Climate Office Update

Amanda Pietz, PDAD Administrator

July 15, 2021

Oregon Department of Transportation

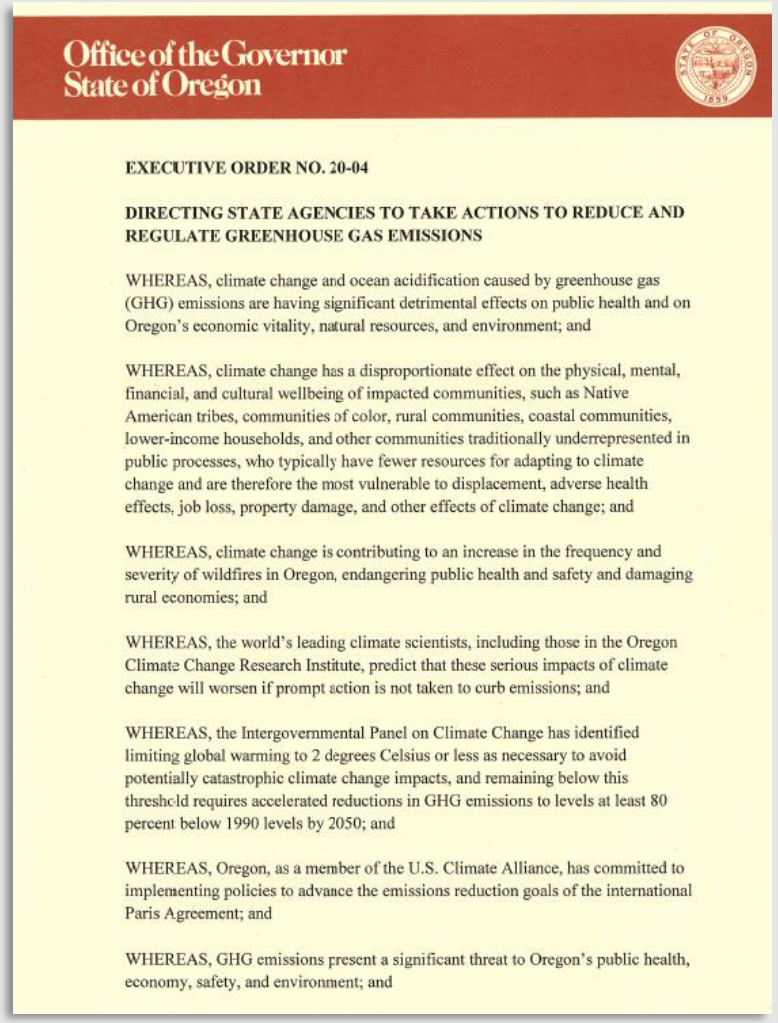
Outline

Overview of Reports Sent to Governor's Office per EO 20-04 on:

- The Statewide Transportation Improvement Program (STIP) GHG lens
- Transportation Electrification Infrastructure Needs Analysis (TEINA)

Climate Action Plan

- Overview of plan development process and contents



Office of the Governor
State of Oregon

EXECUTIVE ORDER NO. 20-04

DIRECTING STATE AGENCIES TO TAKE ACTIONS TO REDUCE AND REGULATE GREENHOUSE GAS EMISSIONS

WHEREAS, climate change and ocean acidification caused by greenhouse gas (GHG) emissions are having significant detrimental effects on public health and on Oregon's economic vitality, natural resources, and environment; and

WHEREAS, climate change has a disproportionate effect on the physical, mental, financial, and cultural wellbeing of impacted communities, such as Native American tribes, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in public processes, who typically have fewer resources for adapting to climate change and are therefore the most vulnerable to displacement, adverse health effects, job loss, property damage, and other effects of climate change; and

WHEREAS, climate change is contributing to an increase in the frequency and severity of wildfires in Oregon, endangering public health and safety and damaging rural economies; and

