



Every Mile Counts Equity Workshops Report

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April 2021



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Every Mile Counts Equity Workshops Report

Executive Summary



Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction

Multi-Agency Implementation Work Plan (June 2020 - June 2022)



OREGON DEPARTMENT OF TRANSPORTATION, OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT, OREGON DEPARTMENT OF ENERGY, OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

The [Every Mile Counts](#) partner-agencies agencies (ODOT, DEQ, DLCD and ODOE) are committed to advancing equitable outcomes for communities in Oregon as part of the work to implement the [Statewide Transportation Strategy](#) to reduce greenhouse gas emissions from transportation.

Every Mile Counts Equity Workshops

To center equity in the Every Mile Counts work and provide agencies with a greater understanding of equity impacts, ODOT sponsored a series of Equity Engagement Workshops for the agencies to collectively gather input and guidance from equity and climate justice stakeholders around the state. The purpose of the workshops was to listen and understand the needs and priorities of diverse communities, build upon past conversations and relationships between agencies and stakeholders, provide foundational information about the Every Mile Counts program, and identify equity-focused principles and outcomes that can be applied to the Every Mile Counts actions.

Through two online virtual workshops, stakeholders were invited to share their input building equity into the Every Mile Counts partnerships and work plan actions. Twenty-seven individuals from a variety of organizations that represent frontline and marginalized communities, focus on environmental justice, and work at the intersection of equity and climate change participated in these workshops. The workshop format included large group discussions, presentations by the Every Mile Counts Agency staff, and break out group discussions. Participants also shared further input from workshop participants via feedback surveys and comment letters.

Understanding and Addressing Equity

The agencies are committed to prioritize equity throughout the Every Mile Counts to ensure that this effort's actions to reduce transportation emissions does not result in negative impacts

or place additional burdens on current and historically marginalized communities.¹ As a basis for this equity priority, Every Mile Counts partner-agencies have grounded their definition of “equity” in the definition presented by Governor Kate Brown in the State of Oregon Equity Framework:

“Equity acknowledges that not all people, or all communities, are starting from the same place due to historic and current systems of oppression. Equity is the effort to provide different levels of support based on an individual’s or group’s needs in order to achieve fairness in outcomes. Equity actionably empowers communities most impacted by systemic oppression and requires the redistribution of resources, power, and opportunity to those communities.”

Feedback into Action

Guiding Principles:

To ensure the Every Mile Counts commitment to equity is realized, the partner-agencies used feedback gathered from the Equity Engagement Workshops, responses surveys, and comment letters to develop a set of Equity Guiding Principles for the partnership. These guiding principles establish decision-making criteria for agencies to consider throughout implementation of Every Mile Counts actions to ensure meaningful progress is made toward achieving Oregon’s greenhouse gas reduction goals while also advancing social equity and environmental justice objectives.

Equitable Outcomes:

The Every Mile Counts agencies are committed to advancing equitable outcomes for communities in Oregon. The partner-agencies used feedback gathered from the Equity Engagement Workshops, responses surveys, and comment letters to identify Equitable Outcomes for the actions in the Statewide Transportation Strategy (STS) Multi-Agency Implementation Work Plan for June 2020-June 2022. The Equitable Outcomes will allow agencies to make meaningful progress toward achieving the statewide greenhouse gas reduction targets while also advancing social equity and environmental justice objectives. The Equitable Outcomes are the specific results that will enable the Every Mile Counts agencies to achieve Oregon’s climate and equity goals.

¹ Current and historically marginalized communities – specifically, Black, Indigenous, People of Color, immigrants, LGBTQIA+, low-income/low-wealth, older adults, youth, people with disabilities, houseless, rural, coastal, people without access to the internet, and other underserved communities.

Introduction

In 2019, Governor Brown directed the Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and Department of Energy (ODOE) to collaborate and identify specific actions to help the state to implement the [Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction](#) vision.

