

MMC
**Metropolitan
Mayors'
Consortium**

Mayor Lacey Beaty

City of Beaverton

Mayor Brian Hodson

City of Canby

Mayor Jeffrey Dalin

City of Cornelius

Mayor Gery Schirado

City of Durham

Mayor Brian Cooper

City of Fairview

Mayor Peter Truax

City of Forest Grove

Mayor Travis Stovall

City of Gresham

Mayor Tom Ellis

City of Happy Valley

Mayor Steve Callaway

City of Hillsboro

Mayor Ken Gibson

City of King City

Mayor Joe Buck

City of Lake Oswego

Mayor Mark Hardie

City of Maywood Park

Mayor Mark Gamba

City of Milwaukie

Mayor Teri Lenahan

City of North Plains

Mayor Rachel Lyles Smith

City of Oregon City

Mayor Ted Wheeler

City of Portland

Mayor Walt Williams

City of Rivergrove

Mayor Keith Mays

City of Sherwood

Mayor Jason Snider

City of Tigard

Mayor Randy Lauer

City of Troutdale

Mayor Frank Bubenik

City of Tualatin

Mayor Anne McEnerny-Ogle

City of Vancouver (ex officio)

Mayor Jules Walters

City of West Linn

Mayor Julie Fitzgerald

City of Wilsonville

Mayor Scott Harden

City of Wood Village

Senator Lee Beyer, Chair
Senate Committee on Energy and Environment
Oregon Legislature

Re: Support for HB 2180A

Dear Chair Beyer, Vice-Chair Findley, Vice-Chair Dembrow and Members of the Committee,

The Metropolitan Mayors' Consortium (MMC) represents the mayors of twenty-five cities in the Portland Metro Area, collectively home to over 1.7 million Oregonians. The MMC writes to express its support for HB 2180.

The mayors of the MMC are dedicated to taking action that addresses and mitigates the impacts of climate change on the residents of our cities. Since carbon emissions from the transportation sector accounting for approximately 40 percent of the state's greenhouse gas emissions and light-duty vehicles accounting for more than half the transportation sector's emissions, now is a critical time for the public sector to take action to accelerate the transition to electric vehicles.

The mayors of the MMC also believe it is vital to tackle climate change in an equitable way. Transportation is the second-highest expense for most households, and EVs can dramatically reduce those costs. The cost of using electricity to fuel a car is roughly equivalent to buying gasoline for \$1 per gallon, and EVs do not need oil changes and require very little maintenance. However, in order for EVs to be a viable option for all Oregonians, we need to greatly expand the availability of places to charge them. Studies show that people seldom buy EVs if they cannot charge them at home or at work, and many Oregonians—particularly those who rent and those who live in multifamily housing—simply do not have access to charging facilities.

The buildings being built now will last for half a century or more. HB 2180 A will help ensure that these buildings are prepared for the future of our transportation system, while also avoiding the significant expense of retrofitting parking lots for charging infrastructure later on. Furthermore, by allowing individual cities to set their own EV-ready parking space requirements, the bill also allows us to respond to the unique transportation electrification needs of our individual communities.

If EVs are going to be a truly viable alternative to gas-powered cars, it needs to be easy to charge them no matter where you live. The mayors of the MMC believe that HB 2180 A is a simple, common-sense step in the right direction.

Sincerely,

The Mayors of the MMC