Statewide Transportation Electrification

Amanda Pietz, Climate Office Director
Oregon Department of Transportation

Matt Davis, Air Quality Policy Analyst
Oregon Department of Environmental Quality

Brian King, Fleet and Parking Services Manager
Oregon Department of Administrative Services

Joint Committee on Transportation
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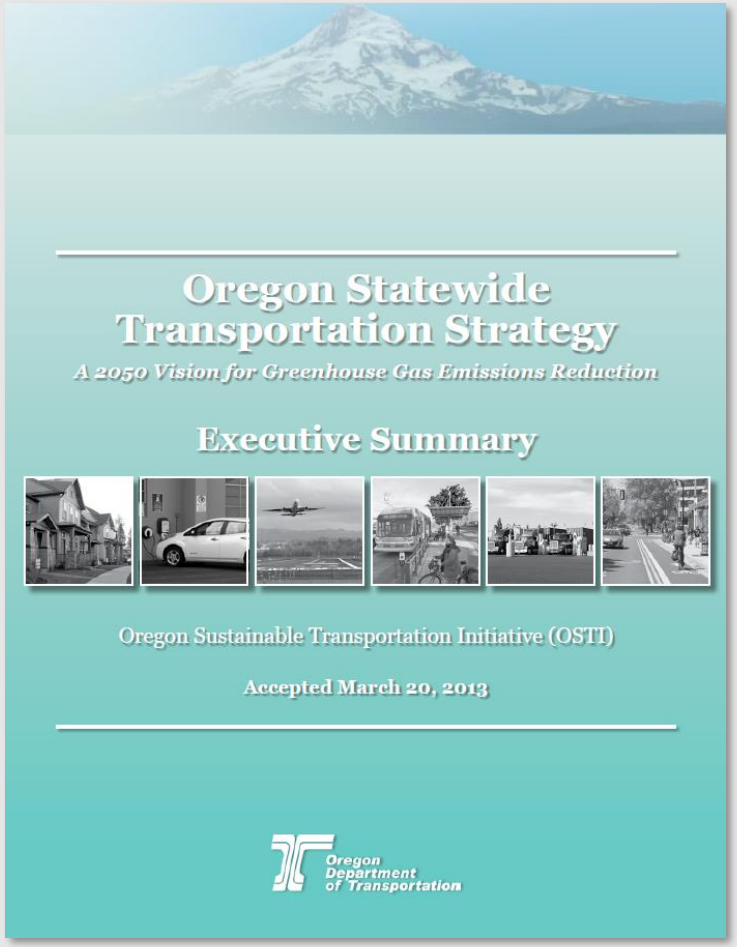
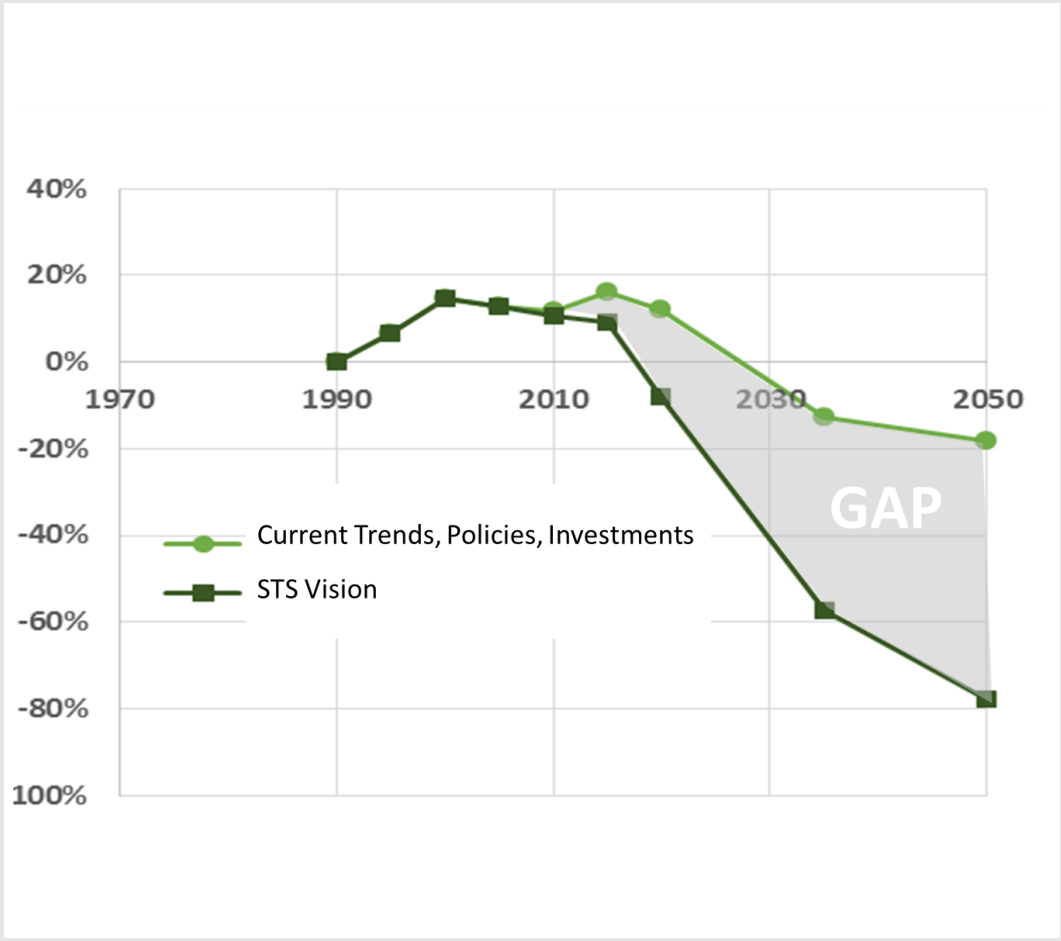
Oregon Department of Transportation

