ODOT EO 20-04 Implementation Update

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Oregon Department of Transportation

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Implementation of Executive Order 20-04 on Climate

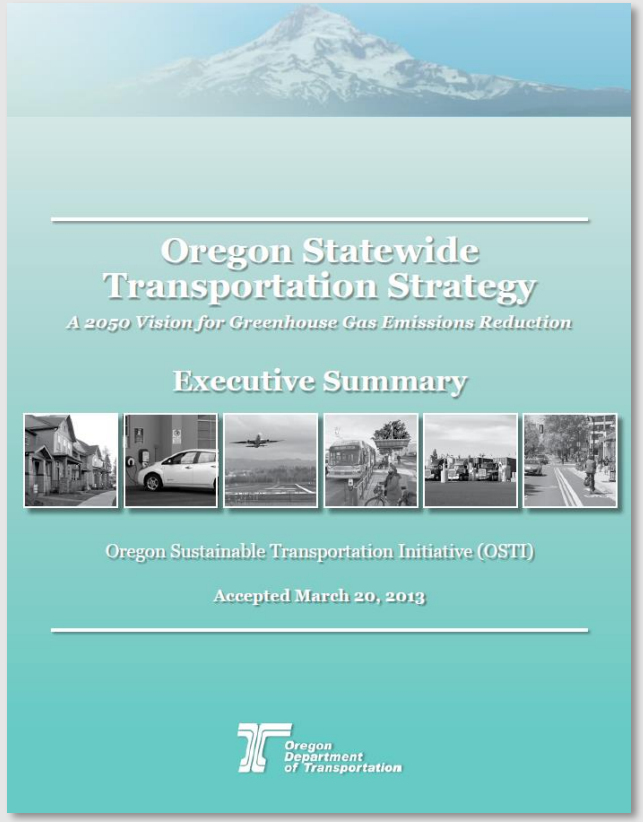
EO 20-04

ODOT

Requirements

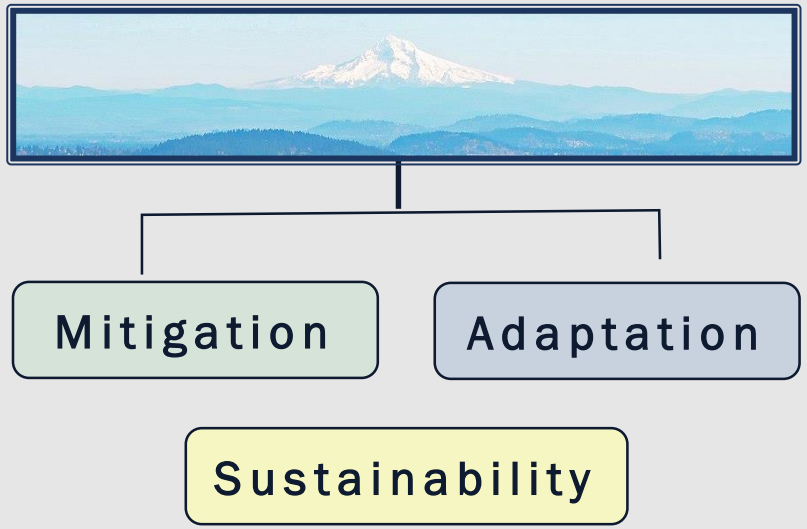
- Integrate climate into ODOT business
- Add a GHG reduction lens to $ decisions
- Study EV infrastructure charging needs