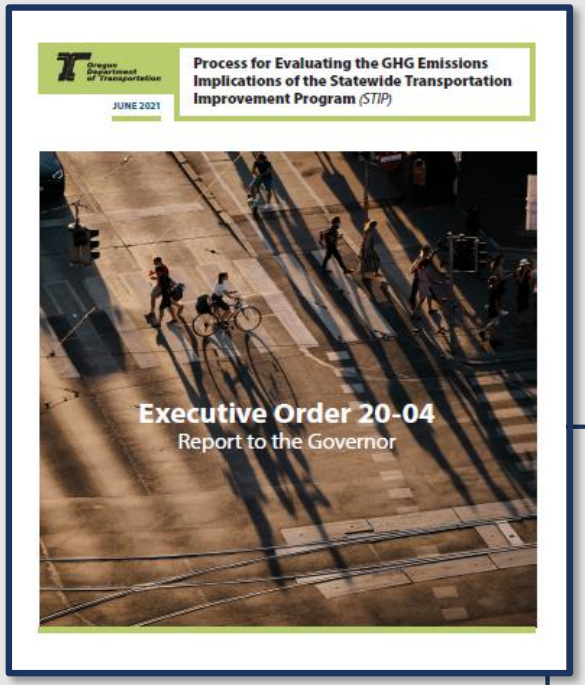
WHEREAS, the world's leading climate scientists, including those in the Oregon Climate Change Research Institute, predict that these serious impacts of climate change will worsen if prompt action is not taken to curb emissions; and

WHEREAS, the Intergovernmental Panel on Climate Change has identified limiting global warming to 2 degrees Celsius or less as necessary to avoid potentially catastrophic climate change impacts, and remaining below this threshold requires accelerated reductions in GHG emissions to levels at least 80 percent below 1990 levels by 2050; and

WHEREAS, Oregon, as a member of the U.S. Climate Alliance, has committed to implementing policies to advance the emissions reduction goals of the international Paris Agreement; and

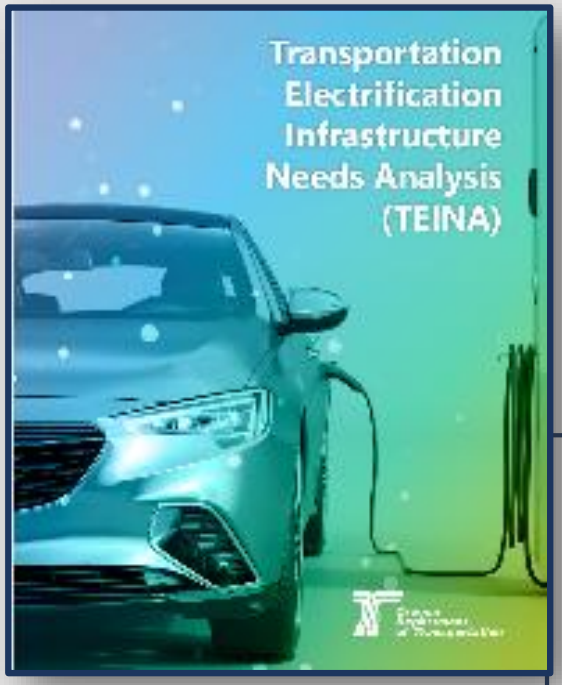
WHEREAS, GHG emissions present a significant threat to Oregon's public health, economy, safety, and environment; and

EO 20-04 Reports to the Governor's Office



Process for Evaluating the GHG Emissions Implications of the Statewide Transportation Improvement Program

Report Submitted – June 2021



Transportation Electrification Infrastructure Needs Analysis (TEINA)

Report Submitted – June 2021

Applying a Climate Lens to the STIP - Phase 2

Project Selection and Narrowing (2021-2022)

Amount of Money
(program allocation)

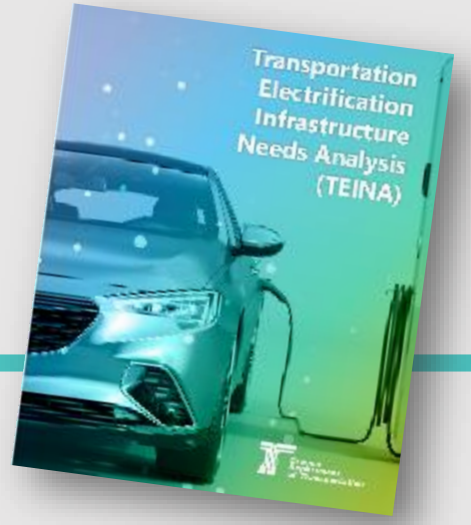
How Money is Directed
(eligible uses and priorities)

Projects
(project selection)