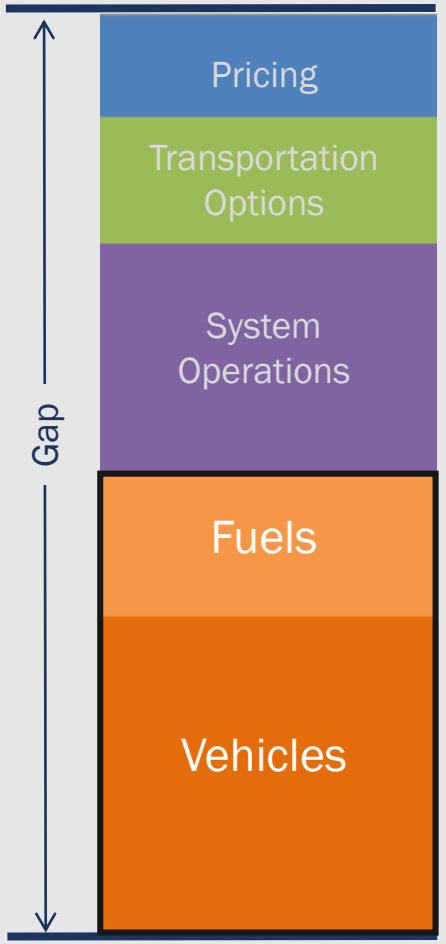
DAS
DEPARTMENT OF ADMINISTRATIVE SERVICES