Collaborate with state agencies Statewide Transportation Strategy implementation

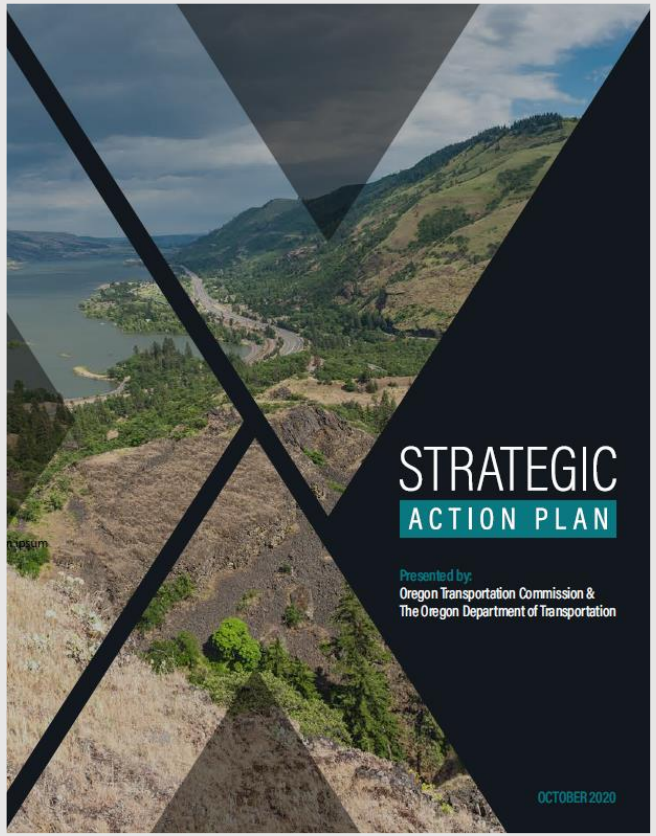


Integrate Climate into ODOT Business

Created the ODOT Climate Office



Incorporated Climate into our Strategic Action Plan



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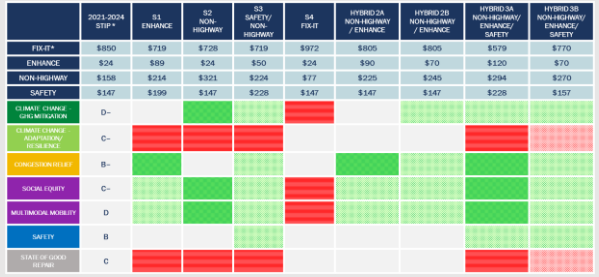
Add a GHG Reduction Lens to Funding Decisions

Statewide Transportation Improvement Program (STIP)

1. Determine how project attributes impact climate

Bridge (e.g.)	Outcome
Replacement (capacity increase)	-
Replacement (same footprint)	0
Adaptation (seismic, flood, etc.)	+
Other (maintenance, etc.)	0

2. Assess how spending aligns with need



3. Change finding distribution to optimize outcomes

	2021-2024 STIP*	24-27 FINAL SCENARIO
FIX-IT*	$850	$800
ENHANCE	$24	$65
NON-HIGHWAY	$158	$255
SAFETY	$147	$147
CLIMATE CHANGE - GHG MITIGATION	D– Most trips drive alone in low MPG cars	Slight GHG reductions anticipated *(modest improvements above baseline)*
CLIMATE CHANGE - ADAPTATION/ RESILIENCE	C– Slow progress with preservation projects	A few less adaptation projects *(marginal decline from baseline)*
CONGESTION RELIEF	B– Select, legislative bottleneck projects in development	Bit of funding to supplement needs *(some funding to supplement larger projects)*
SOCIAL EQUITY	C– Few low cost travel options	Small increase in access for all users *(more multimodal projects than 2A, but less than 3B)*
MULTIMODAL MOBILITY	D Many connectivity gaps	Small increase in bikeways, walkways, TDM programs *(more multimodal projects than 2A, but less than 3B)*
SAFETY	B Focus on fatalities and serious injuries	No change from baseline *(safety funding flat, consistent with baseline and 21-24 STIP)*
STATE OF GOOD REPAIR	C Several assets and areas deteriorating	Small decline from baseline *(slight decline from baseline which indicates trend of deteriorating conditions over time)*

