

Zero Emission Vehicle Working Group State of Oregon

Implementing [Executive Order No. 17-21](#)*

EO Directive		Lead Agency	Status	Progress/Milestones Reached
Oregon State Agencies Leading by Example				
3A	Develop a plan and estimated budget through 2025 to install Electric Vehicle Service Equipment (EV chargers and associated technology) to be used for state vehicles, workplace charging, and public charging sufficient to meet the fleet conversion goals of the Pacific Coast Collaborative West Coast Electric Fleet initiative.	Department of Administrative Services (DAS) & Oregon Department of Energy (ODOE)	Completed	<ul style="list-style-type: none"> • DAS and ODOE developed a cost analysis methodology for vehicles, infrastructure, and maintenance in the summer of 2017. • This cost analysis information informed DAS development of a budget targets and an initial plan for charging infrastructure needs. • The ZEVIWG reviewed and provided feedback on the budget and plan in fall 2018. • DAS is reviewing the engineering report and is assessing costs for the initial EV infrastructure installation projects, which will subsequently be used to update the budget and plan. • DAS has posted the ROI tool containing the budget plan on their webpage.
	Add Electric Vehicle Service Equipment (EVSE) capacity for employee and public visitor lots.	DAS	In progress	<ul style="list-style-type: none"> • Three projects are currently in the planning stages: (1) Chargers for the motor pool daily rentals, (2) chargers in the Capital Mall area, and (3) chargers at the Portland State Office Building (PSOB) building. • The motor pool and Capital Mall projects have both completed feasibility studies and DAS will seek funding during the 2020 session. • DAS is looking at Electrify America Cycle 3 funding to leverage the cost of the PSOB chargers.

EO Directive		Lead Agency	Status	Progress/Milestones Reached
	Add electric vehicle charging as a priority criteria for parking lot wait lists.	DAS	In progress	<ul style="list-style-type: none"> Priority criteria is currently being used as a criterion by DAS. The priority criterion is planned to be added to formal Oregon Administrative Rule at the next DAS rulemaking opportunity.
	Develop contracts for the procurement and installation of charging infrastructure.	DAS	In progress	<ul style="list-style-type: none"> In 2018 DAS developed HB 2093 that would allow them to contract or otherwise agree with entities to acquire, install, maintain, or operate EV chargers, and would permit them to participate in, sponsor, conduct or administer cooperative procurement agreements with other entities. HB 2093 passed and was signed into law by the Governor on 5/13/19. DAS will be working with their procurement team to add to a state price agreement.
	Incorporate electric vehicle charging as a tenant improvement for state-leased buildings.	DAS	Ongoing	<ul style="list-style-type: none"> DAS now takes EV charging into consideration as a potential improvement at the time of a lease renewal, but it is not required. As more EVs are added to the state fleet and by employees, DAS will consider adding EV chargers to the required tenant improvements list. DAS will be identifying potential leased buildings that are optimal for installing chargers for discussion in lease renewals.
3C	Develop a tool to calculate long-term ROI and life-cycle costs of EVs for state agencies.	DAS	Completed	<ul style="list-style-type: none"> DAS and ODOE collaborated on a Return-on-Investment tool, which was presented in the summer of 2018 to the ZEVIWG and then the Fleet Management Advisory Council for state fleet managers for their review and input. DAS and ODOE has recently updated the tool with new vehicle information.

EO Directive		Lead Agency	Status	Progress/Milestones Reached
				<ul style="list-style-type: none"> DAS and ODOE will look into incorporating dealership and other incentives into the tool. DAS has posted the tool on their webpage.
3D	Improve the use of the West Coast Electric Fleets initiative for EV bulk procurement to reduce costs.	DAS & ODOE	Ongoing	<ul style="list-style-type: none"> Current DAS vehicle contract allows for purchase of EVs as they become available from any manufacturer currently on the contract. West Coast Electric Bulk Fleet procurement contracts do not currently provide a price advantage for light-duty vehicles. When the contract is resolicited in fall of 2019, DAS will seek out additional vendors for medium/heavy duty EV options to add to the contract.
3E	DAS, in cooperation with all state agencies, is directed to inform and support legislative changes that would enable increased Electric Vehicle Supply Equipment (chargers) and EV purchases.	DAS	Ongoing	<ul style="list-style-type: none"> Governor Brown signed into law HB 2093 (2019) (requested by DAS), which allows DAS to contract or otherwise agree with other entities to acquire, install, maintain or operate EV chargers. HB 2093 permits DAS to participate in, sponsor, conduct or administer cooperative procurement agreements with other entities. HB 3324 Exempts funds collected through third party vendors for payment for electric vehicle charging services from certain laws relating to deposit of public funds. This removes a barrier to working with the larger national EV charging networks.
Increasing Oregonians' Access to Electric Vehicle Charging				

