

Portland City Council:

***Authorize applications to the U.S. Department of Transportation and U.S. Department of Energy for grants to accelerate transportation decarbonization not to exceed \$4 million**



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PBOT
PORTLAND BUREAU OF TRANSPORTATION

Overview

- Background/Context
- U.S. Department of Energy "Park and Charge" Grant
- U.S. Department of Transportation SMART Grant
- Q&A
- Invited testimony



Source: Portland General Electric

Policy mandates to advance electrification

We are living in a **climate emergency**.
It's time for Portland to act like it.



The City of Portland's 2022-2025

**Climate Emergency
Workplan**

July 2022

Exhibit A



**2017 CITY OF PORTLAND
ELECTRIC VEHICLE STRATEGY**

Moving to Our Future

**PBOT's Strategic Plan
2019-2022**

PBOT's Strategy to Advance Transportation Climate Justice



Source: PBOT

PBOT's role on transportation electrification

Create transportation policies to shift behavior and reduce GHG emissions:

- Remove barriers to EV charging and fill market gaps
- Position Portland to receive federal funding from Biden Administration
- Send market signals & coordinate on land use, state, federal policy

Partner with private-sector to provide infrastructure and low carbon mobility options:

- City lacks skills and resources to own, operate, and maintain EV chargers
- When feasible, provide electric mobility options to Portlanders (e.g. BIKETOWN, E-Scooters, Street Car)

Leverage PBOT assets to advance City goals:

- Public charging in the right-of-way
- Charging for CityFleet vehicles at Smart Park garages



Source: PGE



Source: PGE

The costs of electric vehicles is coming down and more accessible



Last week, you could buy...	Used Nissan Leaf 2016 with 55,000 miles from PDX Carvana	Used Chevrolet Sonic 2016 with 55,000 miles from JZ Auto Sales in Happy Valley
Carfax cost	\$16,990	\$10,995
Oregon Charge Ahead Rebate	-\$5,000	- \$0
Inflation Reduction Act federal tax credit	-\$4,000	- \$0
TOTAL	\$7,990	\$10,995

Source: CarFax

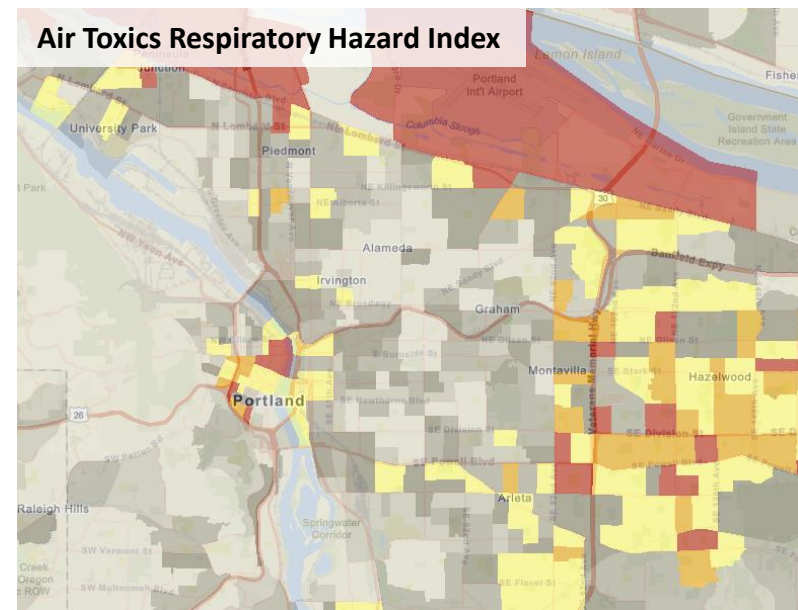
Equity lens on transportation electrification

- Benefits of EVs should be accessible to all Portlanders:
 - Lower ownership costs
 - Less localized air pollution

- But a lack of public charging infrastructure is emerging as an outstanding barrier



