

Oregon Energy Strategy

Policy Working Group breakout sessions - Transportation Meeting

Feb 12, 2025

Post-Meeting Notes

Meeting Summary

Jillian DiMedio (ODOE) led the group through brief introductions and an overview of the process we envision to develop policy recommendations. Then spent time going through the model and four key findings regarding the transportation sector. This was followed by a brief Q&A.

In-Meeting Notes

Participants

| ODOE | Oregon agencies | WG Members |
|------------------|--------------------|-----------------------------------|
| Jillian DiMedio | Stef Griggs, ODOT | Bret Stevens, Daimler |
| Jessica Reichers | Brian Hurley, ODOT | Charlie Tracy, OTEC |
| Evan Elias | Eric Main, OHA | Ingrid Fish, PDX |
| | | Jamie Johnson, Green Energy Inst. |
| | | Jana Jarvis, OTA |
| | | Jason Altamirano, Titan Freight |
| | | Juan Serpa-Munoz, EWEB |
| | | Kelly Hoell, EWEB |
| | | Kyle Whatley, TriMet |
| | | Lewis Lem, Port of PDX |
| | | Logan Telles, Eugene |
| | | Marshall McGrady, IBEW Local 48 |
| | | Michael Graham, Clean Cities |
| | | Nancy Bennett, PGE |
| | | Rebecca Smith, RHA |
| | | Robert Wallace, Wy'East |

Introduction

- Jillian welcomed the group, and set up goals for breakout: introductions, schedule/process, review key finding and next steps. Then covered what expectations of the WG are, showed policy recommendation examples, and a matrix to summarize findings with.
- Jillian recapped modeling questions, including: Reference case (all current policies), Delay scenario, No ACT scenario, No change in VMT, limited VTG. Jillian supplied links to background materials.
- Jillian presented on key findings from the modeling relevant to transportation.

- Key finding #1: Transportation electrification is key, and the pace matters (fastest path provides cost savings up to 30 billion dollars).
- Key finding #2: Transportation will increase electricity demand but can also have a mitigating effect by well managed charging (potentially more than a gigawatt of effect).
- Key finding #3: VMT is a valuable resource (22 billion dollars, even bigger than both the slower adoption scenarios)
- Key finding #4: Low Carbon fuels will be needed but are expensive and therefore will need to be used strategically.

Individual intros and interests

- Michael Graham, Clean Cities - Fleet decarbonization, mostly electrification
- Brett Stevens, Daimler – Transition to clean without undue cost effects
- Juan Serpa-Munoz, EWEB – Response to transition
- Stu Green, Forth – Curious of modeling results and how existing policy and programs fit
- Jamie Johnson, Green Energy Inst.– Explore justice in the transition
- Marshall McGrady, IBEW – Everything energy policy, and resulting workforce implications
- Logan Telles, Eugene – What policies are needed
- Charlie Tracy, OTEC – Rural Oregon needs to be involved and get access to resources
- Jana Jarvis, OTA – understand modeling and ensure a workable plan for trucking industry
- Nancy Bennett, PGE – Utility perspective and inform their TE planning
- Jason Altamirano, Titan Freight – How different segments of transportation interact and react
- Kyle Whatley, TriMet – Understanding costs to transition in Med & HD sector
- Robert Wallace, Wy'East – Charging and especially Bi-directional, and Med & HD
- Stef Griggs, ODOT
- Eric Main, OHA – Equity during the transition
- Brian Hurley, ODOT

Q & A:

- Jana Jarvis, OTA - Is the discussion of reduced VMT targeted to passenger vehicles? Freight usually only reduces VMT because of a poor economy.
 - Jillian, the reduced VMT was applied to passenger vehicles, however there could be recommendations that could go into other areas.
- Ingrid Fish, PDX – If VMT doesn't account for investments; does that mean electrification doesn't include charging investments, etc.?
 - Jillian, electrification does include infrastructure costs but from a high level; Jillian appreciates this question, as things could change based on new federal perspectives.