



The League of Women Voters of Oregon is a 100-year-old grassroots nonpartisan political organization that encourages informed and active participation in government. We envision informed Oregonians participating in a fully accessible, responsive, and transparent government to achieve the common good. LWVOR Legislative Action is based on advocacy positions formed through studies and member consensus. The League never supports or opposes any candidate or political party.

April 29, 2021

To: [Chair Beyer, sen.LeeBeyer@oregonlegislature.gov](mailto:sen.LeeBeyer@oregonlegislature.gov)

Senate Committee on Energy and Environment,
<https://olis.oregonlegislature.gov/liz/2021R1/Testimony/SEE>

Re: **HB 2180A** - Practical policy to enable Level 2 electric vehicle charging infrastructure – **Support**

The League of Women Voters of Oregon believes climate change is an urgent global threat. We support transitions to clean, renewable energy and energy efficiency as cost effective strategies to mitigate greenhouse gas emissions.

HB 2180A, by requiring the installation of the connections necessary for the installation of Level 2 chargers for at least 20% of the parking spaces, strikes a balance between leaving new multifamily dwellings and commercial buildings without access to charging and requiring new construction to have fully enabled chargers.

Though we often hear of the very real challenge of “range anxiety,” in the context of vehicle electrification, the other side of the coin is lack of access to convenient daily charging. Many potential buyers forego electric vehicles if their home or workplace do not give them an opportunity to “fill up.”

There is a broad range of charging times depending on the EV model and the type of charger, but it is typically a matter of hours, not minutes, to fully charge most currently available models. Not all EV models can use DC fast charging; however, all electric vehicles on the road today are compatible with the U.S. standard Level 2 chargers, for which the typical range is 20-25 miles for one hour of charging. Hence the preference is to charge at home, at work or when parked for “a good long while.”

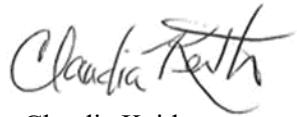
By including EV-capable parking spaces, property owners can install charging apparatus more cost-effectively. Incorporating the conduit and provisions for electrical service capacity in new construction costs four-to-six times less than post-construction retrofits. Conduit can be installed directly underneath parking rather than routing it around existing barriers. In addition, less expensive PVC (plastic) conduit can be installed in the parking floor (tied to rebar before concrete is poured) rather than surface mounted later. Planning can also ensure easy access to an adequate electrical panel. A 2018 modeling study for Oakland, California, showed the cost for two EV-capable surface parking spaces in new construction would be \$840. The cost per space decreases in enclosed parking and with higher numbers of EV-capable spaces.

The League of Women Voters of Oregon anticipates that a much higher percentage of EV-capable parking spaces will be required by Oregonians within the next decade. As EV penetration into the market continues to rise, demand-side solutions to the electrical grid will also be necessary. We look forward to the next zero-emission vehicle solutions.

Thank you for the opportunity to support HB 2180A.



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Representative Brock Smith, rep.DavidBrockSmith@oregonlegislature.gov