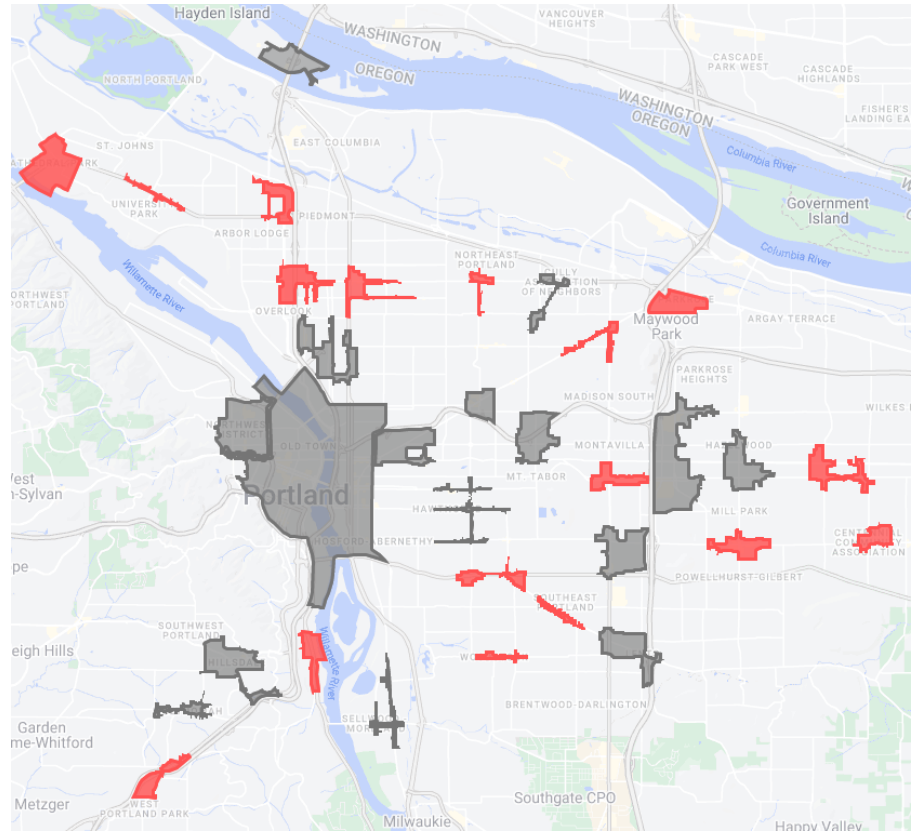
Source: Go Electric Oregon



Source: USEPA EJ Screen

Current availability of public EV charging is not equal

- **Current public EV charging installations in Portland:**
 - Market driven locations are not equitably distributed
- **City wants to support the growth of a citywide EV charging network with a focus on areas that:**
 - Currently lack charging infrastructure
 - Are likely to continue relying on personal vehicles



Red indicates Centers with zero publicly accessible EV chargers. Grey indicates Centers with at least one publicly accessible EV charger.

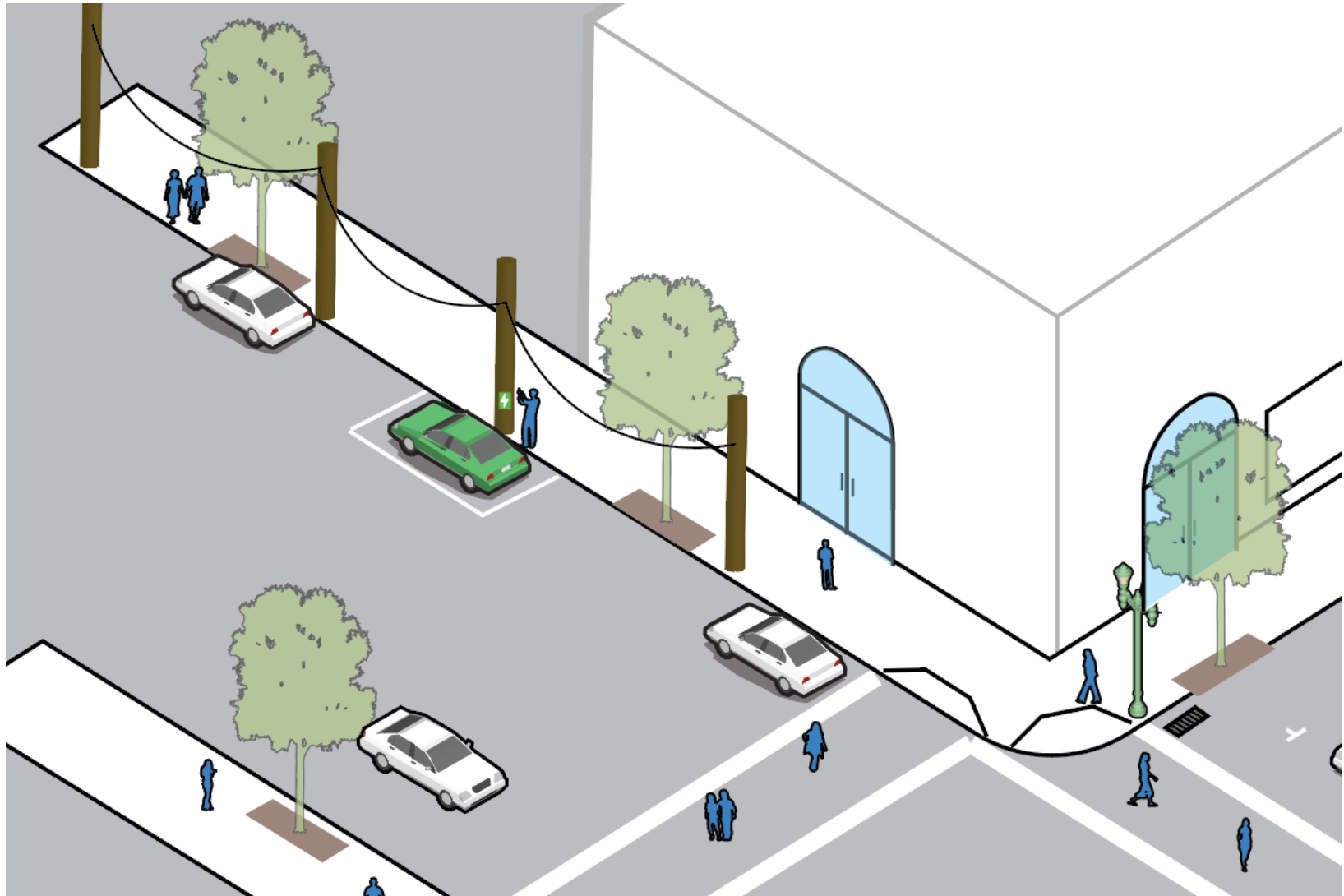
Park and Charge Grant- Leveraging Utility Pole-Mounted Chargers to Increase Access to Overnight EV Charging