DEQ
State of Oregon Department of Environmental Quality

The Importance of Transportation Electrification



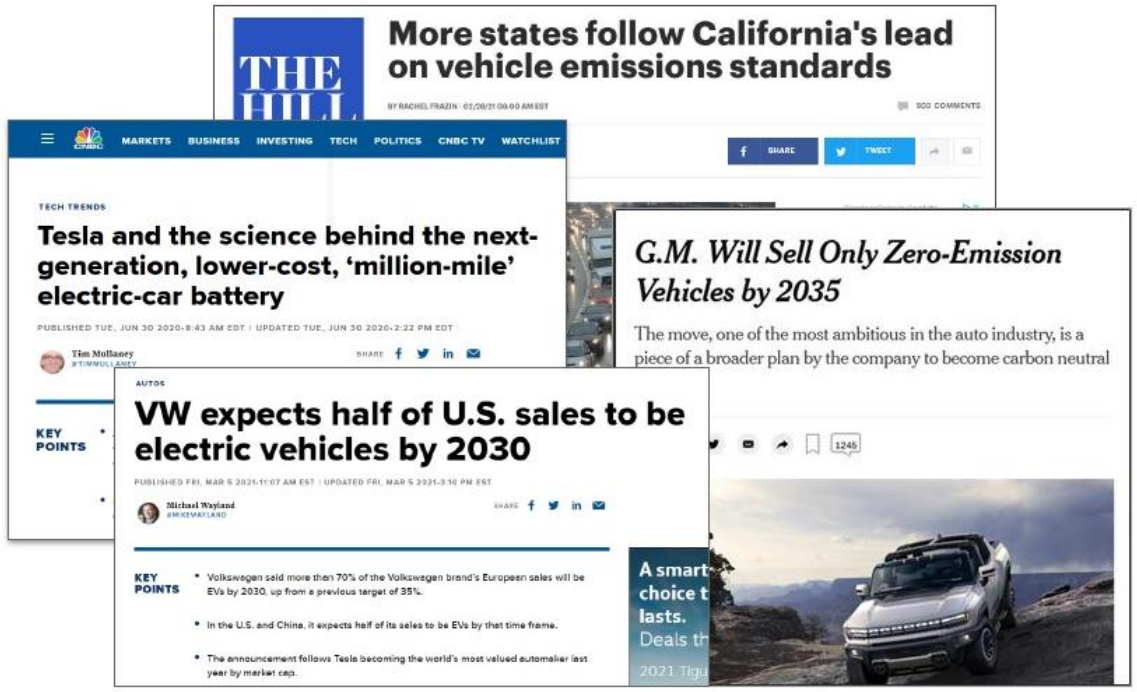




Oregon and Electrification

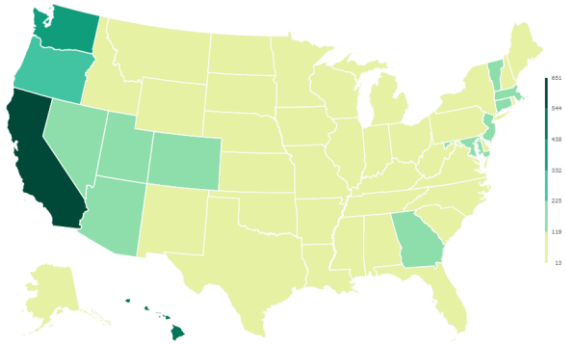
Electrification Goals for Light-Duty ZEVs in Oregon (Senate Bill 1044, 2019):

2020	**50,000**	registered ZEVs
2025	**250,000**	registered ZEVs
2025	**25%**	of new state agency light-duty fleet vehicle purchases/leases are ZEVs where feasible and comparable ZEV models are available
2029	**all new**	state agency light-duty fleet vehicle purchases/leases are ZEVs where feasible and comparable ZEV models are available
2030	At least: **25%**	of registered vehicles are ZEVs
	50%	of new vehicles sold annually are ZEVs
2035	At least: **90%**	of new vehicles sold annually are ZEVs

