

# Research Stage 1 Problem Statement

**PROPOSED TITLE:** Adoption and Usage of Electronic Vehicles in Oregon

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## 1. Concisely describe the transportation issue (including problems, improvements, or untested solutions) that Oregon needs to research.

Electric vehicle (EV) adoption plays a central role in helping achieve Oregon's GHG reduction goals. However, the loss of incentives and regulatory certainties at the federal level will likely affect the adoption of EVs. According to the 2025 Zero-Emission Vehicle Report by Oregon Department of Energy, Oregon is behind the state goal of 250,000 registered ZEVs by 2025 [1]. Despite extensive research on EV adoption and usage patterns in other states [2,3], Oregon lacks current, state-specific data, as the last comprehensive statewide travel survey was conducted in 2011. Better understanding of these questions touch upon a number of critical policy areas in Oregon: from EV adoption target, GHG emission reduction target, to fair fee structure among drivers of EVs and Internal Combustion Engine (ICE) vehicles.

By utilizing the Oregon Travel Study survey completed in 2024, this research aims to answer the following questions:

- How do changes in federal and state incentives affect EV adoption in Oregon?
- What are the usage patterns of EVs – by socio-demographics and geographic location (urban areas and counties)
- The effect of charging infrastructure on EV adoption and usage patterns
- How equitably will EV drivers be paying into the system versus ICE drivers?

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## 2. What final product or information needs to be produced to enable this research to be implemented?

Through statistics analysis of the survey data collected by the Oregon Travel Study and simulating alternative scenarios with VisionEval – a strategic modeling system, this research will provide:

- Improved understanding and ability to represent anticipated EV adoption with regard to incentives and fees and assessing whether there has been a significant attitude shift of EVs;
- Better understanding of how external conditions in the future, such as EV cost, gas prices, and electricity prices, that would impact EV adoption by testing different scenarios to understand how they impact EV adoption and how different demographic groups are impacted
- Possible performance outcomes with scenario analysis of high, medium, low EV adoption scenarios and strategies and policies to help push Oregon to the best outcome.

The products from this project will include a project report, analytic and modeling results, and software code that ODOT units such as TPAU and the Climate Office can use to improve their understanding of EV adoption and usage in Oregon and enhance the monitoring and analytic capacity.

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**3. (Optional) Are there any individuals in Oregon who will be instrumental to the success of implementing any solution that is identified by this research? If so, please list them below.**

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Alex Bettinardi	ODOT TPAU	Alexander.O.BETTINARDI@odot.oregon.gov	503.949.2368

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#### **4. Other comments:**

##### Citations

[1] Oregon Department of Energy, 2025. 2025 Biennial Zero-Emission Vehicle Report, available at <https://www.oregon.gov/energy/Data-and-Reports/Documents/2025-BIZEV.pdf#page=3.00> , accessed on November 10th, 2025.

[2] Jia, W., Chen, T.D., 2022. Beyond Adoption: Examining Electric Vehicle Miles Traveled in Households with Zero-Emission Vehicles. Transportation Research Record 2676, 642–654. <https://doi.org/10.1177/03611981221082536>

[3] Ledna, C., Muratori, M., Brooker, A., Wood, E., Greene, D., 2022. How to support EV adoption: Tradeoffs between charging infrastructure investments and vehicle subsidies in California. Energy Policy 165, 112931. <https://doi.org/10.1016/j.enpol.2022.112931>

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#### **5. State of Oregon Decision Making Lenses**

State decision making lenses are a part of the state of Oregon’s policy structure. State policy and federal policy are not always aligned. The state will prioritize research according to state policy, however ODOT may be required to skip prioritized proposals based on constraints placed on the use of federal funds. If state funds are available ODOT will attempt to fund prioritized research that is deemed ineligible for federal funding.

Please complete the following three sections. Your answers to these questions will be applied on a programmatic basis to support agency decisions. Answering yes to the questions below is not required. Resolving a narrowly focused technical research problem may meet agency needs without answering yes to any of the following questions. The ODOT Research Section will seek a balanced portfolio some projects will answer yes to one of the three categories below (e.g. climate, equity, and/ or safety) and other projects in a different category.

We are looking for an overall program balance and no one project is expected to balance all categories. Generally, a research problem statement is expected to be able to answer yes with clear and verifiable information in only one of the three categories below, some projects may be able to answer yes in two or even three categories. Some projects (i.e. needs focused on specific elements of infrastructure design), may have no ‘yes’ answers but may still be a high value research need.

## Climate

Oregon recognizes the climate crisis and makes systemic changes to reduce emissions caused by travel. To that end, we seek research that reduces carbon emissions from construction activities and materials, and from maintenance equipment and operations. Oregon envisions a transportation system that is resilient, this means a system that is durable in the face of seismic events and extreme weather to avoid negative impacts, withstand them or bounce back quickly to resume system function. We seek research that improves the ability of the transportation system to adapt or cope with more frequent and extreme weather events. This may include innovations in data and data sharing, construction materials and project design, communication, emergency planning and response, and more. Similarly, we seek research that avoids negative impacts on key habitats and ecosystems that can buffer or reduce damage to infrastructure and improve environmental conditions for wildlife and native vegetation. For definitions and details please review the equity vision, goals, and objectives of the [ODOT Strategic Action Plan](#) and [Oregon Transportation Plan](#).