In response to this direction the four agencies worked together to develop a Statewide Transportation Strategy (STS) Multi-Agency Implementation Work Plan for June 2020-June 2022 to make progress toward the Strategy's vision. The plan focuses on objectives and priority actions that can benefit from collaborative relationships and programs already established among the agencies. This Work Plan is the start of an ongoing initiative called [Every Mile Counts](#), that focuses on reducing greenhouse gas (GHG) emissions by reducing vehicle miles traveled, increasing use of cleaner vehicles and fuels, and integrating consideration of greenhouse gas emissions into decision making at all levels.

In an effort to center equity in the Every Mile Counts initiative, ODOT sponsored a series of two workshops for the partner agencies to meet with a wide range of representatives of Oregon-based organizations that represent currently and historically marginalized communities¹ and work on issues related to equity, environmental justice, and climate change. The purpose of the workshops was to listen and understand the needs and priorities of diverse communities, build relationships between agencies and stakeholders, provide foundational information about the Every Mile Counts program, and identify equity-focused principles and outcomes that can be applied to the Every Mile Counts actions.

Workshops Purpose

The purpose of the equity workshops was to:

- **Listen and understand** the unique needs and priorities of diverse communities, recognizing that their knowledge and perspectives are valuable guidance to the Every Mile Counts initiative.
- **Build upon past conversations and efforts** to integrate equity into climate change work.
- **Identify equity-focused principles and outcomes** that can be applied to Every Mile Counts actions.
- Provide **foundational information** about the Every Mile Counts program and how equity guiding principles and outcomes will be used in that program.
- **Build relationships** between agency staff and participants.

¹ Current and historically marginalized communities – specifically, Black, Indigenous, People of Color, immigrants, LGBTQIA+, low-income/low-wealth, older adults, youth, people with disabilities, houseless, rural, coastal, people without access to the internet, and other underserved communities.

Overview of Workshops and Engagement Activities

Between December 2020 and February 2021, the agencies held two workshops over video conference with representatives from organizations that represent currently and historically marginalized communities, focus on environmental justice, and work at the intersection of equity and climate change to receive input on building equity into the Every Mile Counts Initiative. The workshops were approximately two - three hours in length. The workshop format included large group discussions, presentations by the Every Mile Counts Agency staff, and break out group discussions. The agencies collected further input via feedback surveys and email.

The engagement activities included:

Orientation and draft Equity Guiding Principles

Introductory meeting to orient interested parties to the Every Mile Counts initiative, hear feedback on draft version of the Equity Guiding Principles, and begin to brainstorm what equity looks like in implementation of the Every Mile Counts actions. Meeting participants were asked to share their ideas on how to incorporate equity into state efforts to reduce greenhouse gas emissions. The meeting included large group reflection on a draft set of Equity Guiding Principles, as well as breakout group discussions to begin to develop Equitable Outcomes statements for each of the Every Mile Counts actions.

Revised Equity Guiding Principles and Equitable Outcomes

Meeting to review revised Equity Guiding Principles and seek input on drafts of Equitable Outcomes for the Every Mile Counts actions. Meeting participants were also asked to share ideas for more inclusive engagement strategies. Representatives from grassroots organizations, agency directors, and agency staff attended and provided input. The meeting included large group discussion on a revised draft of the Equity Guiding Principles, and breakout group discussions to refine the Equitable Outcomes statements for each of the Every Mile Counts actions.

Survey Feedback and Email Comments

In addition to the workshops, the agencies provided opportunities for participants to provide written feedback via emails and surveys. A log of comments from surveys and emails received is included as an attachment to this report in Appendix IV.

Participants

Invitations were extended to representatives of 30 organizations that serve currently and historically marginalized communities, have a focus on environmental justice, and work at the intersection of equity and climate. A full list of workshop participants is in Appendix I.

Incorporating Equity in Greenhouse Gas Emission Reductions:

At the first workshop, participants introduced themselves and were asked to consider: how can we incorporate equity into state efforts to reduce greenhouse gas emissions from transportation? What opportunities and challenges does that present for your community? And what key issues need to be addressed?

The following themes were identified across the various introductions.