Add a GHG Reduction Lens to Funding Decisions

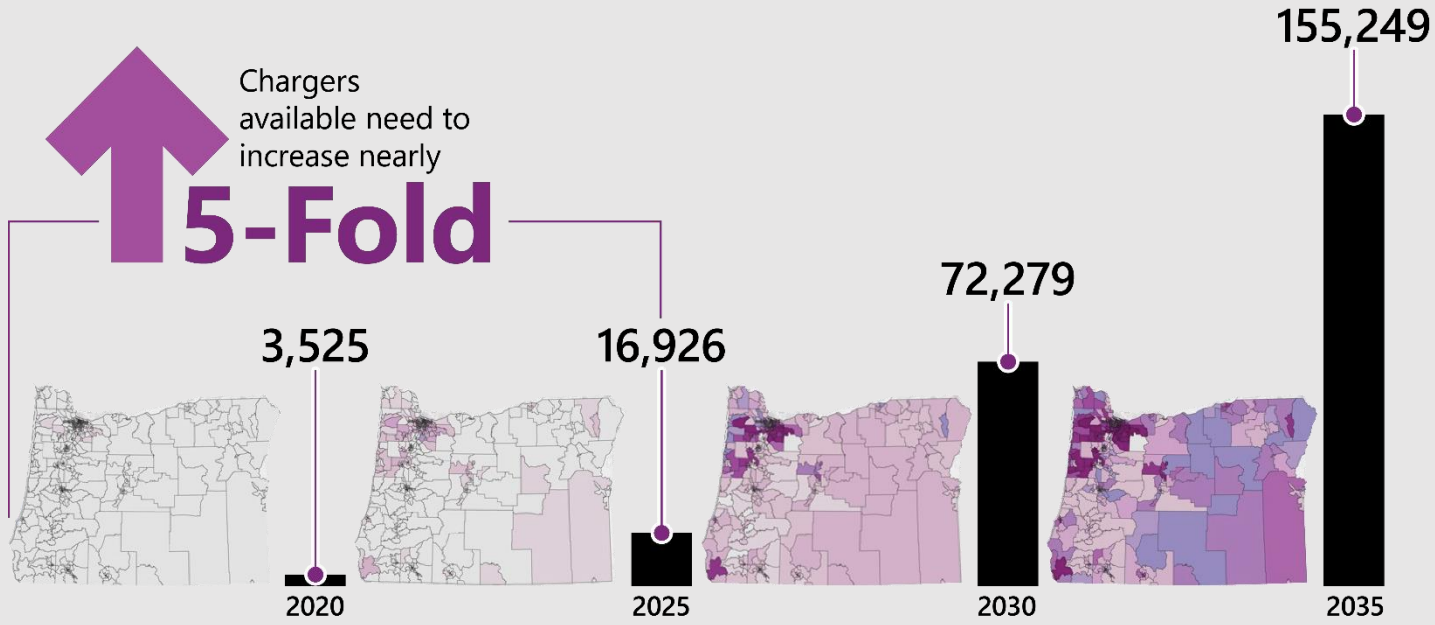
Inform Project Selection

- Highlight attributes that reduce GHG
- Identify ways to mitigate projects that may increase emissions
- Evaluate programmatic investments
  - GHG index
  - Use info to narrow to more climate-friendly projects