5a. Will addressing the transportation issue identified as a need in Question 1 develop, or **validate methods for the estimation, measurement, or monitoring** of transportation generated greenhouse gases (GHG)?

☒ Yes

☐ No

☐ Unsure

5b. If climate or GHG is not the focus of this **transportation issue** identified in this problem statement, will the research apply a GHG analysis to transportation infrastructure, planning, operations, maintenance, or materials?

☒ Yes

☐ No

☐ Unsure

5c. Will addressing the **transportation issue** include development or testing of construction practices, methods, or materials to establish potential reductions in greenhouse gas emissions?

☒ Yes

☐ No

☐ Unsure

5d. Will solving the **transportation issue** in question 1 study or support the reduction of vehicle miles traveled and single occupancy vehicle travel or support transition to electric vehicles (or other types of zero emission vehicles) or low-carbon alternative fuels?

☒ Yes

☐ No

☐ Unsure

5e. Will the solving the **transportation issue** in question 1 lead to work that will support, measure, or monitor, transportation system resilience in response to expected climate events, effects, or natural disasters in general?

☐ Yes

☒ No

☐ Unsure

5f. Will solving the **transportation issue** in question 1 lead to work that may result in better environmental conditions for wildlife and native vegetation?

☐ Yes

☒ No

☐ Unsure

5g. If you answered yes to any of the climate questions above or can provide alternative details related to climate, please provide additional information:

This research project will directly contribute to improve the method for the estimation, measurement, or monitoring of transportation generated greenhouse gasses by analyzing the adoption and usage of EVs in Oregon using the latest Oregon Travel Survey.

### Equity

Equity can have many dimensions and impacts relating to communities and transportation. It is important that problem statement proposals clearly explain the equity dimensions or impacts being examined. Oregon commits to social equity in the OTP, specifically to *improve access to safe and affordable transportation for all, recognizing the unmet mobility needs of people who have been systemically excluded and underserved. Create an equitable and transparent engagement and communications decision-making structure that builds public trust.* We seek research that studies elements of this goal or applies analysis to specific transportation topics to ensure the resulting research recommendation is consistent with agency equity goals. For definitions and details please review the equity vision, goals, and objectives of the [ODOT Strategic Action Plan](#) and [Oregon Transportation Plan](#).

5h. Is the **transportation issue** identified as a need in Question 1 specifically focused on transportation equity?

☐ Yes

☒ No

☐ Unsure

5i. If the **transportation issue** is not focused on transportation equity, will the primary topic be assessed for equity benefits or impacts within the research project?

☒ Yes

☐ No

☐ Unsure

5j. Is the implementation of potential findings from this research likely to directly involve participation from an identified group that would benefit from an equitable process or outcome?

☐ Yes

☐ No

☒ Unsure

5k. Is the intended final product or information expected to support ODOT's equity efforts (Including but not limited to supporting one of the equity related objectives of the [ODOT's Strategic Action Plan](#) or [Oregon Transportation Plan](#)) ?

☒ Yes

☐ No

☐ Unsure

5l. If you answered yes to any of the equity questions above or can provide alternative details related to equity, please provide additional information:

This research will investigate equitable fee structure among EV and non-EV owners in funding transportation infrastructure maintenance and operation. We will examine the distributional effects under current fuel tax and hypothetical VMT fee scenario across multiple economic and demographic dimensions.

### Safety

Research outcomes may include interventions and countermeasures to prevent or reduce the frequency of crashes or other causes of transportation-related injury or death; or may include measures to reduce severity of injury (including prevention of death) after a crash or other injurious event. For definitions and details please review the equity vision, goals, and objectives of the [ODOT Strategic Action Plan](#), [Oregon Transportation Safety Action Plan](#) and [Oregon Transportation Plan](#).

5m. Will solving the **transportation issue** in question 1 support improving **safety culture** for either transportation workers or the traveling public?

☐ Yes

☒ No

☐ Unsure

5n. Will the solving the **transportation issue** support improving safety through **healthy and livable communities**?

☐ Yes

☒ No

☐ Unsure

5o. Will solving the **transportation issue** support improving safety through using **best available technologies**?

☐ Yes

☒ No

☐ Unsure

5p. Will solving the **transportation issue** support improving safety through **communication and collaboration**?

☐ Yes

☒ No

☐ Unsure

5q. Will solving the **transportation issue** support improving safety through **investing strategically**? 5r. If you answered yes to any of the safety questions above or can provide alternative details related to safety, please provide additional information:

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## 6. Corresponding Submitter's Contact Information:

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## 7. ODOT Sponsor Contact Information (Required if Submitter is not an ODOT employee)

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This form is not a grant application or contract document. Please do not include proprietary information on this form. Once this form is received ODOT may revise and publish the problem statement. If selected, ODOT will assign investigator(s) of the department's choosing to conduct research.