- It is important to understand the history of racism and historical context of transportation and housing planning. Heavy diesel corridors and low-income neighborhoods have high proportions of currently and historically marginalized communities, and carbon production and diesel gases cause asthma and other diseases.
- The goal is to reduce harm, reduce greenhouse gas emissions, and build better environmental outcomes for those most impacted.
- Frontline communities must have a voice within policy decision making and that can be fostered through open communication between government agencies and impacted communities.
- Building equity into transportation planning requires coordinated, holistic, and deliberate efforts at all stages of decision-making.
- It is important to ensure that direct and indirect benefits go to frontline, impacted communities.
- Agencies should ensure that burdens are not put on systemically marginalized communities, and benefits are not disproportionately advantaging already privileged communities.
- Increasing equity means increasing accessibility for those who cannot drive, walk, or bike.
- A goal for equity is to understand what the community needs are and honor those needs in workspaces, when drafting policies, and when implementing actions. Needs may vary depending on geography, rural/urban, socio-economic status, race, age, ability, housing status, or immigration status.
- A key issue is getting safely to and from areas of work, residence, community, amenities, commerce, and volunteering opportunities without needing a car.
- Policies should be intersectional and take a holistic lens.
- The Every Mile Counts effort should provide protections to prevent displacement and other unintended negative consequences as a result of more accessible and less polluting transportation.
- Agencies should improve communication with the public through more extensive and inclusive outreach including increasing language accessibility.

- Low-income communities often have fewer options; equity means making transportation affordable and more accessible to those living far from city centers.
- There is concern that the Every Mile Counts Initiative does not sufficiently plan to incorporate equity as directed in the Executive Order 20-04.
- Plans for equity should not be already fully formed before engaging with the community. Suggest that agencies ask, “What do you need and how can we help you get there?”
- Participatory budgeting strategies, paying participants to engage in workshops and meetings, and resourcing to volunteers can help make sure diverse voices are being heard.

Equity Guiding Principles

As part of implementing the Statewide Transportation Strategy, Every Mile Counts partner agencies (ODOT, ODEQ, DLCD and ODOE) are committed to advancing equitable outcomes for communities in Oregon. To ensure this commitment is realized, Every Mile Counts partner-agencies have developed a set of Equity Guiding Principles. These guiding principles establish decision-making criteria for agencies to consider throughout implementation of Every Mile Counts actions and decision-making processes to ensure meaningful progress is made toward achieving Oregon’s greenhouse gas reduction goals while social equity and environmental justice objectives are also advanced

The agencies and the consultant created a discussion draft version of Guiding Principles by looking at past public comments received by agencies as well as websites of equity, environmental justice, and climate organizations in Oregon. Then participants provided input at the December Equity Workshop through group discussions as well as written feedback through public comment letters and the feedback survey following the meeting. The agencies incorporated feedback and shared the revised draft with participants at the February Equity Workshop.

As a basis for these guiding principles, Every Mile Counts partner-agencies ground their definition of “equity” in the definition presented by Governor Kate Brown in the State of Oregon Equity Framework:

“Equity acknowledges that not all people, or all communities, are starting from the same place due to historic and current systems of oppression. Equity is the effort to provide different levels of support based on an individual’s or group’s needs in order to achieve fairness in outcomes. Equity actionably empowers communities most impacted by systemic oppression and requires the redistribution of resources, power, and opportunity to those communities.”

The following feedback was provided to incorporate into the Equity Guiding Principles:

- When addressing inequity within housing and transportation policy, coordination is required between public transportation, housing, and development. Participants appreciate the coordination occurring with the Every Mile Counts effort and are encouraged that the Equity Guiding Principles will help to align the activities by the four agencies with increasing equity in Oregon.
- People-first language is important.
- The principles should emphasize accessibility and affordability.
- Agencies should ensure negative unintended consequences, as well as unintended inequitable positive consequences, such as infrastructure that inequitably benefits surrounding predominantly white private property owners or investors, are avoided.
- Systemically marginalized groups should be prioritized, and prioritization means that projects are funded in these communities first.
- Every Mile Counts agencies should provide detailed plans and commitments on equitable community engagement that includes but not limited to the following: compensation, child-care, meals, accessible meeting locations close to transit options, accessible virtual/off-line options, accommodations for folks with disabilities, etc. While budget constraints are a reality that agencies face, community engagement is an important and necessary resource and should be valued, compensated, and accommodated for accordingly.
- Technical policy language creates a high barrier for justice centered organizations to participate in dialogues. Agencies need to build capacity in community organizations on the Every Mile Counts program.
- Equity Guiding Principles are ambitious; why should this new program be held to a higher standard than the status quo? The Every Mile Counts initiative cannot be expected to undo decades of racism in planning.
- Underserved communities are historically, institutionally, and systemically underserved. Consider the implications of using terms like “traditionally disadvantaged” and “vulnerable” to describe communities and seek to use more empowering language. Definitions should be included in the Guiding Principles.

