Oregon DOT Climate Office Goals

**Mitigation**
- Support VMT and emissions reduction

**Resiliency**
- Proactive improvements to address climate risks

**Sustainability**
- Construction materials and practices
Reducing the production and impacts of greenhouse gas (GHG) has been an Oregon priority for many years.

- **2007**: Oregon Legislature adopts statewide GHG emission reduction goals. *(ORS 468A.205)*
- **2007**: ODOT develops the first statewide GHG strategic planning model, GreenSTEP, which becomes the foundation for VisionEval, a new national suite of statewide and regional analysis tools.
- **2010**: ODOT and DLCD launch the Oregon Sustainable Transportation Initiative (OSTI)
- **2013**: Oregon Statewide Transportation Strategy (STS) is published
- **2020**: Governor issues Executive Order 20-04, directing state agencies to take actions to reduce and regulate GHG Emissions.
- **2022**: The Climate-Friendly and Equitable Communities Rulemaking process is changing Oregon’s Transportation Planning Rules, shifting focus from high-level strategic analysis to more tactical and operational (project-level) analyses.
One Goal
Reduce emissions from transportation to 80% below 1990 levels by 2050

Two Objectives
Reduce growth in vehicle miles traveled
Clean up each vehicle mile
Two Objectives

Reduce growth in vehicle miles traveled

Clean up each vehicle mile

Six Categories

Example State Actions

- Road User/Congestion Pricing
- Climate lens on STIP funding
- Active/Public mode grant programs (SRTS, CRP)
- Metropolitan GHG targets, regs & support -- Visioning, LRTP planning, PMs
- State Land Use laws

Example State Actions

- Vehicle/Fuel Regulation with DEQ
- EV chargers, Alt Fuel corridors, needs and funding
- Transit Vehicle grant programs
Oregon GHG Targets

Statewide

- 80% Total GHG 1990-2050
- 20% VMT/Capita
- 77% GHG/mile

8 Metropolitan areas

Metric: % GHG reduction

“beyond vehicles and fuels” ➔ % VMT/capita target

\[
\frac{GHG}{Capita} = \frac{GHG}{Mile} \times \frac{Miles}{Capita}
\]

2040 GHG targets for Oregon metropolitan areas

per capita light vehicle GHG emissions reduction

- 25% Portland Metro
- 20% Albany, Bend, Corvallis, Eugene-Springfield, Middle Rogue, Rogue Valley, Salem-Keizer

1. Reductions beyond expected vehicle and fuel improvements
2. Required scenario planning and adoption
2022 Oregon Transportation Plan: Set Policy Framework for ODOT Climate Touchpoints across the planning process

- **Strategic**: Set statewide policy
  - Federal & State Orders, Legislation, Rules
  - Statewide GHG Reduction Imperative
  - Statewide Transportation Strategy (GHG policies & targets)
  - Statewide Transportation Resilience Plan

- **Operational**: Deliver & operate the system
  - Solution Delivery
  - Operations & Maintenance
  - Reporting & Monitoring

- **Tactical**: Define needs, projects & funding
  - Mode Plans
  - Topic Plans
  - State Transportation Improvement Program
  - Regional & Local Plans
  - State Facility Planning
  - Regional & Local Investment Programs

- **State**: Local GHG Performance Metrics
  - Construction Materials GHG Declaration
  - Sector-based GHG inventory (DEQ)
  - Natural Hazards Mitigation Plan Reporting (DLCD)
  - STS & Resilience Plan Monitoring

LEGEND: Climate Touchpoints
- Greenhouse Gas Reduction
- Climate Adaptation & Resilience

Implementation

Application of Policy into Action

....focus on upstream decisions informed by reporting to reach goals

• **ODOT Climate Office**: working across the agency
  • STIP Climate Lens
  • support **local partners** in implementing long range planning regulations

• **State Partners**: Multi-agency Every Mile Counts 2-year workplan

Synergies with other Goals

• Reduced VMT per capita
  - Improves GHG
  - Improves Safety
  - Improves Health

• Active/Public investments support equity

• Pricing is needed to maintain existing system & dampen VMT growth
Contacts

www.oregon.gov/odot/climate/Pages/default.aspx

Tara.j.weidner@odot.oregon.gov
ODOT role – infrastructure, incentives, policies

**DOT role**

- Projects/Programs
  - Road growth
  - ITS
  - Bike/Walk networks
  - Transit funding
  - Demand Management
- Pricing & Funding
  - Road User Charge (per mile)
  - Congestion Pricing

**Other Agency roles**

- Land use development patterns
- Local projects/policies
- Transit Agencies

**Vehicle & Fuels**

- Public EV Charging Infrastructure
- Assist Transit Vehicle shifts

**VMT reduction**

- Vehicle/Fuel Regulations
  - Advanced Clean Car/Trucks
  - Low Carbon Fuel Standards
- EV rebates/incentives
Executive Order 20-04 on Climate
Requires ODOT and OTC to Consider GHG emissions when making investment decisions in the STIP

In response

- Staff identified three key decision points in the STIP to conduct analysis

**Three STIP Decision Points**

- Amount of Money (program allocation)
- How Money is Directed (project selection)
- Project GHG Impact (chosen projects)
Regional Targets & Long-range Planning - 2022

Climate Friendly & Equitable Communities

Changes planning for local governments in metropolitan areas. Reduce climate pollution while increasing equitable outcomes.

Department of Land Conservation & Development regulations

- **Local 2050 Vision** that reaches GHG goals
- Set **Performance measure** to track to 2050 Vision
- Long Range Plan must reduce HH-based VMT/Capita
- Other Updates to land use and transportation plans.
  - Zoning changes, displacement tools
  - Parking policies
  - Adds project criteria/reviews

Phased implementation starting Summer 2022