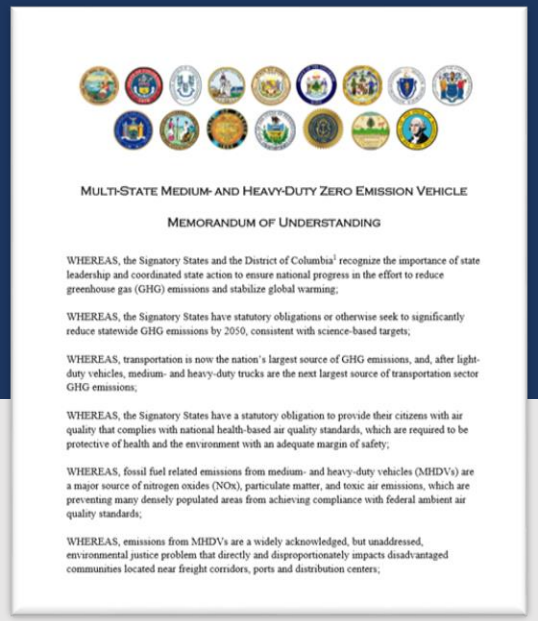


States that have adopted CA's emission standards (LEV + ZEV)

EV registrations per 100k residents in 2018



Current Electrification Efforts



MULTI-STATE MEDIUM- AND HEAVY-DUTY ZERO EMISSION VEHICLE

MEMORANDUM OF UNDERSTANDING

WHEREAS, the Signatory States and the District of Columbia[1] recognize the importance of state leadership and coordinated state action to ensure national progress in the effort to reduce greenhouse gas (GHG) emissions and stabilize global warming;

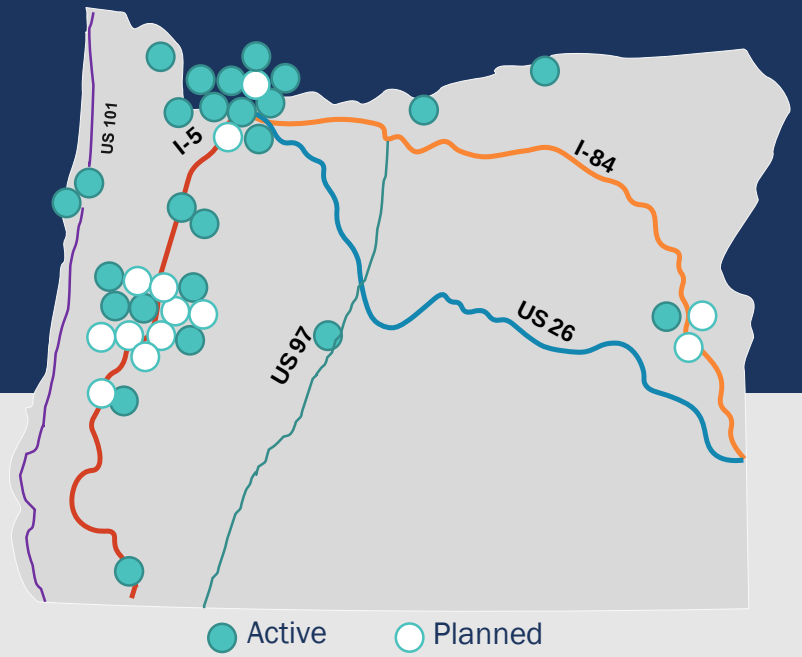
WHEREAS, the Signatory States have statutory obligations or otherwise seek to significantly reduce statewide GHG emissions by 2050, consistent with science-based targets;