Increasing Equity Through Engagement

During the second Equity Workshop, participants were asked about strategies and principles for more inclusive engagement of currently and historically marginalized communities. The following questions were asked:

- What would an effective and inclusive engagement strategy be to include frontline, Black, Indigenous, People of Color, and historically marginalized communities in the virtual world, given COVID-19 concerns and the technological divide?

- Do you have any thoughts on how agencies can better partner with communities and community organizations to expand outreach, particularly to frontline communities?
- May agency staff follow up with you to discuss how best to engage members of your organization or associated community members?

High-level summary of responses is below:

- There should be compensation for community members' time for participating in engagement processes.
- The same community advocates are engaged for many processes and the same people are relied on to speak to equity issues. Making it easier for people to engage will help reduce the burden and prevent burn out of these advocates.
- Building in equity and engagement cannot be a check-list item to make meaningful change.
- Centering community voices requires different and specific processes to reach communities in different contexts across the state. Communities should be met where they are at.
- Meaningful engagement means that participants are a part of decision-making process from the beginning, and such a process could lead to community led decisions and solutions. For far too long, community engagement processes have only been used to hear community feedback once a decision pathway has already been made.
- Demonstrate to the community how agencies currently solve for racial disparities and allow for critiques of the process.
- More expansive outreach including social media, talk radio, public service announcements, etc. should be used. Different types of engagement can reach different groups of people, and a variety can be helpful at different times.
- Agencies should engage at the neighborhood association level in urban areas.
- There are two kinds of engagement: one where agencies ask communities, "What are the problems you need solved?" That is the best kind of engagement. Second kind of engagement is when agencies tell communities, "Here is how you can participate in the process or program we've already developed."
- Agencies should find time on targeted community organizations' agendas rather than inviting them to come to a separate meeting hosted by the agencies.
- Hiring a transportation or land use policy person within social service agencies could provide more connections with communities.
- The agencies should hire community outreach professionals within the agencies to dedicate time to engagement.
- Building relationships with communities is important and can be done through attending community-centered events.

Input on Equitable Outcomes and Implementation of the Every Mile Counts Actions

Over the course of the two workshops, the four agencies presented on the Actions included in the Every Mile Counts Program. In the first workshop, small group discussions laid the foundation for agencies to develop draft Equitable Outcomes statements for each of the Actions. At the second workshop, participants reviewed these draft Equitable Outcomes statements and provided input to help refine them.

The Actions include:

1. Reduce Vehicle Miles Traveled Per Capita: Statewide Trip Reduction Policy, Parking Management
2. Support Use of Cleaner Vehicles and Fuels: Expand the Clean Fuels Program, Truck Alternative Fuels Study, and Implementation, Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks.
3. Electric Vehicles and Other Modes of Electric Transportation: Interagency Zero Emission Vehicle (ZEV) Action Plan, Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks, Transportation Electrification Infrastructure Needs Analysis (TEINA).
4. Consider Greenhouse Gases in Decision-Making: Climate Friendly and Equitable Communities (CFEC), Regional Scenario and Greenhouse Gas Reduction Planning

Key workshop comments on Equitable Outcomes for each of these actions is included below.