- **USDOE Grant:** +\$3M total budget
 - *Over \$750k match from PGE & PAC*
- **Goal:** Develop low-cost, scalable program to install 50 Level 2 EV Chargers in the right-of-way; create toolkit for other cities
 - 40% of chargers will be in or near disadvantaged communities
- **Impact:** Reduce barriers to EV adoption for Portlanders; share lessons learned
- **Partners:** PGE, PAC, ODOT, Forth, PSU, and more
- **Funding:** Support City staff and partners from installation to outreach, evaluation, & sharing best practices with other cities



Source: Portland General Electric

EV charging example: Around the corner from Main streets

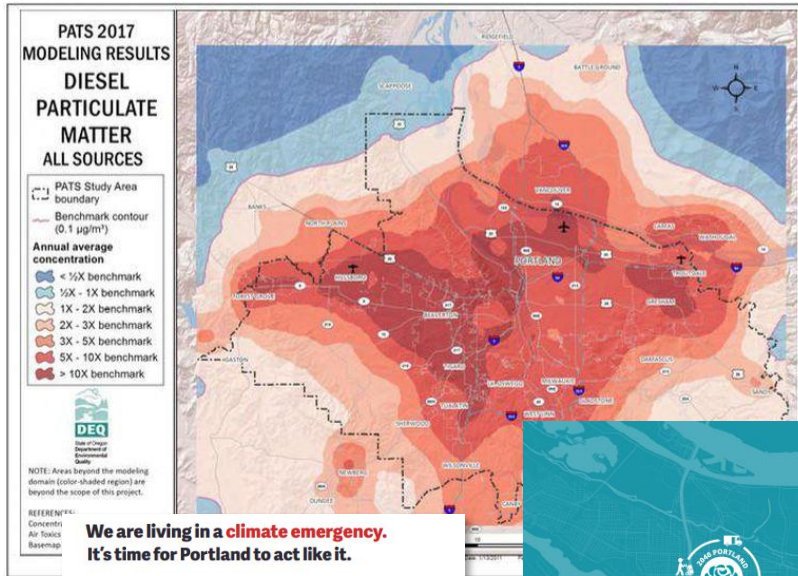


Park and Charge Grant- Leveraging Utility Pole-Mounted Chargers to Increase Access to Overnight EV Charging

- **The grant addressed barriers:**
 - Home charging is the most convenient and affordable way to charge
 - Public charging can be unreliable, far from multi-unit dwellings, and expensive
 - Many Portlanders are excluded from benefits of electrification
 - Other cities are struggling with how to support EV charging
- **Next steps:**
 - Award notification in January '23
 - If successful, negotiate contract with DOE and return to City Council for approval in mid-2023



