

# Memo

**To:** Governor Kate Brown

**From:** Richard Whitman, Director Oregon DEQ 

**Copies:** Kristen Sheeran, Energy and Climate Change Policy Advisor  
Jason Miner, Natural Resources Policy Advisor

**Date:** May 15, 2020

**Subject:** DEQ Work Plans to Implement Executive Order 20-04



State of Oregon  
Department of  
Environmental  
Quality  
Office of the  
Director  
700 NE Multnomah,  
Ste. 600  
Portland, OR 97232

On behalf of the Department of Environmental Quality I am pleased to provide you with the following five work plans and reports in response to your Executive Order 20-04 (Directing State Agencies to Take Actions to Reduce and Regulate Greenhouse Gas Emissions):

1. Preliminary Work Plan to Expand the Oregon Clean Fuels Program
2. Preliminary Work Plan to Reduce Methane Emissions from Landfills in Oregon
3. Preliminary Work Plan to Implement the Statewide Transportation Strategy (submitted jointly with the ODOT, DLCD and ODOE)
4. Preliminary Work Plan to Reduce Food Waste in Oregon
5. Preliminary Report on Program Options to Cap and Reduce Greenhouse Gas Emissions from Certain Sources and Fuels

Each of these work plans and reports represent a significant step forward to reduce greenhouse gas (GHG) emissions in Oregon. Collectively, and along with the actions of other agencies and partners, they represent a road map for how Oregon will do its part to bring GHG emissions under control and help avert a climate crisis.

There is much work to do to carry out these work plans, and DEQ is well aware that we will be engaging with the public and businesses at a time when we are all struggling to cope with another crisis – the Covid-19 pandemic. This makes it even more important that we redouble our efforts to engage impacted communities in this work, and use best practices to seek out input and perspectives from all Oregonians. To this end, you will note that the work plans anticipate extensive outreach right from the outset to hear from businesses, communities, tribes, local governments and individuals so that they have input into policies as they begin to take shape and well before recommendations are presented to the Environmental Quality Commission. We also are taking steps to hear from and listen to communities often left out of these conversations, as part of our environmental justice commitment.

No one program or policy will reverse the steady march of GHG emissions that now threaten our climate, our health, our economy and our environment. Oregon DEQ is



State of Oregon  
Department of  
Environmental  
Quality

Office of the  
Director  
700 NE Multnomah,  
Ste. 600  
Portland, OR 97232

implementing other programs that complement the efforts directed by EO 20-04 (including Oregon’s vehicle emissions standards, the Clean Vehicle Rebate Program, our vehicle emissions testing program, and the Materials Management 2050 Vision). And, of course, DEQ’s work is complemented by the work of other state agencies, and other public and private partners that are all striving to help Oregon do its part to control and reduce GHG emissions.

With that background, the following is a high-level summary of the program work plans and reports that DEQ is providing to you today.

## **1. Preliminary Work Plan to Expand the Oregon Clean Fuels Program**

Since its inception in 2015, the Clean Fuels Program has successfully advanced the availability of lower carbon transportation fuels in Oregon. Fuel suppliers meet the standard either by blending low-carbon biofuels with gasoline and diesel, or by investing in proven technologies like electric vehicles, biogas made from waste, biodiesel and other clean fuels. In 2018, the program reduced GHG emissions in Oregon by almost 1.3 million metric tons – close to a five percent reduction in transportation emissions.

Under your executive order and the DEQ Work Plan, the OCFP will be expanded and extended, so that by 2035 Oregon will have reduced the carbon intensity of transportation fuels by 25 percent. Cleaner fuels will be a major component of how we bring GHG emissions in the transportation sector in line with the EO 20-04 GHG target of a 45 percent reduction from 1990 levels.

## **2. Preliminary Work Plan to Reduce Methane Emissions from Landfills in Oregon**

Methane is a particularly potent GHG, and landfills are one of the primary sources of methane emissions in Oregon. In 2017, six of the 25 largest stationary sources of GHG emissions in Oregon were landfills.

Under EO 20-04 and the DEQ Work Plan, Oregon will adopt requirements for existing and new municipal and industrial landfills that are aligned with the most stringent standards in neighboring states. These standards will focus mainly on technological controls of methane emissions, but will also include robust monitoring requirements along with provisions that can help avoid methane emissions by encouraging reductions in waste materials that create methane.

