



Introduction



Developing an electric vehicle charging strategy for Oregon.

The transportation sector is responsible for about 40% of Oregon's greenhouse gas (GHG) emissions, the largest of any single source. Transitioning gasoline-powered vehicles to zero-emission vehicles (ZEVs) powered by electricity is an important step in reducing GHG emissions.

A critical driver in the widespread adoption of ZEVs is convenient, accessible charging infrastructure for all Oregonians. The Oregon Department of Transportation Climate Office is working with other state agencies, utilities, service providers, local jurisdictions and other stakeholders on the TEINA study. The study will identify the statewide charging infrastructure gaps, needs and opportunities to support and accelerate ZEV adoption. The findings of this work will be reported to the Governor in June 2021 and will inform future decisions about ZEV charging infrastructure in Oregon.

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Study Objectives



To help meet Oregon's transportation electrification and GHG emissions reduction goals, this study will:

- 1 Develop a vision** of the charging infrastructure needed and the actions utilities, service providers, state agencies, local jurisdictions and the legislature can take.
- 2 Highlight charging infrastructure needs** for light-duty ZEVs to support 90% of new vehicles sold being electric by 2035 and other Senate Bill 1044 goals.
- 3 Provide a near-term and long-term high-level overview** of the charging infrastructure needs for other vehicles, ranging from medium- and heavy-duty trucks and buses to e-bikes and e-scooters.
- 4 Assess the unique charging infrastructure needs** to support transportation electrification in all areas of the state, with a focus on rural areas and underserved communities.
- 5 Position Oregon to develop an overall ZEV charging infrastructure.**

Engaging Stakeholders



The study team has engaged stakeholders through an 18-member Advisory Group and a series of 12 focus groups. Stakeholder input will inform the study by representing a broad range of interests, including:

-  Utilities
-  State agencies
-  Local jurisdictions
-  Community organizations
-  EV advocates and drivers
-  Rural interests
-  Farming and ranching
-  Historically disadvantaged communities
-  Transportation Network Company (TNC) drivers
-  Developers and property managers
-  EV dealers and original equipment manufacturers
-  EV service providers
-  Workplace charging venues
-  Freight and delivery interests
-  Micro-mobility representatives
-  Transit agencies and providers



Contact Us



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Study Outcomes



The study will provide recommended policies and actions to address charging needs for nine different use cases:

- 1 Rural
- 2 Corridor light-duty vehicles
- 3 Urban
- 4 Disadvantaged communities
- 5 Local commercial and industrial vehicles
- 6 Transit and school buses
- 7 TNCs
- 8 Long-haul trucking
- 9 Micro-mobility (e-bikes and e-scooters)

Recommended policies and actions will focus on:

Charging infrastructure for the use cases along corridors, in urban and rural areas, at single and multi-unit dwellings, and at workplaces, as well as supporting fluctuations in seasonal charging needs. Recommendations are anticipated to range from needed actions by utilities and the legislature to collaboration with organizations around education and awareness campaigns.

Policies will be organized by the following categories:

ENABLE

Policies that remove barriers to deploying EVs

ACCELERATE

Policies that speed deployment of EVs

DRIVE

Policies that rapidly advance deployment of EVs