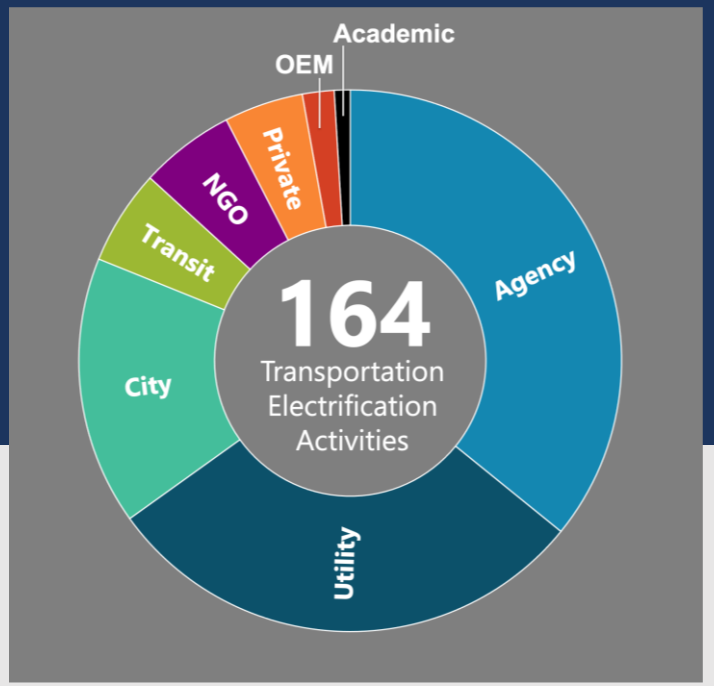
WHEREAS, transportation is now the nation's largest source of GHG emissions, and, after light-duty vehicles, medium- and heavy-duty trucks are the next largest source of transportation sector GHG emissions;

WHEREAS, the Signatory States have a statutory obligation to provide their citizens with air quality that complies with national health-based air quality standards, which are required to be protective of health and the environment with an adequate margin of safety;

WHEREAS, fossil fuel related emissions from medium- and heavy-duty vehicles (MHDVs) are a major source of nitrogen oxides (NOx), particulate matter, and toxic air emissions, which are preventing many densely populated areas from achieving compliance with federal ambient air quality standards;

WHEREAS, emissions from MHDVs are a widely acknowledged, but unaddressed, environmental justice problem that directly and disproportionately impacts disadvantaged communities located near freight corridors, ports and distribution centers;





Collaboration with other states

Investments across Oregon and in key corridors

A lot of activities by many different entities

ODOT Transportation Electrification Efforts

Strategic Action Plan
Adopted EV targets

Community Charging Grants
Funding to support EV charging stations for BIPoC, low income, and rural communities

WCEH
Update and enhance

TEINA
Identifying gaps and recommendations for public charging infrastructure

OR-TEAM
Mapping electrification actions across Oregon

Partnerships
Convene and collaborate with other state agencies, utilities, and private sector to enable TE

