

Memo

TO: Climate Policy Commission
FROM: Stu Green, Climate and Energy Analyst, City of Ashland
DATE: March 10, 2021
RE: Additional Staff update for March meeting

Updates from Staff

- Email delays
- Progress indicators update – this project has been a major focus in recent weeks. Preliminary Energy indicator charts are attached below for discussion.
- Annual Staff report to Council - Apr 6
- Local Climate Partners Group – Members of CCOC and CPC and local partner groups are in the early stages of exploring what new collaborations are possible. There is an opportunity for local groups to work together to support local climate action and CEAP implementation.
- Multi-Commission Outreach Campaign – Councilor Graham and staff are looking into the possibility of integrating outreach efforts for future campaigns.
- New Vehicle Chargers – 4 Level 2 plugs coming soon at the grove. These no-barrier chargers have no fees to pay or costs to join. Operating costs are defrayed by Oregon Clean Fuels Program revenue.
- EV and e-bike incentives - programs are going well. Incentives applied for so far: e-bike (16/50) EV (15/70).
- HB 2398 - Reach Code
 - Climate staff and Councilor Graham have been working with group of cities to advance HB 2398. This Bill would require the State Reach Code to be at least 10% more efficient than the base code. Importantly, this bill will also would allow jurisdictions to adopt the reach code as a minimum.
- Oregon State Adaptation Framework



- At the direction of Governor Brown, DLCD is coordinating the State of Oregon's work on the Oregon Climate Change Adaptation Framework. The Framework explores the impacts of climate change in Oregon and identifies how state agencies can effectively respond to them. DLCD is working with 24 state agencies – from Business Oregon to the Oregon Health Authority, the Oregon Department of Forestry to the Oregon Department of Energy, and many more. DLCD reviewed climate adaptation plans from 17 other states to identify the most effective government response strategies and, over many months, vetted them with the multi-agency group. The 2021 Framework builds on a 2010 Framework document, and will be adopted as part of Oregon's Natural Hazard Mitigation Plan.
- https://www.oregon.gov/lcd/CL/Pages/Adaptation-Framework.aspx?utm_medium=email&utm_source=govdelivery
- State Transportation Electrification Infrastructure Needs Analysis – Staff participated in this ODOT study as a Consumer Owned Utility representative.
<https://www.oregon.gov/odot/Programs/Pages/TEINA.aspx>
- Future incentives: small electric engine, induction cooktop, all-electric new construction