EO Directive		Lead Agency	Status	Progress/Milestones Reached
4A	Conduct rulemaking & implement programs including strategies to help ensure Oregonians are informed about the opportunities to reduce the costs of EV purchases and leases through the rebates including robust outreach to low-income communities and organizations.	Department of Environmental Quality (DEQ)	In progress	<ul style="list-style-type: none"> The privilege tax designated to fund the rebate program was found to be constitutional by the Oregon Supreme Court in August 2018 and enabled DEQ to move forward with program. DEQ is issuing rebates for most Clean Vehicle Rebate applications and is progressing applications as they are received. DEQ is in final contract negotiations with the rebate administrator. Charge Ahead Rebate Income Qualifications have been set in Oregon Administrative Rules. Charge Ahead Rebates will be issued after rebate administrator is selected. Worked with auto dealers to offer “cash on the hood” rebates to EV buyers - over 50 dealerships have enrolled in the program. HB 2592 Adds Plug-in hybrid vehicle as an eligible vehicle in the Charge Ahead ZEV incentive program administered by DEQ. Neighborhood electric vehicle and zero-emission motorcycle are also added to the incentive programs. DEQ is working on a dashboard to report program data to the public.
4B	Conduct rulemaking to support innovative solutions in the evolving EV market and achieve the state goal.	DEQ	Ongoing	<ul style="list-style-type: none"> Initial efforts focused on the backstop aggregator work (see below). The DEQ Clean Fuels Program takes into consideration opportunities that will help advance EV adoption, and will incorporate these into rules when applicable.
	Develop a method to aggregate and monetize all eligible EV credits in the Clean Fuels Program.	DEQ	Completed	<ul style="list-style-type: none"> DEQ selected Forth Mobility Fund for the Backstop Aggregator.

	EO Directive	Lead Agency	Status	Progress/Milestones Reached
				<ul style="list-style-type: none"> Forth has received clean fuels credits as the Backstop Aggregator for charging in utility service territories that were not signed up to receive CFP credits in 2016 or 2017. Forth has received and monetized credits for 2016 through 2018 worth approximately \$1.57 million. FMF submitted a 2019 work plan, 2018 annual report and 2018 financial audit. Since the contract was not executed until late in 2018, much of the budget was carried over to 2019.
	Monitor utility expenditures of EV credits in the Clean Fuels Program.	PUC	Ongoing	<ul style="list-style-type: none"> UM 1826 - PGE and PacifiCorp released thier 2020 plans on November 22nd. Read PGE's here and PacifiCorp's here. Staff will present a report on these plans at the December 17, 2019 Commission public meeting.
	Work with the EQC to maintain consistency with CA ZEV regulation, including efforts to ramp up regulatory requirements.	DEQ	Completed	<ul style="list-style-type: none"> Rules were adopted in November 2018 to align OR's LEV/ZEV regulations with CA's requirements if the federal regulations are rolled back.
4C	Participate in federal assessments of vehicle emissions standards and work with DOJ to take appropriate steps to retain CA's exemption for vehicle standards that are more protective of air quality under the CAA Section 209.	DEQ	Completed	<ul style="list-style-type: none"> The Oregon Attorney general joined 20 other Attorneys General in a letter to the EPA arguing against changes to the California exemption. The Oregon Attorney general joined 24 other states and 2 cities to sue the Trump administration from revoking California's authority to set emission standards for cars and trucks.
4D	Implement the SB 1547 transportation electrification program to support consumer engagement in the IOU's transportation electrification plans	PUC	Ongoing	<ul style="list-style-type: none"> PGE, Pacific Power, and Idaho Power have several activities and pilots to support transportation electrification: <ul style="list-style-type: none"> UM 1811 – PGE Transportation Electrification Docket. Commission Order

