



Learning from the California Experience

Alternative Fuels, Vehicles, and Infrastructure

*Wednesday March 22, 2017
Caltrans Lassen Meeting Room,
Sacramento, CA*

Hosted by the Oregon Department of Transportation (ODOT) in conjunction with the Federal Highway Administration (FHWA) and the U.S. Department of Energy's (DOE) Clean Cities Program, this workshop sought to highlight best practices and emerging technologies in California related to alternative fuels and infrastructure. The workshop featured presentations by alternative fuel, vehicle, and infrastructure leaders from the academic and public sectors, followed by a lively panel discussion focused on developing a Sustainable Freight Action Plan. Attendees included Clean Cities coordinators; federal, state, and local energy, environmental, and transportation officials; industry and non-profit representatives; and academics.

KEY WORKSHOP TAKEAWAYS

- EV charging stations are best sited alongside highway corridors where 3-phase electric service already exists, such as at retail centers, travel plazas, and tourist destinations.
- In considering EV corridor development, the driver's experience should be paramount. The EV charging experience should be streamlined and straightforward for the user.
- EV corridor development should begin by deploying charging stations within regions, then expanding to connect regions over time.
- Attaining the support and approval of state and municipal host locations for EV corridor development can be challenging because of the large number of local, regional, and state entities involved.
- State and local transportation agencies do not necessarily need to take a lead role in EV corridor development, but it is important for them to be a part of the process to address issues related to signage, access, and throughput.
- A key challenge to EV market development is matching charging infrastructure with consumer preferences. DOE is working on tools to evaluate the value proposition of driving an EV in order to better educate consumers about the EV technology most suitable for them.
- Federal legislation may serve to accelerate EV adoption by promoting robust charging corridors.
- The use of public funds for EV corridors will likely be needed. Program requirements may complicate the funding process. Public-private partnerships prioritizing state or local funds may reduce or alleviate these issues.
- State and local governments can play a pivotal role by establishing partnerships between electric utilities, regulatory authorities, private parties, and institutions of all kinds to identify opportunities and barriers to EV charging deployment.

WHAT'S NEXT?

Between July 2015 and late 2016, ODOT and FHWA will be sponsoring a series of additional workshops intended to assist state and local transportation agencies interested in promoting the use of alternative fuel vehicles and fueling infrastructure. In support of the workshops, <http://altfueltoolkit.org/> will serve as a dynamic and evolving hub for tools, presentations, and other useful resources. Join us as we help facilitate deployment of alternative fuel vehicles and fueling infrastructure in your region and across the country!