Reduce Vehicle Miles Traveled Per Capita:

Every Mile Counts Actions: Statewide Trip Reduction Policy (DEQ), Parking Management (DLCD)

High-level summary of responses is below:

- The Statewide Trip Reduction policy can be framed as an opportunity to increase benefits to those who do not use personal vehicles.
- The agencies need to understand the impacted people's needs. For example, the policies should consider community members who cannot take a bus, ride a bike, or a scooter, etc.
- There is a need for better, more inclusive information.
- Public transportation takes time, and the time burden also impacts marginalized communities.
- The agencies should identify who is burdened and avoid placing additional burden on these groups. Agencies should also focus on who will benefit and target these systemically underserved groups.
- To encourage ride sharing and commuting, the agencies should involve minority owned businesses, organize commuting so people can ride with others that have similar backgrounds, provide hubs for connection, and pick up, provide free/reduced parking for carpools, provide free/reduced transit passes for BIPOC, provide more frequent bus

routes in BIPOC communities (especially during commuting hours), and provide electric bikes at reduced cost for BIPOC.

- Providing communities with a variety of modalities (bike shares, bus, rail, etc.) to encourage people to use public transportation rather than drive can be an effective strategy to increase equity and reduce trips.
- Agencies need to make all the alternative methods of transportation more safe, accessible, clean, and efficient.
- Agencies should identify ways to avoid travel altogether such as incentivizing telecommuting. The agencies should require all people who can telecommute to do so as much as possible, even 100% of the time, especially since COVID showed that it can be done. Instead of requiring participation in the Employee Commute Option program for employers with 100 employees, require participation at 25-50 employees. Many BIPOC do not have the option of working from home. However, agencies should focus trip reductions on companies and agencies where people can work from home.
- There are systemic issues and interconnections of transportation and land use/housing that contribute to inequity, and reforms should be considered to build more equity.
- Agencies need to be careful to prevent unintended negative consequences. For example, low-income households may have more polluting cars, however, they should not be targeted first in policies.
- Transportation planning should increase connectivity and support complete streets, not just roads.
- Trip reduction rules look different across communities – rural, urban, sub-urban, tribal, etc. These differences need to be considered.
- Consider supporting how children travel to/from schools as a target to reduce GHG emissions to deliver community wide benefits. Increase support for the Safe Routes to School Program.
- Transitioning from commuting by car to alternatives requires education and outreach to make the transition.
- Alternatives to driving require increased infrastructure and safety: mobility hubs, bikes lanes, sidewalks, bike racks for first and last mile connections, car share, and safety infrastructure.

Support Use of Cleaner Vehicles and Fuels:

Every Mile Counts Actions: Expand the Clean Fuels Program (DEQ), Truck Alternative Fuels Study and Implementation (DEQ), Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks (DEQ).

High-level summary of responses is below:

- Understand what the needs are across communities.
- Information sharing is important.

- Agencies should be explicit about the baselines and the metrics used to determine progress.
- Adoption of cleaner trucks would be helpful to address impacted communities. Regarding diesel, a 2014 Multnomah County Department of Health study found that communities of color are exposed to levels of diesel pollution 2-3 times higher than their white counterparts, with Black/African Americans facing the largest disparate exposure compared to whites. Rates of asthma in historically non-white neighborhoods are significantly higher than elsewhere. The exposure and its effects on lungs create an increased risk of COVID-19, increasing already-alarming health disparities.
- Climate change and GHG pollution disproportionately affects BIPOC and low-income communities. Diesel emissions must be reduced, especially since many freeways and main arterials go through BIPOC communities.
- Agencies should prioritize ZEV deployments in low-income and BIPOC communities who are disproportionately burdened by air pollution. Control for disproportionate impacts of pollution in low-income and BIPOC communities by working with Environmental Quality Commission to pass regulation for both on-road and off-road diesel engines and vehicles as well as regulating and phasing out diesel engines as a companion piece to electrifying the MHD duty sector to achieve environmental and air quality benefits.
- Putting fuel stations in rural or low-income areas could be helpful to supporting access in these communities, since early EV adopters will travel.
- Low-income people cannot adopt even if they were willing if it is too costly or inconvenient.
- Agencies need to identify barriers to adoption.
- Benefits should be targeted to communities that have been systemically underserved.
- Agencies need to prevent displacement that could occur with improvements to air quality, as well as mitigate and measure for potential consequences.
- Improving transportation options can have effects on housing availability. Agencies should mitigate to prevent gentrification through including clauses that allow “homes to get their density value back” or “require affordability restrictions.”
- Rural areas may rely on trucking jobs or agriculture, so implementing cleaner and fuel programs in rural areas more gradually could help to not place burden on those communities.
- Agencies need to strengthen and enforce idling laws across the state. These create dangerous conditions at schools where busses idle, truck stops and anywhere trucks and buses go.
- There are applications for EVs across industries.
- Agencies should consider prioritizing cleaner fuels for public service vehicles such as garbage trucks and school buses that spend time driving throughout communities.
- Prioritization means targeting improvements for BIPOC and marginalized groups first to support efforts that will benefit these groups.