EO Directive		Lead Agency	Status	Progress/Milestones Reached
	such that the program helps achieve the state ZEV goal.			<p>No. 19-385 has approved a stipulation that will move this docket forward.</p> <p>UM 1810 – Pacific Power Transportation Electrification Docket. Three pilots launched.</p> <ul style="list-style-type: none"> ○ UM 1815 – Idaho Power Electric Vehicle Awareness and Education Program Docket. One pilot launched in Oregon.
5A	Engage interested stakeholders and receive public comments to inform the development of a plan to leverage up to 15 percent of the VW Mitigation fund to support vehicle electrification. The plan, consistent with limitation on the use of such funds, to develop and maintain EV charging stations with a focus on connecting rural communities, low-income communities, and Oregonians living in multi-family homes, while complementing the DEQ rebate programs.	DEQ	Completed	<ul style="list-style-type: none"> ● Proposal found here and includes: <ul style="list-style-type: none"> ○ Upgrading the West Coast Electric Highway. ○ Projects that target underserved communities including: <ul style="list-style-type: none"> ▪ Installing Level 2 Chargers in Multi-Unit Dwellings, ▪ Filling in gaps in the state’s fast charging network.
5B	Facilitate the application process for fund deployment of the VW "Electrify America" investments and projects under the ZEV Fund, Develop proposals for future 30 month investment periods to be submitted to Electrify America.	Oregon Department of Transportation (ODOT)	In progress	<ul style="list-style-type: none"> ● Cycle 1: 4 DC fast chargers now open, 8 more under construction. Numerous Multi-Unit Dwelling/workplace Level 2 charging projects under development. ● Cycle 2 application submitted in 2018 in partnership with numerous Oregon jurisdictions. Cycle 2 will include DCFCs along Hwy 26 and 101 from Portland to Astoria, and Highway 97 from Portland out to Bend. Additional charging in the Portland metropolitan area.

EO Directive		Lead Agency	Status	Progress/Milestones Reached
				<ul style="list-style-type: none"> Potential for Level 2 chargers at the Portland State Office Building in future build-outs. Cycle 3 proposal request anticipated in 2020.
5D	Conduct code amendment of state building codes to require parking structures for new commercial and residential buildings are ready to support the installation of at least a level 2 EV charger by Oct. 1, 2022.	Building Codes Division (BCD)	In progress	<ul style="list-style-type: none"> Residential code: The next code update will be finalized in fall 2020 and development of this code update starts in 2019. The specific prescriptive code requirements for what “EV-ready” means may be discussed in the code development process. No prescriptive code language has been detailed yet. Commercial code: EV ready requirements were not included in the process for the 2019 code update. They will need to be included in the discussion for the 2021 commercial code update in order to meet the 2022 deadline; this code development process will begin in mid-2020.
Providing Partners with Information on Electric Vehicle Use and Functionality				
6A	Develop tools and provide information to assist school districts in making decisions about ZEV bus options.	ODOE	In progress	<ul style="list-style-type: none"> ODOE is participating in the development of the Transit Tool (see 6B below). Once a calculation method is finalized for the Transit Tool, ODOE will develop this School Bus EV Tool with the specifications for different school bus types, conduct and incorporate stakeholder feedback, and finalize a School Bus Tool for use by school districts. Finalized tool is expected by the end of 2019. Once finalized and available for use, ODOE will do outreach with school districts and other interested stakeholders to encourage the use of the School Bus EV Tool.