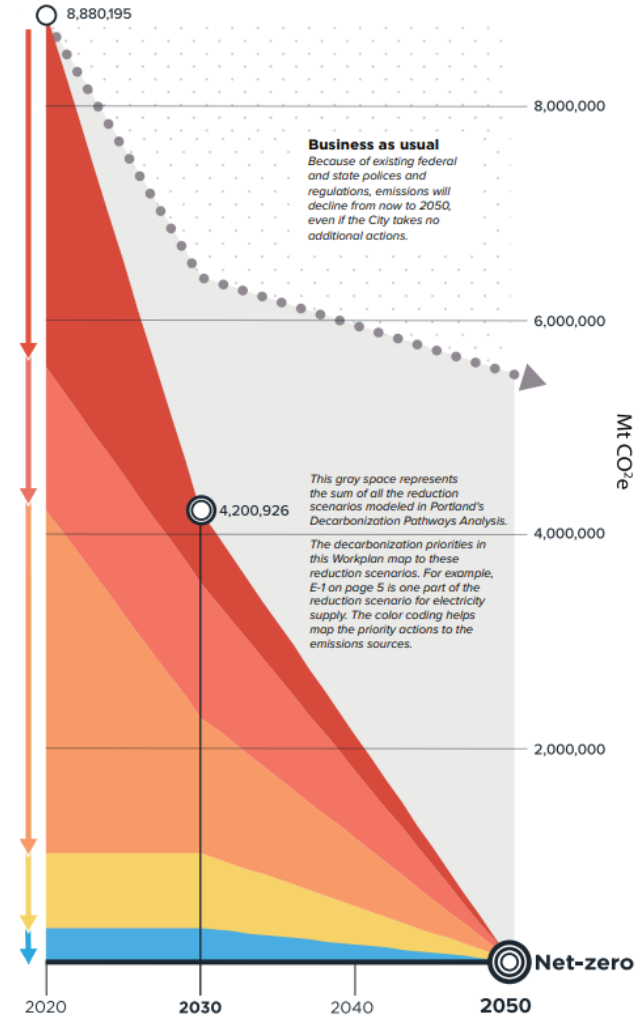
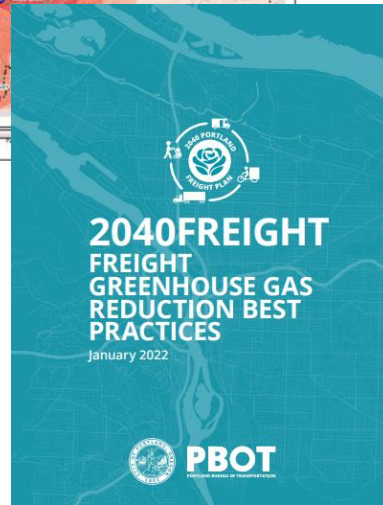
Goal to **make freight cleaner** in Climate Emergency Workplan & 2040 Freight Plan



**We are living in a climate emergency.
It's time for Portland to act like it.**



The City of Portland's 2022-2025
Climate Emergency Workplan
July 2022 Exhibit A



USDOT SMART Grant

- **Goal:** Purpose-driven innovation to build data and technology capacity and expertise.
 - Communities should target their real-world challenges where the use of new technologies and approaches can create benefits.
- **Structure:**
 - **Phase 1 Planning and Prototyping Grants** – Up to \$2M over 18 months. No match.
 - Planning grant recipients can apply in 2023 or 2024 for **Phase 2 Implementation Grants** – Up to \$15M over 36 months.

The logo for the SMART grant program. The word "SMART" is written in a bold, blue, sans-serif font. The letter "A" is stylized with a green triangle pointing upwards and a blue triangle pointing downwards, meeting at the top and bottom points. A thick black horizontal line is positioned below the letters.

**Strengthening Mobility and
Revolutionizing Transportation
(SMART)**



City Council on Nov 2nd: USDOT SMART Grant

- **Focus: Test strategies to reduce freight emissions**
 - Build internal capacity and technology systems to **digitize curb rules** and better **monitor curb use** at select sites
 - Convert some sites to **Zero Emission Loading Zones** to send market signals
 - Explore **curb reservation system** at some sites to test demand and test new revenue streams
 - **Evaluate outcomes** and recommend **new regulations or incentives** to make freight cleaner



Next Steps and Questions

- U.S. Dept. of Energy grant due Nov. 9th
- U.S. Dept. of Transportation SMART due Nov. 18th
- Learn in early 2023 about status of the grants
- PBOT and BPS also have two EV charging-related policies that will come to Council in early 2023
- **Questions from City Council and Invited Testimony**