

Subject: RE: Clarification on EV Charging Infrastructure in Oregon

Dear Members of the House Committee on Climate, Energy, and Environment,

Thank you again for the opportunity to testify this January 30th, 2025, to express Climate Solutions' concerns with HB 3119 and provide data and sources for our information about the availability of charging infrastructure in Oregon. I received questions from individual legislators as well, and have included responses below.

1. Oregon's DC Fast Charging Network (900 Chargers) - Breakdown by Power Level

- These chargers are located along major highways, urban centers, and fleet depots, supporting both passenger and commercial EVs. There are 900 public direct current fast charging (DCFC) stations in Oregon already,¹ 274 of these in the Portland Metro Region.² **Most of these chargers are interoperable with medium- and heavy-duty (MHD) trucks, and are currently used by MHD ZEV trucks.**
- DCFC Chargers have a wide range of charging speeds. Most MHD trucks on the road right now can use these chargers. These range from 50kW to 350kw as a rating for charging speed, with a higher number equating to faster charging. Most of these chargers can add 60-100 miles of range with 30 minutes of charging, with the fastest charging able to add significantly more and extend range much faster for larger MHD trucks.

2. Medium- and Heavy-Duty Truck Charging in Oregon - I-5 Freight Corridor Expansion

- Additionally, the **I-5 freight corridor** is set to receive at least **34 new MHD electric vehicle charging stations**,³ further strengthening infrastructure for long-haul freight movement, representing \$102M in investments. It also makes investments in Hydrogen Fuel Technologies.⁴
- This complements other strategies to decarbonize the transportation sector, like renewable diesel and the Clean Fuels program. Under ACT, in 2035, 60% of new Class 7-8 Tractor Trailers in Oregon will still be available for diesel-powered purchase (in addition to the existing fleet of diesel trucks).⁵

¹ [Oregon to expand the state's network of EV fast chargers - OPB](#)

² [Portland-Vancouver-Hillsboro, Oregon EV Charging Stations | PlugShare](#)

³ [Feds giving West Coast states \\$100 million to create zero-emission truck fueling network - OPB](#)

⁴ [EV charging gets another massive funding push | The Verge](#)

⁵ [Frequently Asked Questions - Oregon's Advanced Clean Trucks Rule](#)

3. Public Charging will Complement At-Depot-Charging - Most Fleets Fuel Their Vehicles Behind the Fence.

While public charging infrastructure is expanding rapidly, it is important to note that the majority of medium- and heavy-duty (MHD) trucks currently refuel on-site **behind their fence** using their own diesel supply. Public fast-charging networks are designed to supplement, not replace, private fueling solutions, ensuring flexibility for fleets transitioning to electric. Fleets choose to refuel behind their fence to **control costs**, ensuring stable fuel pricing and operational efficiency. This approach works for fleets because:

- **85% of trucks drive under 100 miles per day**, making electrification a viable option for many fleet operations.⁶
- Refueling with electricity is also **half the cost of diesel**, providing significant long-term savings.⁷
- Furthermore, **75% of Class 3-8 trucks operate on shift schedules that leave them parked for more than 6 hours daily**,⁸ making them well-suited for overnight and slower rate charging, which will most often happen behind their fence and in their existing depots.

Public charging will complement the many benefits that behind-the-fence fueling and recharging already bring to fleet owners.

4. Addressing Concerns About Electric Trucks

While it is true that **not every fleet will transition to electric overnight**, several major companies—including Amazon, FedEx, Pepsi, and Daimler Trucks North America—are **already deploying electric trucks at scale**. Why?

- **Long-term cost savings:** EV trucks have **lower fuel and maintenance costs** than diesel alternatives. As the ACT program progresses, it's expected to save fleet owners **\$1 Billion** in fuel and maintenance costs per year by 2050.⁹
- **Energy security:** Unlike diesel, electricity prices are stable and **not subject to global oil market volatility**. Low cost, stably priced clean electricity from Oregon can fuel many of our trucks and transportation sector.
- **Infrastructure momentum:** The **private sector invests billions** in truck electrification, with federal and state governments accelerating public charging development. The private investments alone will total **\$87 million** per year by 2050.¹⁰

I am happy to provide any additional information or data.

⁶ This data comes from forthcoming analysis about to be published by Union of Concerned Scientists that will update their 2019 Report: [Ready for Work | Union of Concerned Scientists](#)

⁷ [Electrifying Trucks: Tackling Inflation and Saving Americans Money](#) - NRDC

⁸ [Medium- and Heavy-Duty Vehicle Electrification](#) - US DOE, Page 30

⁹ [Analysis: Oregon Clean Trucks Program](#) - MJ Bradley Report for NRDC and UCS (2021)

¹⁰ *Ibid*

Sincerely,
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