EO Directive		Lead Agency	Status	Progress/Milestones Reached
6B	Develop tools and provide information to assist transit agencies in making decisions about ZEV bus options.	ODOT	In progress	<ul style="list-style-type: none"> • ODOT created the draft transit tool in 2018 and demonstrated the tool to the ZEVIWG in November 2018. • ODOE and ODOT met in April to discuss refinements of data inputs for the tool. • ODOT, ODOE, and DEQ are currently researching additional data resources for the tool. • Once the Transit Tool is complete and final, ODOT will work on outreach efforts with transit authorities in Oregon. • Finalized tool is expected by the end of 2019. • This work complements HB 2017 (2017) requirements.
6C	Provide technical assistance on strategies that support and promote ZEVs.	ODOE	In progress	<ul style="list-style-type: none"> • ODOE has conducted outreach with several Consumer-Owned Utilities via in-person meetings and conference presentations, including notification about potential R&D projects and funding opportunities. • ODOE's Consumer-Owned Utility Liaison will conduct outreach to utilities in summer 2019. • ODOE is developing a pilot project to map out EVs on COU distribution systems to provide information for utility distribution system planning.
6D	Continuous improvement of transportation electrification acceleration plans.	PUC	Ongoing	<ul style="list-style-type: none"> • AR 609 at the PUC established rules that provide for the evaluation and assessment of the transportation electrification programs run by PGE, Idaho Power, and PacifiCorp. • The docket for PGE's plan is UM 2033. The Company's 2019 Transportation Electrification Plan can be read here. • PacifiCorp will file on February 1, 2020.

	EO Directive	Lead Agency	Status	Progress/Milestones Reached
				•
Celebrating Achievements by Recognizing Businesses and Organizations that lead Oregon in EV Adoption				
7A	Design and establish Governor’s EV Award for automobile dealers.	ODOE	In progress	<ul style="list-style-type: none"> • ODOE established a nomination webpage on the goelectric.oregon.gov webpage in April 2018. • ODOE has developed draft assessment criteria for these awards and has incorporated feedback from the ZEVIWG. • ODOE assisted the Governor’s Office to convene an Advisory Council to vet the assessment criteria and provide recommendations on potential awardees. • The Advisory Council has submitted recommendations to the Governor’s Office for awardees. • ODOE is working with Governor’s Office to determine a date and venue for the presentation of the awards.
7B	Design and establish Governor’s business and organizational EV adoption awards.	ODOE	In progress	<ul style="list-style-type: none"> • ODOE established a nomination webpage on the goelectric.oregon.gov webpage in April 2018. • ODOE has developed draft assessment criteria for these awards. • ODOE assisted the Governor’s Office to convene an Advisory Council to vet the assessment criteria and provide recommendations on potential awardees. • The Advisory Council has submitted recommendations to the Governor’s Office for awardees. • ODOE is working with Governor’s Office to determine a date and venue for the presentation of the awards.
Implementation				

	EO Directive	Lead Agency	Status	Progress/Milestones Reached
8	Establish a Zero Emission Vehicle Workgroup (ZEVIWG) that will identify barriers, review directives, seek input from interested parties and recommend opportunities to advanced adoption of ZEVs.	ODOE	Ongoing	<ul style="list-style-type: none"> • ODOE convenes the ZEVIWG (made up of DAS, DEQ, ODOT, PUC, ODOE, and includes participation with OHA) on a monthly basis. • ODOE developed a quarterly public meeting component for the ZEVIWG. The inaugural meeting with Public invited was held in May 2019. • Rolled out GoElectric.Oregon.Gov – unified state government website on reaching 50,000 EVs goal. • Established public webpage for updates on the work and progress of the ZEVIWG. • DAS and ODOE have begun presenting Ride & Drive events, allowing state employees that are licensed drivers to be trained, ask questions, and experience driving EV's. The first was held in association with Earth Day 2019 and plans are underway to expand it to two locations (Portland and Salem) to coincide with the National Drive Electric Week (September 18th and 19th)
9	Assist Secretary of State, State Treasurer, the Attorney General, and the Commissioner of the Bureau of Labor and Industries participation in adopting policies and practices to accelerate ZEV adoption as they may request.	ODOE & DAS	Ongoing	<ul style="list-style-type: none"> • Agency outreach anticipated in summer 2019.

*View the Executive Order for complete directives and additional information.
 More about the 50,000 EVs by 2020 Goal and Resources: GoElectric.Oregon.Gov
 More about the ZEVIWG: www.oregon.gov/energy/Get-Involved/Pages/ZEVIWG.aspx