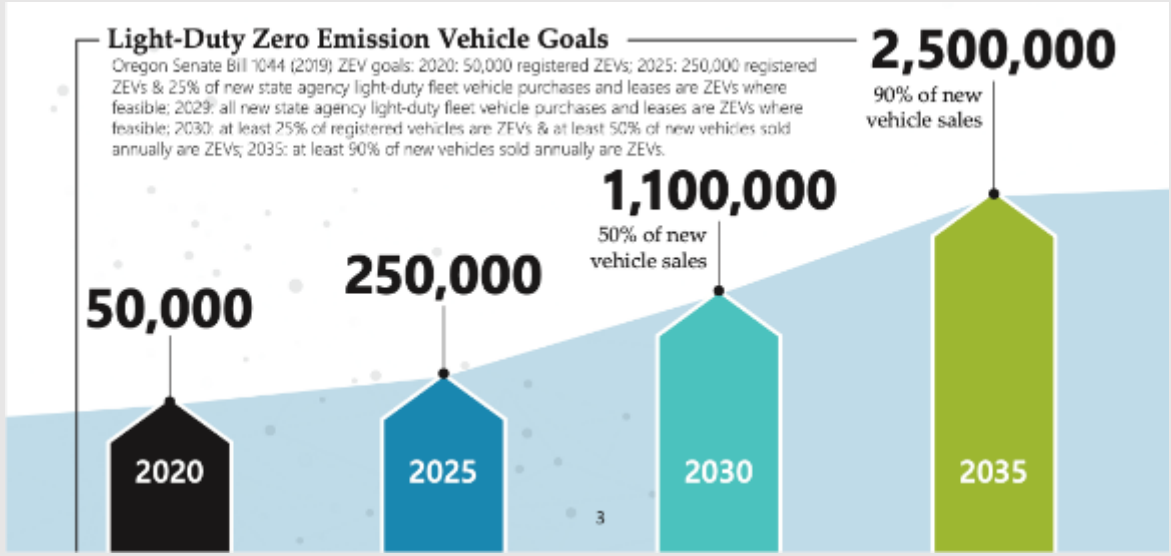
Applying a Climate Lens (2024-27 STIP) - Next Steps & Timelines

PHASE II : GHG LENS IN PROJECT SELECTION																	PHASE III: QUANTIFY & REPORT
2021									2022								
APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP
Online Survey Data Collection			Programmatic GHG Index Reports						Data Verification		Post-scoping GHG Index Reports				Phase III		
Initial 120-150% project lists & initial business case development			Field-scoping 120-150% projects							Final business cases due, final leveraging/bundling, & 100% project list development					Draft STIP development		

TEINA



SB 1044 EV GOALS



Study Objectives

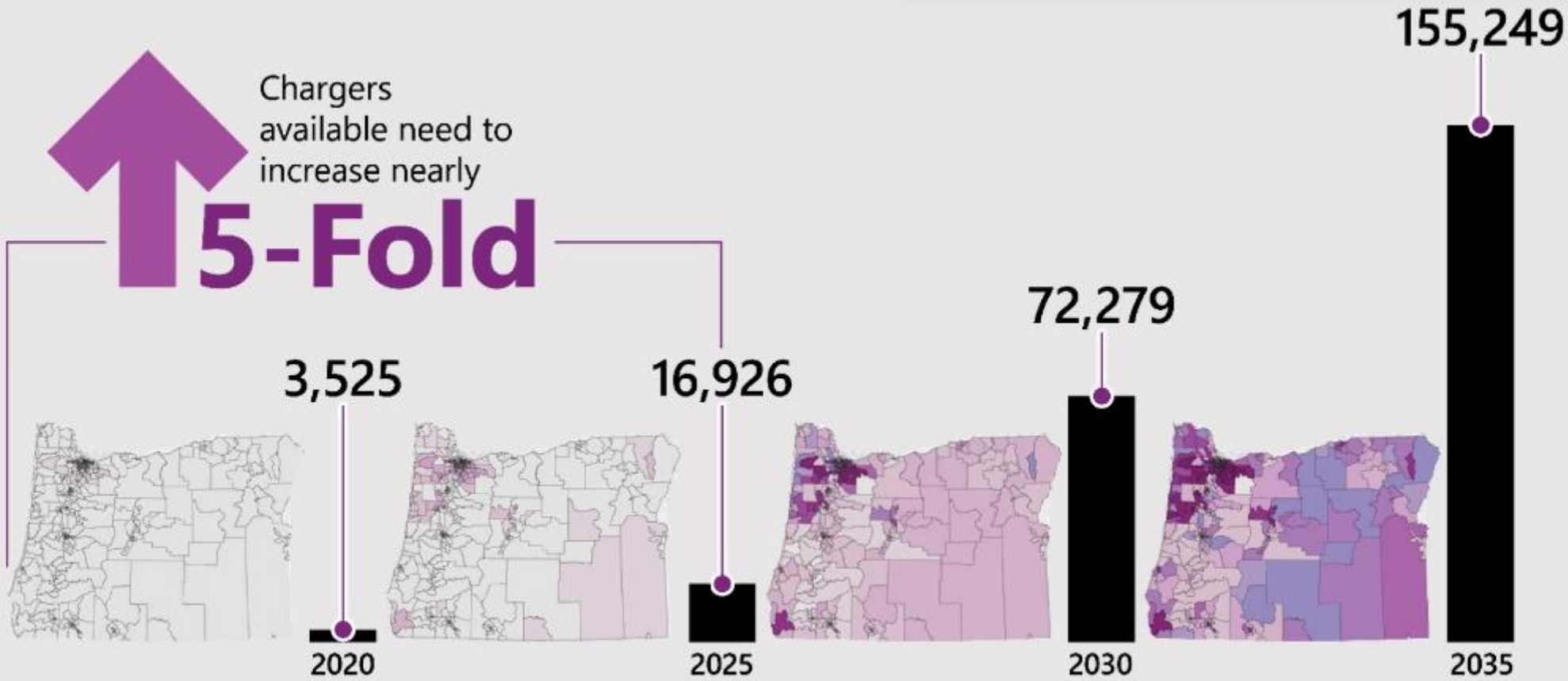
- Charging Infrastructure needs & actions
- Focus on light duty vehicles
- Overview of medium, heavy duty, micro-mobility
- Rural and underserved communities

