



Draft list of potential TEINA Policy Recommendations

Policy Categories

1. Enable: Policies that remove barriers to deployment of electrification infrastructure with the **lowest difficulty** of execution and implementation for the State of Oregon and other entities in the **near term**. This will enable local jurisdictions and key stakeholders to implement charging infrastructure.

2. Accelerate: Policies that could speed up the deployment of electrification infrastructure with **medium difficulty** of execution and implementation for the key players over the **medium term**. This will allow the State to put in place a conducive environment for charging infrastructure deployment and give other entities the time to develop the appropriate systems.

3. Drive: Policies that **might take longer or be more difficult** to implement, but could rapidly accelerate the deployment of electrification when done. This will allow the State to influence charging infrastructure deployment at specific areas that local jurisdictions and the market will not be able to provide for.

Policy Recommendation Descriptions

1. Enable

- **Investigate and develop standards for consistent EVSE user experience, reliability, and redundancy**

The State should investigate ways to develop standards on Electric Vehicle Supply Equipment (EVSE) interoperability to allow easy charging and convenient roaming of electric vehicle (EV) drivers across different charging network platforms. There should be reliability and redundancy requirements developed to ensure the availability of and confidence in EVSE.

- **State directs Public Utility Commission (PUC) and public utility governing bodies to enable and encourage utilities to:**
 - ***Invest in EV make-ready investments using rate-payer funds***

EV make-ready funding should be made available to provide adequate electrical infrastructure up to and past the meter to install EV charging at places such as workplaces and multi-unit-dwellings (MUDs).

- ***Create appropriate rates for EV charging activities***

Depending on various charging profiles, charger types, and user groups, utilities should be encouraged to create specific rate cases for EV charging by altering existing rate schedules or creating new ones.

- ***Enable DC-Fast Charger (DCFC) deployment through innovative rate design that mitigates demand charge impacts***

The PUC should direct Investor Owned Utilities (IOUs) to investigate and create a DCFC specific rate schedule that adequately mitigates the current impact of demand charges through methods such as deferred demand charges, Time of Use (TOU) demand charges, tiered rates, and more by 202x. For public utilities, incentivize innovative solutions that can either mitigate the impact of demand chargers or provide technical support in the creation of a DCFC rate to help deploy a new rate schedule by 202x.

- ***Set standards for IOU rebate programs for EV chargers and charger installation to incentivize low-to-moderate income EV drivers***

Direct PUC to set standards for the utility-funded incentive programs for EV charging infrastructure to have a minimum or enhanced incentive for low or moderate income drivers to encourage and facilitate EV adoption.

- ***Encourage and incentivize public utilities to use Clean Fuels revenue to fund public DCFCs and Level 2 EVSE in areas with relatively high population densities***

Encourage utilities to leverage the Clean Fuels revenue to help fund public chargers in areas without adequate access to home charging to create a more balanced distribution of available charging infrastructure and avoid expensive construction or retrofits at locations not suitable for EVSE.

- ***Encouraging on-bill financing for EV chargers and installation costs to mitigate upfront cost barriers***

Utilities could leverage on-bill financing or other financing methods for both residential and commercial customers to ease the initial costs of EVSE purchase and installation.

- **Encourage or incentivize corridor charging through low-interest state loans**

State could provide funding to create a long-term low or no-interest rate program to attract developers and utilities to install DCFC along corridors identified by the state and ensure adequate charging capacity.

- **Streamline EVSE permitting at local jurisdictions**

State directs local jurisdictions to develop or follow State-developed guidelines to streamline EVSE permitting processes across EVSE installation project types.

- **EV charging education**

State should develop EV charging education programs to improve the general public's awareness of this infrastructure and enhance the user experiences at EV charging stations.

- **Building Developer, Manager, and HomeOwner Association education**

State Building Codes Division or local jurisdictions should develop and implement general education on EV charging best practices. This education should include but is not limited to siting, charging program design and development, permitting processes, and the final construction and commissioning.

- **Uniform and Prominent Signage**

State should develop uniform and prominent guidelines on EV charging signage and placement.

- **Micromobility Public-Private Partnership**

State and local jurisdictions should coordinate to develop public-private partnerships to advance opportunities for charging for electric bikes and scooters.

2. Accelerate

- **State incentives on public EVSEs (Level-2 chargers & DCFC)**

State provides incentives or funding opportunities for publicly available EVSEs at designated areas where EVSE investment is unlikely. This should expand the availability of publicly available EV charging infrastructure to serve more populations that would not otherwise have access to charging.

- **State adoption of EV-readiness requirements and Reach Codes for local municipalities**

State adopts EV-readiness requirements to provide minimum electrical capacity built-in for all new development and a series of Reach Codes to enable local jurisdictions to adopt stricter requirements.

- **State support for municipally-owned utilities to enable urban DCFC hub projects**

State directs and encourages municipally-owned utilities to invest in DCFC charging hub projects. This will expand charging access in dense urban areas with limited off-street parking options and provide a conducive environment for electrified Transportation Network Companies.

3. Drive

- **State funds deployment of infrastructure at State-owned properties**

State funds efforts to deploy EVSE at State-owned properties such as state parks or workplaces.

- **State to require certain % of parking spaces to be EV-ready by 202x**

State to require EV-readiness across *all* building construction activities, including retrofitting existing structures. Such policies should be paired with funding or grant opportunities for such retrofits.

- **State collaboration with Federal agencies on EVSE deployment**

State collaborates with Federal agencies administering Federally-owned lands to deploy EVSE at these locations.

- **Workforce Development**

State invests in and incentivizes workforce development for light-duty and medium-heavy duty vehicles.