- Awareness
- Incentives
- Infrastructure
- Policies

West Coast Electric Highway

West Coast Electric Highway

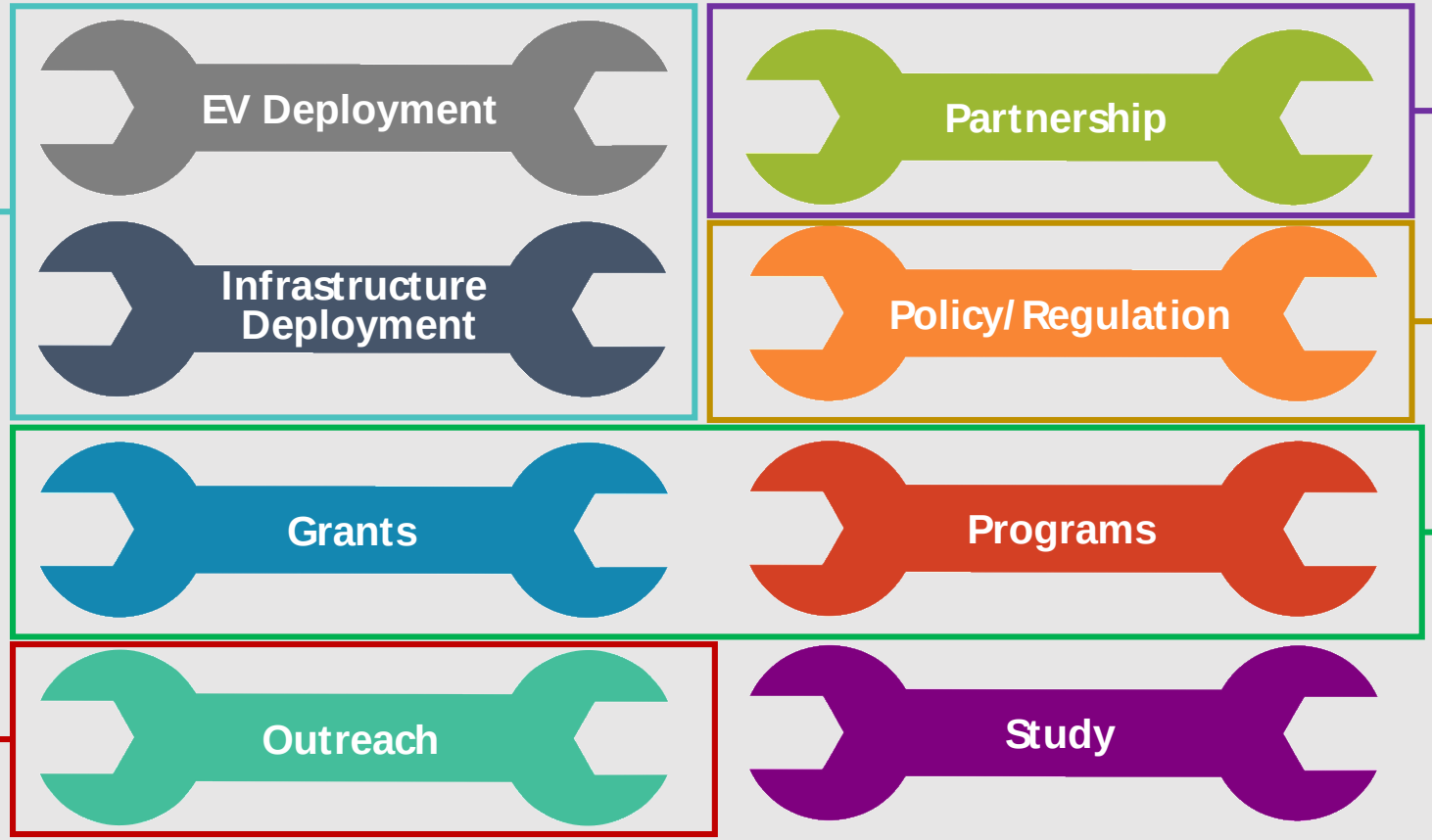
A network of charging stations located every 25 to 50 miles along Interstate 5, Hwy 99, and major roadways in BC, WA, OR, and CA

Alt Fuel Corridors (FHWA)

- Oregon has five designated EV corridors: I-5, I-84, US 26 (part), US 97, US 101
- Proposed: US 20, I-82, rest of US 26
- Potential for federal funding that prioritizes these corridors