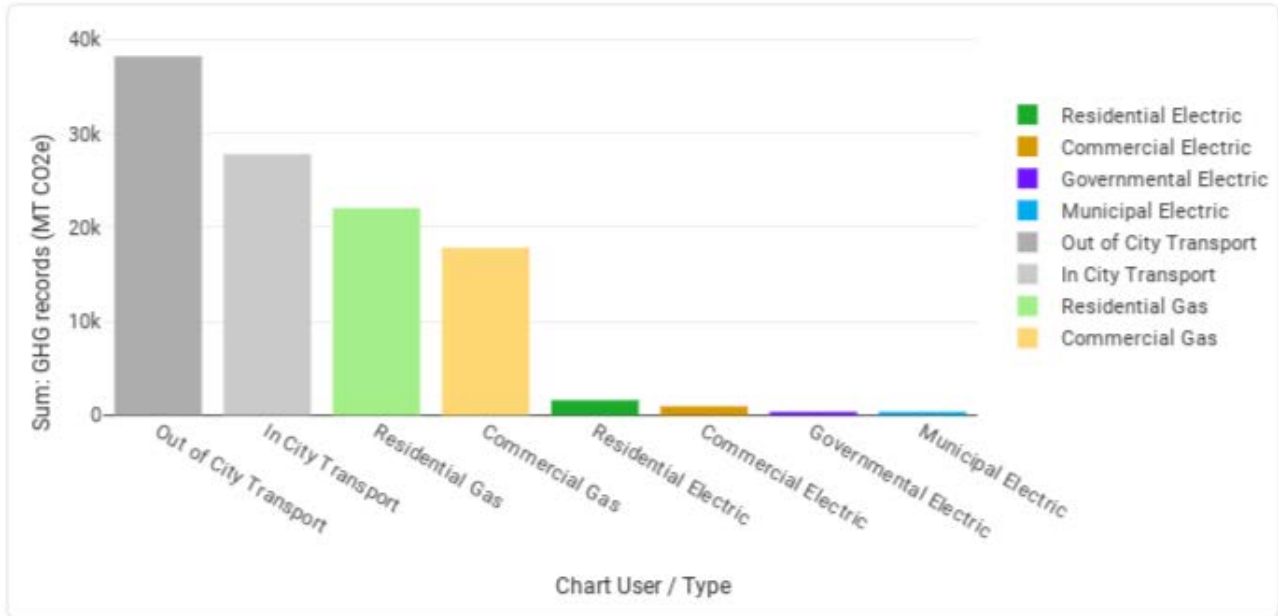


Draft Progress Indicators

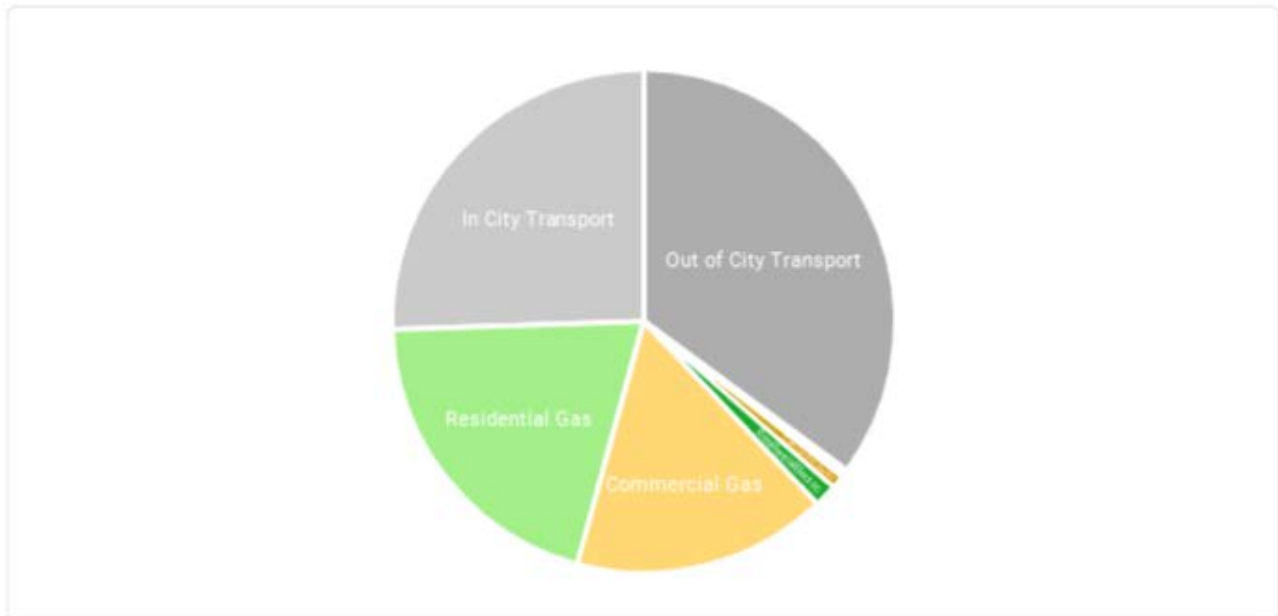
- This following two charts show estimated 2019 GHG from Electric, Natural Gas, and Vehicle Fuel Emissions.