9 Use Cases

1. Urban LDV
2. Rural LDV
3. Corridor
4. Commercial Delivery
5. Long-Haul Trucking
6. TNCs
7. Transit and School Buses
8. Micro-Mobility
9. Disadvantaged Communities

TEINA MODELING RESULTS FOR ALL NINE USE CASES

TEINA Results: Light Duty Vehicle Chargers Needed, by Type of Charger (Business As Usual Scenario)	2025	2030	2035
Workplace Level 2	7,022	32,405	70,429
Public Level 2	4,472	20,611	44,785
Public DC Fast Charge (DCFC)	4,411	14,875	29,639



Key Take-Aways

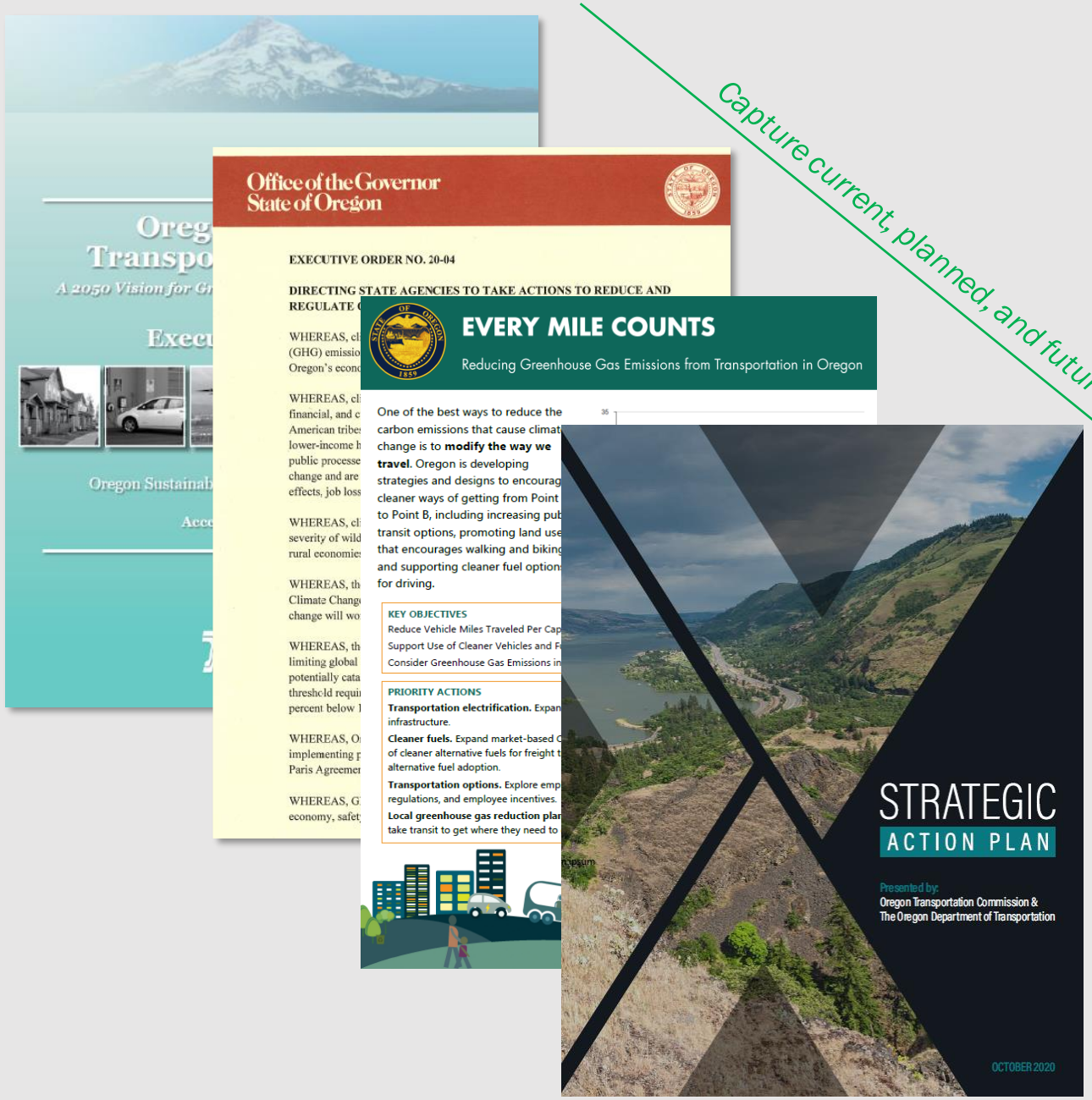
- There are rural and urban Charging Deserts
- Equity needs to be a top consideration, with a focus on BIPoC and Low-Income
- There is some private sector hesitancy, so public sector investment is needed
- Infrastructure precedes EVs
- Home charging is key overall; and public charging is critical to mainstream EVs
- It takes a village (especially Utilities)


Photo courtesy of Travel Oregon

Next Steps

- **ZEV Infrastructure Deployment Strategy**
  - Implementation plan over the next 2-5 years
- **Secure Funding and Make Investments**
  - Community Charging Grants
  - RAISE Grant *Plugging in Oregon – Ensuring Equity in EV Charging*
  - Supporting other grant applications (e.g. DOE)
- **Coordination with Utilities, State Agencies, and Other Stakeholders**
- **Supplemental Analyses for:**
  - Hydrogen refueling infrastructure
  - Barriers to electric micro-mobility (eScooters and eBikes)
  - Continued Stakeholder Planning

ODOT Climate Action Plan



Capture current, planned, and future actions in one place

ODOT
