



To: Members of the Senate Committee on Energy and Environment
From: Rhett Lawrence, Pacific Northwest Policy Manager
Date: February 7, 2022
RE: Support for Senate Bill 1518

Chair Lieber and Members of the Committee:

My name is Rhett Lawrence and I am the Pacific Northwest Policy Manager for FORTH. We are a nonprofit trade association that advocates for the advancement of electric, hydrogen, shared, smart, connected, and autonomous mobility. FORTH has nearly 200 members, including auto manufacturers, electric vehicle charging suppliers, industry partners, utilities, local governments, and non-profit environmental organizations. We are pleased to submit this written testimony in support of Senate Bill 1518.

As you know, Oregon has ambitious greenhouse gas reduction goals and we are already behind in meeting them. And given that the transportation sector is now the biggest component of our state's greenhouse gas emissions, it is critical that we take steps to get those transportation emissions headed down — and quickly. Dramatically increasing the use of electric vehicles is one of the most significant steps we can take to reduce those transportation emissions.

FORTH has thus been very supportive of any policy proposals which would speed up our state's transition to greater EV adoption, including making our homes and workplaces more conducive to EV charging. It is clear that if we are to have widespread adoption of EVs in Oregon, we will also need to greatly expand the availability of places to charge them. The lack of access to charging is one of the top barriers to EV adoption, and many Oregonians – particularly those who live in multifamily housing – simply do not have access to adequate charging facilities.

Senate Bill 1518 will help us tackle the challenge of remedying that charging gap in Oregon. Oregon's transition to electric vehicles is well underway, and will only accelerate in the years ahead. Cities and towns need the freedom to require electric vehicle charging readiness in new construction as soon as possible. Every home or building we allow to go up without being ready to house a vehicle charger or chargers will only need a more expensive retrofit later. Allowing municipalities to adopt a Reach Code including EV readiness will save money and prepare us for the near-future when a majority of new vehicles will be powered by electricity.

With the shift to a 100% clean electricity grid and the increased need for load to charge a growing fleet of electric vehicles, having our homes and buildings as energy efficient as possible will help with grid flexibility and power delivery. Utilities are planning for an all-electric future, but using less energy in all new buildings, and eventually retrofitting old building stock, will

mean less need to build new power generation and thus savings for the entire delivery system. Many of the largest cities and towns in Oregon are eager to adopt a Reach Code to require new construction to waste less energy. The sum total of better efficiency in all of these fast-growing communities will mean major savings on electricity generation and better grid flexibility for other things, including vehicle charging.

For these reasons, Forth supports SB 1518 and urges this Committee to do so as well. Thank you very much for considering our testimony today and please do not hesitate to reach out if we can be of assistance to the Committee.



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