Estimated Budget Impact of SB 5515 (2021)

Energy Advisory Work Group
June 2, 2021
ESA History with SB 5515 Estimate

Draft Assessment History

<table>
<thead>
<tr>
<th>Year</th>
<th>2015-17</th>
<th>2017-19</th>
<th>2019-21</th>
<th>2021-23 CSL</th>
<th>2021-23 ARB</th>
<th>2021-23 Gov Budget</th>
<th>SB 5515-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
<td>$13,118,917</td>
<td>$15,285,692</td>
<td>$13,972,462</td>
<td>$15,579,571</td>
<td>$15,639,097</td>
<td>$14,682,051</td>
<td>$16,026,267</td>
</tr>
</tbody>
</table>

$2,000,000 $4,000,000 $6,000,000 $8,000,000 $10,000,000 $12,000,000 $14,000,000 $16,000,000 $18,000,000
USDA REDA Grant provides funding for energy audits

• ODOE has received a $100,000 USDA Rural Energy Development Assistance Grant

• Grant dollars cover up to 75% of energy audit costs

• Participants responsible for remaining 25%

• Eligible Participants:
  • Agricultural Producers
  • Rural Small Businesses
Why did ODOE pursue the REDA grant?

- ODOE heard about the need from the USDA, Energy Trust of Oregon, Sustainable Northwest, and other partners
- Program aligns with ODOE’s Strategic Plan and our existing work
- Will help create a centralized resource directory for Oregon businesses seeking energy efficiency and conservation projects
Due to short timeframe from grant award to program launch, ODOE is being very intentional about meeting the must-haves first then building from there.

**Pre-launch**
Now – July 2021

**Launch and Prove**
July – Sept 2021

**Additional Functionality**
Sept – Dec 2021

**Potential Enhancements**
Dec 2021 – June 2023
• What avenues are available to help spread the word to your customers or network as the program is developed?
• In the future, we will be looking for partnerships to help support complementary activities or support for other funding requests, would you be interested in partnering with ODOE?
What’s Next?

Please reach out to get involved!

ODOE will be the grant administrator and the point of contact for this work:

- tom.elliott@Oregon.gov or 503-373-7085
- stephanie.kruse@Oregon.gov or 503-373-7804
- wendy.simons@Oregon.gov or 503-378-6043

Sign up for email updates:
http://web.energy.oregon.gov/cn/a6n53/subscribe

We anticipate launching the program in July.
Biennial ZEV Report
Report Development Update
Energy Advisory Working Group
June 2, 2021
On or before September 15 of each odd-numbered year, ODOE shall submit to the Governor and Legislature a report on the adoption of ZEVs in Oregon and the progress the state is making to reduce GHG emissions in the transportation sector.

• ODOE shall assess the state’s progress on these EV adoption goals.
  - 50,000 registered EVs by 2020
  - 250,000 registered EVs by 2025
  - At least 25% of registered vehicles and at least 50% of new vehicles by 2030
  - At least 90% of new vehicles

• To the extent possible the assessment must focus on
  - commercially available, or near-commercially available, ZEV technology, and
  - rely on existing studies, data, and analysis

• The legislation directs ODOE to evaluate 11 specific items in the report.
Draft Table of Contents

Background
- Summary of Legislation
- Overview of state transportation data (use BER)
  - Fuel use and costs
  - Greenhouse Gas Emissions and other air pollutants
- Scope of report development and assessment

Reporting Requirements

Current State of EV Adoption
- How many EVs are there and who is driving them?
  - EV market and progress on specific EV adoption targets
  - distribution of EVs by demographic groups
  - equitable access to ZEVs
- What EVs exist for people to buy and drive/use?
  - ZEV platforms available in all sectors and General state of electrification for all transportation modes
- What is Oregonians’ awareness of ZEV options and benefits?
Benefits of EV Adoption
• Short intro on the overarching benefits of EV adoption, including lower GHGs, lower fuel and maintenance costs, lower air pollutants, more energy independence, and more retention of fuel dollars in state
• Lower Costs
  • cost differences between ZEVs and fossil-fueled vehicles (focus on lower costs for operation and maintenance)
  • GHG reductions
    • carbon intensity of Oregon’s transportation emissions
    • whether the transportation sector is on course to reduce the share of greenhouse gas emissions commensurate with state GHG reduction goals

Challenges to Increased EV Adoption
• cost differences between ZEVs and fossil-fueled vehicles (focus on higher costs for purchase)
• availability and reliability of ZEV charging infrastructure
• opportunities to manage impacts to the electrical grid
• assessment of impacts on revenues to the State Highway Fund
Conclusions

• overall assessment of SB 1044 legislative goals and whether the state is on track for the following:
  o transformation of the motor vehicle market by 2035,
  o programs and support necessary to accelerate Oregonians’ purchase and use of ZEVs until greenhouse gas emissions from vehicles are declining at a rate consistent with the state GHG emissions reduction goals in ORS 468A.205,
  o regular evaluation of ZEV adoption to determine if current EV adoption and use put the state is on track to meet state GHG emissions reduction goals.

Recommendations
References
Glossary
Index
Appendices
BiZEV – NEXT STEPS

• Apr - Jun  Finalize drafts of reporting requirements sections

• Jul - Aug  Additional outreach on recommendations

• August    Draft recommendations finalized

• Sept. 15  Report submitted
Authors:
Maya Buchanan
Evan Elias
Adam Schultz
Rebecca Smith
Rick Wallace

Publishing Lead: Erica Hertzsch
Project Manager: Jessica Reichers