## **3. Preliminary Work Plan to Implement the Statewide Transportation Strategy (submitted jointly with the ODOT, DLCD and ODOE)**



State of Oregon  
Department of  
Environmental  
Quality

Office of the  
Director  
700 NE Multnomah,  
Ste. 600  
Portland, OR 97232

Along with the Oregon Department of Transportation (ODOT), the Oregon Department of Land Conservation and Development (DLCD), and the Oregon Department of Energy (ODOE), DEQ has been working to develop a multi-agency implementation plan for near-term work under the Statewide Transportation Strategy (STS). Two particular elements of that draft work plan that DEQ will be leading include:

- Expansion of the Employee Commute Option Program, which requires certain employers to provide incentives to employees to reduce single-occupancy vehicle travel to and from work.
- Adoption of new emissions standards and ZEV (zero emission vehicle) requirements for medium- and heavy-duty trucks.

Truck emissions represent a rapidly growing and significant part of Oregon's GHG emissions, and adoption of these standards is a critical part of meeting the GHG reduction objectives of EO 20-04. These standards also bring long-term benefits to public health in Oregon, particularly in areas along major transportation corridors.

#### **4. Preliminary Work Plan to Reduce Food Waste in Oregon**

An estimated 25 to forty percent of all food produced or imported for consumption in the United States is never eaten, and food waste has increased significantly over time. In Oregon, food contributes close to 15 percent of our consumption-based greenhouse gas emissions. Wasted food disposed of in landfills leads to the generation of methane, which (as noted above) is a particularly potent GHG. Reducing food waste has multiple environmental, economic and social benefits, and is a relatively low-cost pathway for lowering GHG emissions.

EO 20-04 sets a target of reducing food waste in Oregon by fifty percent by 2030. Meeting that target will be a major challenge, requiring resources to accelerate existing programs as well as the development of new tools. Partnerships with food producers, distributors, retailers, restaurants, schools, food banks, and other is a key aspect of this work and provides opportunities to address food insecurity along with reducing GHG emissions.

#### **5. Preliminary Report on Program Options to Cap and Reduce Greenhouse Gas Emissions from Certain Sources and Fuels**

EO 20-04 charges DEQ and the EQC with developing programs to set limits on GHG emissions from multiple sectors of Oregon's economy, and to then reduce those emissions over time to meet an interim 2035 target of 45 percent below 1990 levels, and a 2050 target of eighty percent below 1990 levels. Oregon has made some progress in controlling GHG emissions in the last twenty years, but our total GHG

# Memo



State of Oregon  
**Department of  
Environmental  
Quality**

Office of the  
Director  
700 NE Multnomah,  
Ste. 600  
Portland, OR 97232

emissions are now well off of the track needed to meet both the EO 20-04 targets and existing direction from the Oregon legislature.

In the draft report DEQ is transmitting to you today, we outline a robust policy-making process over the next 18 months to detail three cap and reduce programs: one for large stationary sources, one for transportation fuels, and one for other fuels including natural gas. These programs will not include a state-run auction of permits to pollute, and will not include selling permits in ways that generate funds to invest in programs to reduce GHG emissions. However, DEQ believes that we do have the means to develop programs that will limit and reduce GHG emissions from these sectors in ways that are effective and that will provide key parts of an overall climate mitigation strategy for Oregon.

The Oregon legislature approved limited, but important, funding to DEQ to use along with existing resources in developing these programs. DEQ is well-along in setting the foundation for this important work, work that will occur over the next 18 months, and that is designed to result in policy proposals coming before the Environmental Quality Commission for its review in late 2021.

We look forward to working with the public, with communities, with businesses and all of our partners in moving these critically-important policies forward. We understand that there will be strong and differing perspectives, and we are fully committed to creating a fair, honest and transparent forum to bring options forward to the EQC for its decision-making.

Thank you for your leadership in addressing the climate crisis in Oregon.

## Attachments

1. Preliminary Work Plan to Expand the Oregon Clean Fuels Program
2. Preliminary Work Plan to Reduce Methane Emissions from Landfills in Oregon
3. Preliminary Work Plan to Implement the Statewide Transportation Strategy (submitted jointly with the ODOT, DLCD and ODOE)
4. Preliminary Work Plan to Reduce Food Waste in Oregon
5. Preliminary Report on Program Options to Cap and Reduce Greenhouse Gas Emissions from Certain Sources and Fuels