Climate Action Plan
(5 year)

ODOT Climate Action Plan

5-year plan for ODOT to help Oregon achieve a cleaner and more resilient transportation future.

Climate Action Plan Development Process

April 2021

Initial list of Potential Climate Actions presented to OTC

May-June 2021

-External Stakeholder Feedback

-ODOT Subject Matter Expert Input

July 2021

Final ODOT Climate Action Plan for 2021-2026

ODOT Climate Action Plan

Mitigation

- **Electrification**

Expand electric vehicle charging infrastructure across the state to increase EV adoption.

- **Pricing**

Price the transportation system appropriately to recover the full costs to maintain and operate the system.

- **Managing Demand**

Provide walking, bicycling and public transit options to reduce vehicle demand.

- **System Efficiency**

Improve the efficiency of the existing system to reduce congestion and vehicle emissions.

- **Clean Vehicles & Fuels**

Programs and investments to expand alternative fuel vehicles and infrastructure

Adaptation

Make the transportation system more resilient to the effects of climate change.

Sustainability

Reduce the carbon footprint of ODOT's operations and constructions.

Policy & Investments

Solidify long-term commitment to climate in agency policy and investment decisions.

Agency Partnerships

Partner with state agencies and support local jurisdictions to collaboratively pursue climate actions.

Monitoring & Data

Track and share progress towards climate goals and incorporate climate performance measures into agency decisions.

Questions?