

Anthony Bencivengo

#332199 | January 21, 2023

Testimony to **Portland City Council** on the **EV Ready Code Project, Recommended Draft**

[This is a first draft and may be changed] Thank you, City Commissioners, for giving us the opportunity to testify today. My name is Anthony Bencivengo (they/them) and I am a volunteer with Portland Tenants United, which I believe I am required to say is a registered lobbying entity with the City of Portland. I served as a tenant representative on the City's EV Ready Code Project Technical Advisory Group. I want to thank the City of Portland for making a point of getting tenant input on these code changes, which will be of significant benefit to many tenants. Right now, it is difficult for many tenants to access electric vehicles for three main reasons: (1) Cost - helped significantly by tax breaks and gradually lowering prices but still an issue for many low-income tenants, (2) A lack of off-street parking and (3) Lack of access to charging infrastructure. Tenants do not have the freedom to decide whether we will get EV charging infrastructure installed in our parking spaces, and without easily accessible chargers owning an electric vehicle is extremely logistically difficult. These code changes, which will require that proposed buildings with five or more dwelling units include EV charging infrastructure with any parking spaces, will give many more tenants more freedom to own an electric vehicle and tenants who already own electric vehicles much more freedom to choose where to live. Impacts on rents are expected to be minimal, with the City's economic analysis predicting a less than 1% increase in rents for new construction. We are still concerned about the potential for landlords to raise rents by more than the needed amount, but this is something to be addressed through stronger rent controls. We hope that you will vote yes on these proposed code amendments, and help expand tenants' ability to do our part in the fight against climate change.

Testimony is presented without formatting.

Jesse Emory

#332200 | January 23, 2023

Testimony to **Portland City Council** on the **EV Ready Code Project, Recommended Draft**

Has the recently adopted legislation for requiring EV car chargers at 20% of new construction been “really” addressed by the State’s adopted Electrical or Fire codes in terms of what to do when 20 EV Cars are charging and one of them catches fire? Due to infrastructure costs for electrical they will all likely be parked in a row or stacked vertically in a garage above similarly laid out floors. According to research I’ve done most fire departments are not adequately equipped to extinguish an EV Car Fire, let alone 10 of them in a row. The EV car chargers I’ve done have all have been in Type I buildings (concrete parking garages; fire resistant, and separated from other building spaces) - garages with sprinkler systems. I don’t believe the EV car chargers themselves shut-off when a fire is detected, so the concern for electric shock for users or especially fire fighters would be my next concern. Perhaps there is a protocol for shutting off electric panels prior to pushing a hose or getting near a car with a sprinkler washing it. The proposed / adopted bill is requiring 20% of EV’s although the states website literature (DMV) says that less than 1% of registered vehicles are Electric. Also of the less than 1% of registered vehicles being electric, how many of those owners live in apartment buildings? My guess is that you don't have a lot of apartment occupants putting \$80,000 down on a new car - but I could be wrong and the state's literature or a survey could confirm the numbers of apartment users buying EV's. In a project I am currently working on, there are 10 out of a total of 361 stalls equipped with EV. We looked at trying to double that number to 20. It required an added transformer and more panels, distribution, etc. Had we applied for a permit today, we would be required to have 73 EV car chargers. That would likely have added a disproportionate area requirement for Transformers, meters, switchgear, and etc. At \$40,000 per stall, that would be an added cost of about \$3 million dollars. I park in a 1,200 car parking garage in Downtown Portland. It has (4) EV car chargers near where I park and (4) per floor (12 total). The EV stalls are rarely if ever used. I know that’s expected to change, but the purchase price of \$80,000 for an EV far exceeds most people’s median income (\$53,000) to afford one here in Oregon. Exceeds my ability to purchase an EV. A lot of people are skeptical of EV infrastructure, how far can I go and will I be able to get charged”, and they know from their family / friends that bought one that 8 years down the road 20% of the vehicle purchase price is the cost to replace the battery. So the real cost of a 10 years worth of ownership is more in the \$96,000 range. That's a very expensive car for someone paying up to 30%, or more, of their income in housing or rent in the Portland Area. I sent an email to Senator Peter Courtney, ahead of the bill being passed and heard nothing back, expressing similar concerns – costs and rates of use. I am also attempting to address the Life Safety Concerns as well.

Not that Mr. Courtney owes me a response, but I don't think Logic supports this 20% install rate, nor does Fire and Life Safety concerns support it – unless I am wrong and all adopted code sections now address known safety issues - essentially car chemical fires that can be extinguished momentarily, but that re-ignite in minutes after extinguishing. It seems irresponsible and unsafe to require Builders and Developers to put these devices into buildings or on surface lots when there are safety concerns or code concerns not fully vetted and where Fire Departments are not equipped to deal with a known safety issue in terms of equipment or training. Can owners and operators afford the insurance of having 20% EV's onsite in a Type V environment where an EV fire cannot be extinguished with conventional means? Is there an alternate extinguishing system you would require at every EV stall? The building code doesn't even start to address EV infrastructure or fire safety. Here is a good video to watch on the "State" of Fire Departments ability to put out EV fires: <https://www.youtube.com/watch?v=IF-ubRP2ihc> If you do the math on car chargers, and you include the Utility Service size required, Transformers, and sub-contractor direct costs for labor and wiring these devices up. Your likely in the \$40,000 per stall cost range. That number was an electrical sub-contractor's ROM from like 2017 that I've always carried. When you take 20% of stalls required to be EV stations, multiply that number by 20% and then add on top of that any "Fire or Electrical" safety items still needed. You have a project that will no longer "pencil" out for developers. You have a number of stalls that for renters, who already pay a high level of rent for downtown Portland and surrounding suburbs, paying even more for a service they won't likely use. When you have less than 1% registered vehicle owners in Oregon driving \$80,000 electric vehicles, then how many unused EV stalls in a high-rent housing development will occur? Lots. You'll have frustrated tenants with gas vehicles not being able to park their cars because you can't put a combustion engine in an electric stall. You should probably drive around or do a few surveys of existing housing products in and around Portland and see what proportion of them drive electric vehicles. My guess is it is almost none. So this legislation is in haste and doesn't have safety mechanisms in place, nor does current registered electric motor vehicles warrant this type of adopted percentage of electric vehicles. It will literally raise the price of rent further and it will probably result in way less parking provided on site for any new developments. Simply transferring the burden of parking to public streets and reducing the available "secured" parking stalls for Portland residents faced with car burglaries and vandalism. Thank You for listening.

