



OREGON
DEPARTMENT OF
ENERGY

Biennial ZEV Report Report Development: Stakeholder Input

May 12, 2021

BiZEV Reporting Requirement 2(1)(d)

The department shall evaluate the availability and reliability of public and private electric vehicle charging infrastructure that is needed to support the targets for zero-emission vehicle sales and registration identified in paragraph (b) of this subsection.

The department shall assess reliability under this paragraph only if the department requests and obtains information on reliability from providers of electric vehicle charging infrastructure.

ODOE is seeking to define the terms “availability” and “reliability” for the BiZEV.

- No statutory definitions in OR
- May not be adequate data for all aspects of “availability” definition
 - Qualitative aspects
 - Guide future data collection

RELIABILITY

- Uptime
 - Each port
 - Each pedestal
 - At least one port available
- Operational status available online in real-time

AVAILABILITY?

Defining “Availability” of EV Charging Infrastructure

- Open access
 - Drivers need not be a member of specific charging network to use their chargers
- Payment
 - Allow credit/debit payment via swipe or chip
- Accessibility
 - Publicly available 24/7
 - Spaces clearly designated as reserved for EV charging
 - Adequately lit from dusk to dawn
 - ADA compliant
 - Different charging port types and speeds
- Price transparency
 - Clear info on pricing available to driver before initiation of charging session

Other Considerations for “Availability”?

- Location
 - Undesirable locations – inconvenient to common corridors, unsafe locations
 - Concentration and distribution of chargers
 - Charging available near multi-unit dwellings?
 - Available in low-income neighborhoods?
- Affordability
 - Charging available but unaffordable for many
- Accessibility
 - Chargers always in use
 - Pricing and use information available in other languages?

Discussion Questions

- What parameters should ODOE include in defining “availability” of EV charging infrastructure for the purposes of meeting its BiZEV reporting requirements?
- How important is it that parameters can be quantitatively measured and/or that data for each is currently available?
- Are there parameters ODOE should consider for availability exclusively as it relates to private charging infrastructure?

QUESTIONS?

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