Consider Climate in All Investment Decisions

- Beyond Executive Order, will look comprehensively at investment programs

Study EV Infrastructure Charging Needs



1 **Rapid Deployment of Electric Vehicle Charging Infrastructure**

2 **Equitable and Accessible Infrastructure**

3 **User-Friendly, Convenient, Safe and Consistent Charging Experience**

4 **Lower Electric Fueling Costs for Consumers and Fleets**

5 **Utility Engagement in Electric Vehicle Charging Statewide**

6 **Foundational Policies and Resources**

TENIA

Transportation Electrification Needs Analysis

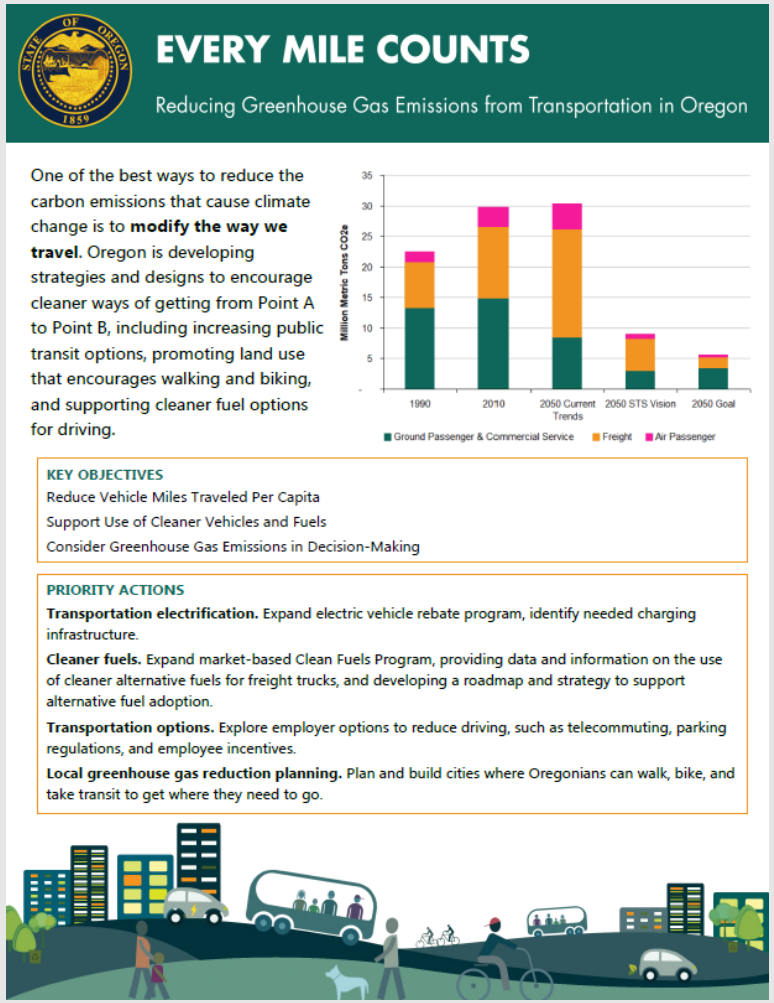
Develop a vision of the charging infrastructure needed and actions that utilities, service providers, state agencies, locals, and legislature can take

Highlight charging infrastructure needs for light duty ZEVs to support state goals

Provide near-term and long term high-level overview of the charging infrastructure needs for freight trucks, buses, e-bikes, scooters, etc.

Assess the unique needs to support transportation electrification in all areas of the state, with a focus on rural areas and underserved communities

Collaborate with State Agencies on STS Implementation



EVERY MILE COUNTS

Reducing Greenhouse Gas Emissions from Transportation in Oregon

One of the best ways to reduce the carbon emissions that cause climate change is to **modify the way we travel**. Oregon is developing strategies and designs to encourage cleaner ways of getting from Point A to Point B, including increasing public transit options, promoting land use that encourages walking and biking, and supporting cleaner fuel options for driving.

KEY OBJECTIVES

Reduce Vehicle Miles Traveled Per Capita

Support Use of Cleaner Vehicles and Fuels

Consider Greenhouse Gas Emissions in Decision-Making

PRIORITY ACTIONS

Transportation electrification. Expand electric vehicle rebate program, identify needed charging infrastructure.

Cleaner fuels. Expand market-based Clean Fuels Program, providing data and information on the use of cleaner alternative fuels for freight trucks, and developing a roadmap and strategy to support alternative fuel adoption.

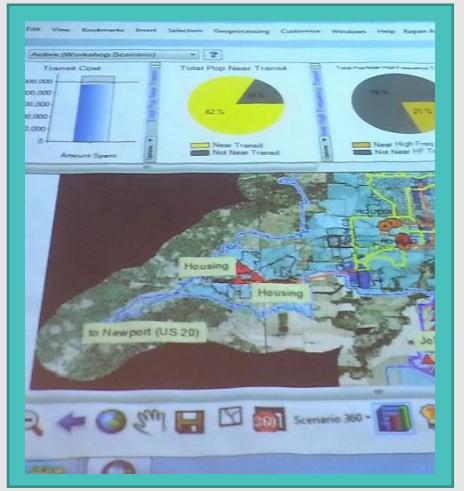
Transportation options. Explore employer options to reduce driving, such as telecommuting, parking regulations, and employee incentives.

Local greenhouse gas reduction planning. Plan and build cities where Oregonians can walk, bike, and take transit to get where they need to go.

ODOT - DOE - DEQ - DLCD

Reduce VMT Per Capita

Clean Vehicles and Fuels



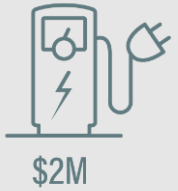
GHG Emissions in Decision-Making

Integrate Climate Justice and Equity Considerations

Accomplishment Highlights

Climate actions now rank among agency's top priorities

Increased investments targeting greenhouse gas reduction



Actively driving towards transportation electrification

Working to understand and integrate equity into climate actions