Testimony is presented without formatting.

25 January, 2023

To the Portland City Council,

Every one of you has campaigned and spoken to the need for more affordable housing.

You will be personally responsible for once again increasing the cost of housing in this city if you pass this provision. It is well known one of the main issues affecting affordable housing in Portland is cost of building thanks in large part to the many bureaucratic requirements and poorly managed permitting processes. Here you are literally planning to expand the very things that are significant causes of our housing crisis.

The power company, EV manufacturers (such as Tesla, one of the richest companies in the world) and others have an inherent self-interest to get these capabilities into people's homes. Putting this mandate in place strips away at the ability of developers, to include government subsidized housing, to negotiate possibilities to defray costs.

The draft ordinance co-opts low and moderate Black, Indigenous, People of Color in declaring they are less able to install chargers and unable to supposedly "Benefit" from lower cost EV maintenance and operations. EV technology is still in its infancy with prices for vehicles capable of reasonable distances costing in excess of \$50,000. Early adopters of EV are now learning the pain of long-term cost of ownership being trapped in corporate controlled proprietary repair ecosystems. A basic battery replacement begins at \$20,000 and doesn't necessarily include the cost for dealer installation.

I put forth when it comes to the lower income communities in Portland this ordinance is going to continue to inflict harm on the minority communities who have been at the core of this city's character. The rush to mandate these infrastructure changes on the most affordable housing that can be built, multi-unit dwellings, will increase costs for the generational minority families in Portland through not only the initial cost of building, but will increase rental and resale rates as this amenity will greatly appeal to those **who can actually afford** electric vehicles.

Passing this ordinance will be one more rain drop in the flood of government sponsored actions expediting the gentrification of Portland.



Tim LeMaster

Major

USMC (Ret)

Timothy LeMaster

#332201 | January 25, 2023

Testimony to **Portland City Council** on the **EV Ready Code Project, Recommended Draft**

25 January, 2023 To the Portland City Council, Every one of you has campaigned and spoken to the need for more affordable housing. You will be personally responsible for once again increasing the cost of housing in this city if you pass this provision. It is well known one of the main issues affecting affordable housing in Portland is cost of building thanks in large part to the many bureaucratic requirements and poorly managed permitting processes. Here you are literally planning to expand the very things that are significant causes of our housing crisis. The power company, EV manufacturers (such as Tesla, one of the richest companies in the world) and others have an inherent self-interest to get these capabilities into people's homes. Putting this mandate in place strips away at the ability of developers, to include government subsidized housing, to negotiate possibilities to defray costs. The draft ordinance co-opts low and moderate Black, Indigenous, People of Color in declaring they are less able to install chargers and unable to supposedly "Benefit" from lower cost EV maintenance and operations. EV technology is still in its infancy with prices for vehicles capable of reasonable distances costing in excess of \$50,000. Early adopters of EV are now learning the pain of long-term cost of ownership being trapped in corporate controlled proprietary repair ecosystems. A basic battery replacement begins at \$20,000 and doesn't necessarily include the cost for dealer installation. I put forth when it comes to the lower income communities in Portland this ordinance is going to continue to inflict harm on the minority communities who have been at the core of this city's character. The rush to mandate these infrastructure changes on the most affordable housing that can be built, multi-unit dwellings, will increase costs for the generational minority families in Portland through not only the initial cost of building, but will increase rental and resale rates as this amenity will greatly appeal to those who can actually afford electric vehicles. Passing this ordinance will be one more rain drop in the flood of government sponsored actions expediting the gentrification of Portland. Tim LeMaster Major USMC (Ret)

Testimony is presented without formatting.

Victoria Paykar

#332207 | January 25, 2023

Testimony to **Portland City Council** on the **EV Ready Code Project, Recommended Draft**

See video

Testimony is presented without formatting.

Jacqui Treiger

#332208 | January 25, 2023

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Anthony Bencivengo

#332209 | January 25, 2023

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Joy Davis

#332210 | January 25, 2023

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See video

Testimony is presented without formatting.

Elyssia Lawrence

#332211 | January 25, 2023

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Testimony is presented without formatting.

Bob Gravely

#332212 | January 25, 2023

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Noelani Derrickson

#332213 | January 25, 2023

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See video

Testimony is presented without formatting.

David Yasnoff

#332214 | January 25, 2023

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Tim LeMaster

#332215 | January 25, 2023

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See video

Testimony is presented without formatting.

City Council Meeting - Wednesday January 25, 2023 2:00 p.m.

Agenda No.	First Name	Last Name
87-01	Victoria	Paykar
87-02	Jacqui	Treiger
87-03	Anthony	Bencivengo
87-04	Joy	Davis
87-05	Elyssia	Lawrence
87-06	Bob	Gravely
87-07	Noelani	Derrickson
87-08	David	Yasnoff
87-09	Tim	LeMaster