2019 GHG ▾



2019 GHG copy ▾

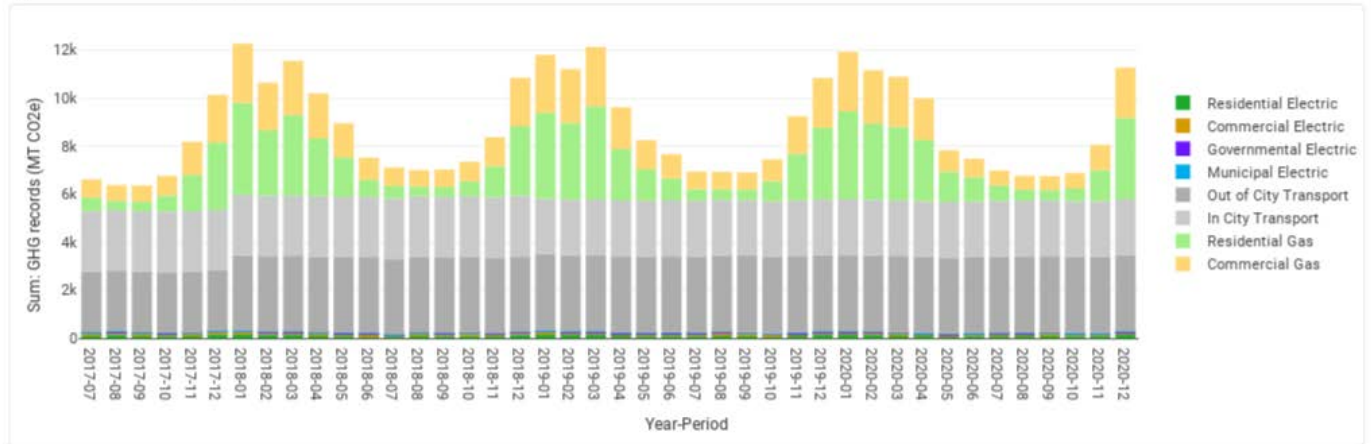


Approximate MT CO2e by Energy Source from 2017-2020 ▾

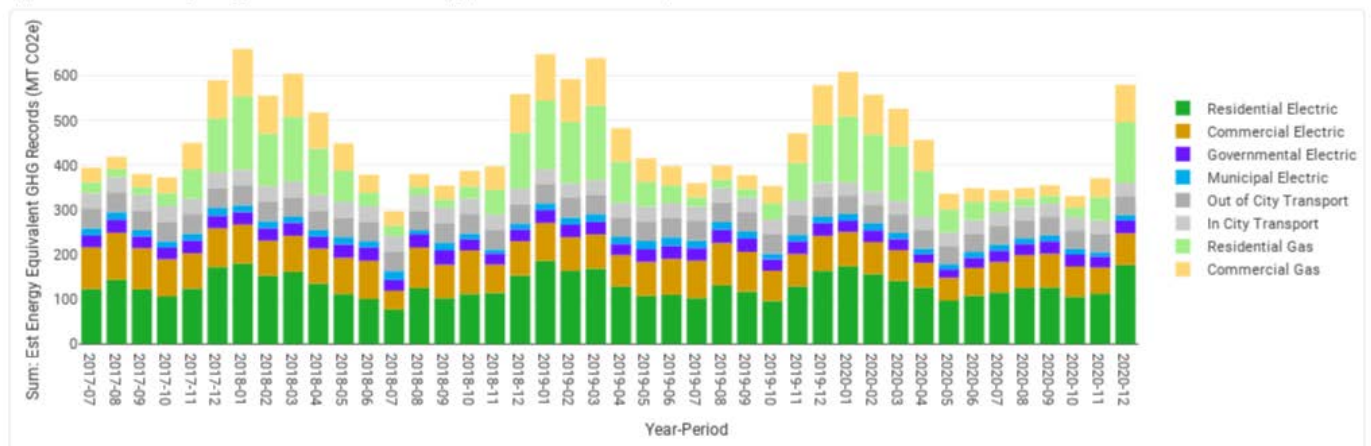


- The top half of the chart below shows approximate GHG by energy source from mid-2017 through 2020

Approximate MT CO2e by Energy Source from 2017-2020 ▾



Approximate MT CO2e by Energy Source from 2017-2020 copy (Full electrification scenario) ▾



- The bottom half chart uses the same energy data, but attempts to translate all fossil energy use into electrification. In other words, if we could electrify all energy sources from this time period, this would be the approximate energy need in MWh.
- Assumptions for Energy Equivalency:
 - 50% efficiency gain in converting Natural Gas to electric.
 - 300 Wh/mi for all vehicle miles travelled.

