Land use planning and transportation policies and investments are among the most important opportunities to address climate change. In Portland, the transportation of goods and people accounts for nearly 40 percent of local carbon emissions. Shifting from gasoline and diesel to lower-carbon transportation fuels, like electricity, is a key strategy to achieving Portland's climate action goals.

Portland's approach to personal mobility prioritizes safety, health, affordability and environmental quality. The City of Portland (City) is working to create a healthy, connected city that enables safe and convenient walking, biking and transit use (see Figure 1). The Electric Vehicle Strategy focuses on converting the remaining vehicles on the road to electric vehicles, which is one of many strategies the City is taking to reduce carbon emissions from the transportation sector. This strategy also seeks to maximize the benefits of air quality and affordability to low-income residents and parts of Portland that are the most dependent on private vehicles.

Portland's transportation hierarchy for people movement.



Figure 1. Portland prioritizes transportation options that reduce congestion and carbon emissions.

NOVEMBER 2016 - DRAFT www.portlandoregon.gov/bps



Climate Emergency Declaration
One-Year Progress Report (Resolution No. 37494)
July 29, 2021



Community Engagement

- **USDN grant supported Enabling Tenant Access to EV Charging Stakeholder Advisory Group (2020)** – Staff hosted four meetings
- **EV Ready Code Project Technical Advisory Planning Series (2021)** – Staff hosted five meetings
- **EV Experience Interviews (2020)** - Interviews of BIPOC multi-dwelling residents who are EV owners
- **EV Ready Economic Analysis Developer Interviews (2021)** - Johnson Economics held interviews of local developers on behalf of the project
- **Discussion Draft Release & Review** – April/May 2022
- **Legislative notice of the PSC hearing** – Mailed on August 9, 2022
- Email and phone calls

Equity

- Used EVs are becoming more available on the market
- States are beginning to phase out gas vehicles
- EVs are becoming more affordable due to available incentives
- EVs are cheaper to own than gas vehicles
- Important not to leave low-income & BIPOC communities out of the transition to clean technology.



State agency coordination

House Bill 2180

- Staff coordinated with Office of Government Relations on legislation advocacy and coordination with bill sponsor State Representative Marty Wilde over two legislative sessions (2020 and 2021)
- Staff testified at House Bill 2180 hearing to encourage the ability for local jurisdictions to go above the 20% requirement

Building Code Division (BCD) Rulemaking

- Staff participated on this rulemaking committee

Climate-Friendly and Equitable Communities Rulemaking

- Staff met and corresponded with DLCD/ODOT staff to align local and State efforts
- BPS and PBOT jointly submitted testimony into the public record

What are the State mandates?

House Bill 2180

- Required updates to the Oregon Structural Specialty Code (i.e., the commercial building code)
- 20% of parking spaces in new, privately-owned commercial buildings – as well as multi-dwelling and mixed-use buildings with five or more residential units – provide EV-ready spaces: Implemented July 1, 2022.
- Allows a municipality to exceed the 20% requirement through a “process concerning land use”



What are the State mandates?

“EV-Ready Infrastructure” defined

In general, “EV-ready” requirements include conduit and designated space within the building (or a designated location on the property for installing remote service) for current or future electrical service capacity to support at least a Level 2 EV charger.

What are the State mandates?



Climate-Friendly and Equitable Communities Rulemaking

- Increases the required percentage of EV-ready parking spaces for mixed-use/multi-dwelling development with at least five units to 40%
- Led by Department of Land Conservation and Development (DLCDC) and augments HB2180
- Addresses climate-friendly and equitable land use and transportation planning



Project Key Proposals

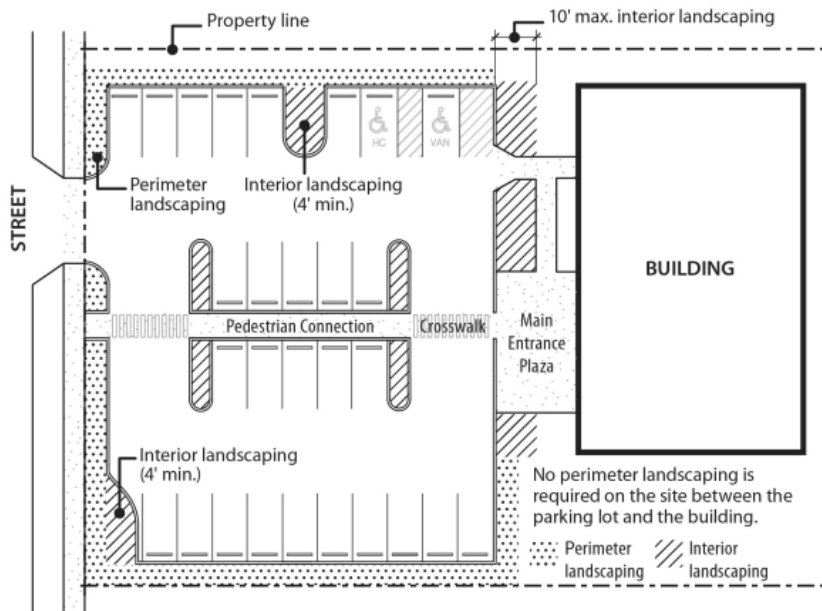
1. Require developments with five or more new dwelling units to provide electric vehicle-ready infrastructure as follows:
 - 50% of parking space when more than six spaces are provided; or
 - 100% of parking spaces when six or fewer spaces are provided;

Note: this augments state building and land use codes
Commercial-only building will stay at 20% threshold.