Many Tools in the Transportation Electrification Toolbox

Charging network investments and electrifying state fleets



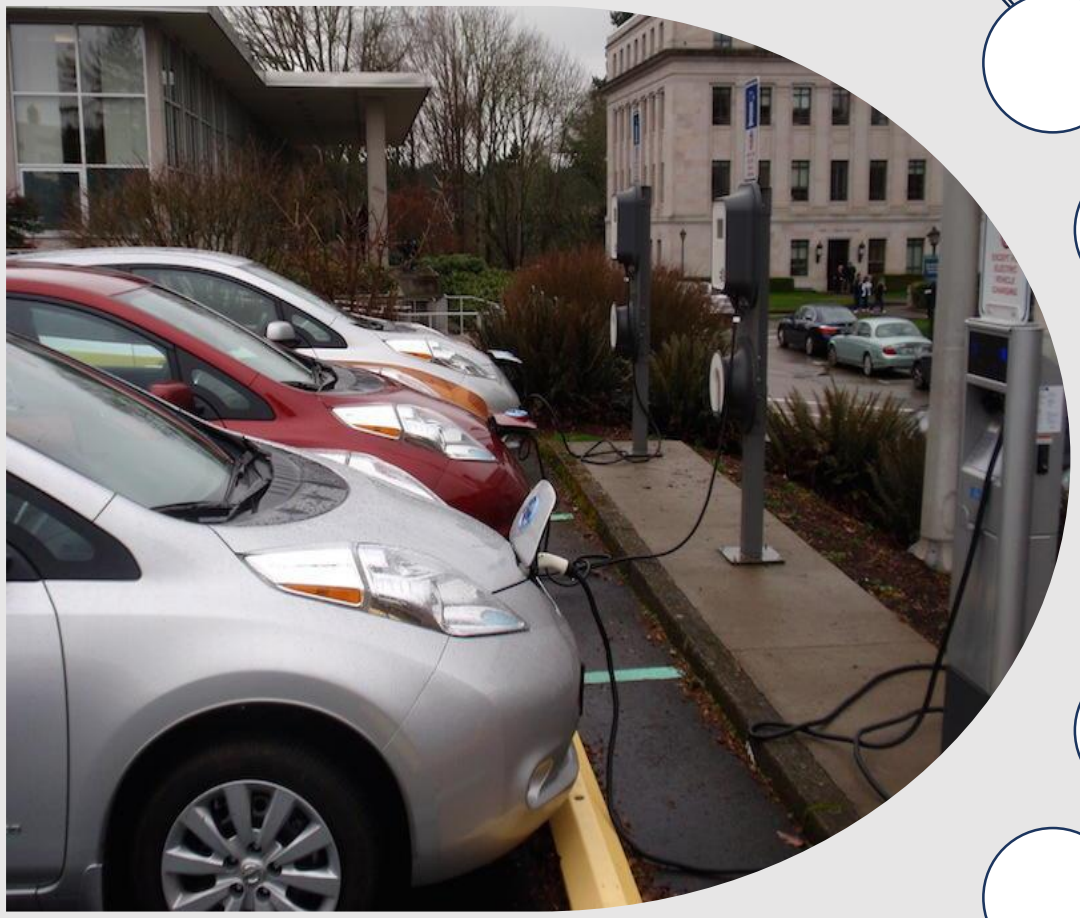
Amplify every stakeholder's work

Legislate to ensure equity

Enhance Clean Fuels, incentive programs, and grants targeting BIPoC, low-income, and rural areas

More coordination and consistent messaging

Oregon Clean Vehicle Rebate Program



- Established by the Legislature in 2017
- Standard rebates | $750 - $2,500 for *new* vehicles
- Charge Ahead rebates | $2,500 for *new* or *used* vehicles
- Over 11,000 rebates issued (~$27 Million)
- Dealer partnerships and outreach
- Sunsets January 2024

DEQ
State of Oregon Department of Environmental Quality

SB 1044 (2019) Amended ORS 283

Policy Goals

Priority for Vehicle Purchases

1. ZEV
2. Alternative Fuel
3. Low Emission
4. Regular Gas/Diesel

Annual Purchasing Report to DEQ

DAS Actions

- Saturated available ZEV charging
- Updated Statewide Policy for purchase priorities
- Completed first annual report to DEQ
- Project to add ~300 chargers to multiple Salem area DAS facilities
- Price Agreement for EV chargers and installation in queue (delayed due to COVID and wildfires)

HB 2027- Upping the ZEV Purchasing Goals

- SB 1044 set goal of 25% of new light fleet vehicle purchases as ZEV's where feasible by 2025 and 100% by 2030
- HB 2027 A moves 100% goal to 2025
- Feasibility still a factor
- Capital investments needed

Feasibility:

1. Charging Availability
2. Available models and cost
3. Range and functionality

Capital Investments:

1. Charging infrastructure
2. Incremental vehicle cost

Thank you.