Project Key Proposals

2. Add development standards
(But exempt from DZ overlay)

Figure 266-6
Other Landscape Patterns



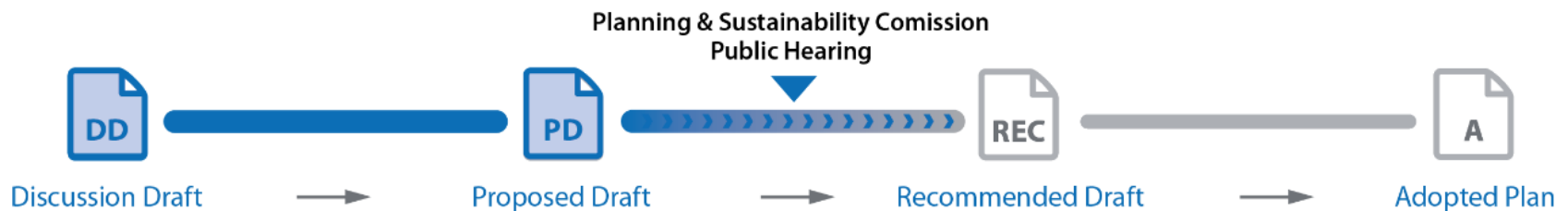
Project Key Proposals

3. Clarify how EV-ready installations are categorized
4. Target certain incentives to include EV charging
5. Exclude the cost of EV improvements from the value of the site's improvements for non-conforming upgrades

What's the State's deadline?

Portland has until **March 31, 2023**, to adopt necessary changes into our zoning code.

Cities that do not meet the deadline must apply the State requirements directly.



Portland EV Ready Code Project Timeline/Next Steps

Milestones	Dates
Proposed Draft Release and Notice	8/09/22
PSC Briefing and Hearing	9/13/22
PSC to close written testimony	TBD
PSC Comments Due	9/21/22
PSC Worksession	10/11/22
PSC Worksession #2 and Recommendation	10/25/22
Recommended Draft release and notice	December 2022
City Council Hearing	January 2023

Note: These dates are estimates and are subject to change.





Other EV Efforts

- **PBOT right-of-way EV programs**
 - Residential options for homes w/o driveways
 - Public commercial installations in centers
- **PGE & Pacific Corp. grants for affordable housing EV installations**



Recap

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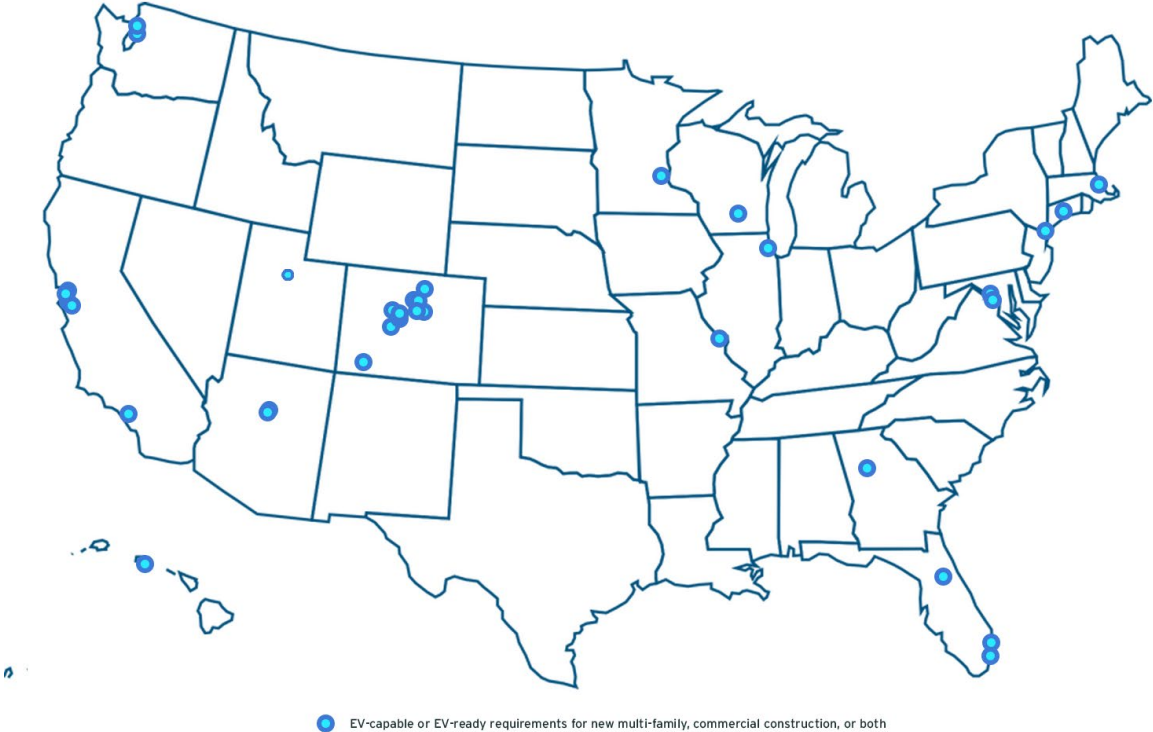
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U.S. Jurisdictions with EV-Ready Requirements



State Definition of “EV-Ready Infrastructure”

State’s compliance options include the following:

- Newly constructed buildings identified in section (2) are required to install electric vehicle charging station infrastructure consisting of a conduit system and at least one of the following options:
 - (a) Provision of building electrical service, sized for the anticipated load of electric vehicle charging stations, that has overcurrent devices necessary for electric vehicle charging stations or has adequate space to add overcurrent devices;
 - (b) A designated space within a building to add electrical service with capacity for electric vehicle charging stations; or
 - (c) A designated location on building property, in or adjacent to a landscaped area, for installing remote service for electric vehicle charging stations.