- Owners of diesel trucks should be taxed to pollute. In addition, DEQ should develop a diesel truck inspection program, similar to its Vehicle Inspection Program.
- There is a need for more inclusive and extensive outreach.
- Agencies should avoid terms like “dirty cars” because some may be offended.
- Cumulative impact analysis tools could be helpful for prioritizing geographic areas and sectors to increase cleaner fuels. Agencies should prioritize actions that ensure the transition to a cleaner vehicles and fuels reduces burdens and maximizes benefits for low-income households and communities most impacted by transportation air pollution.
- Agencies need to consider consequences of incentivizing biofuels that could have climate change related impacts.
- Agencies should identify opportunities to create jobs for BIPOC in this effort.

Electric Vehicles and Other Modes of Electric Transportation

Every Mile Counts Actions: Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT), Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ), Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE).

High-level summary of responses is below:

- Agencies need to identify who is burdened and focus on those hot spot zones and traffic corridors.
- State agencies should be required to transition before citizens. All state and local agencies should be required to use electric vehicles (EVs) for their motor pool vehicles.
- Getting EVs is not a high priority for many low-income communities.
- Agencies should incentivize EVs in the low-income and BIPOC areas first. The purpose and end goal are to electrify a variety of modes to help communities.
- Agencies should be deliberate with benefits so that access to EVs goes beyond geographic access and addresses affordability through considering: ease of accessing technology, culturally relevant payment methods, interoperability, and reliability.
- Agencies need to avoid unintended negative consequences such as more cars on the road or displacing the burden on the global south. Advancing equity means ensuring reasonable working conditions and employee pay, from the beginning to the end of the production line.
- The State of Oregon should initiate regulations for policies in purchasing and recycling solar components and battery equipment/devices. For example, the sourcing of cobalt used in lithium-ion batteries often leads to devastating consequences for third world countries.
- Electrification would benefit all through reducing greenhouse gas emissions.
- Electrification should include many options including electric transit buses, school buses, delivery vans, long-haul trucking, ferries, e-bikes, and e-scooters. Agencies should

convert the public assets first (convert to EV school buses before EV police cars, for example).

- Agencies should consider various financial instruments to increase affordability such as: sliding scale payments, larger rebates for BIPOC, incentives, finding ways to provide electric vehicles for multiple uses in BIPOC communities, cheaper or free charging in BIPOC communities, tax incentives for businesses that convert to EVs, etc.
- Charging stations must be convenient, safe, reliable, clean, and functional.
- Electrifying transit could also support expanded transit services with targeted benefits to low-moderate income households.
- Successful transition to electrified transportation requires attention to the broader ecosystem of all components of transportation electrification. This includes regulating the transition of all vehicles: light-, medium- and heavy-duty, on-road, off-road etc. to electric.
- Agencies should ensure electrification infrastructure is accessible and affordable and ensure that transportation electrification solutions meet the needs of a diverse range of communities (including underserved communities).
- Agencies should develop culturally appropriate outreach and education that enables people to easily make the transition.
- Agencies could partner with labor groups to ensure that a diverse and competent workforce is trained and available to transition us to a zero-emission transportation sector and can keep the new system running smoothly and so much more.
- More EV charging stations should be installed in recreational areas, rest stops, and apartment complexes.
- Locating EV charging should align with VMT reduction strategies. Agencies could look at avoided impacts on the electric sector as one metric for VMT reduction. The transportation sector is bringing a rapid increase in load to electric utilities, and it is important that every measure is used to reduce the possibility of this new load triggering expensive distribution and transmission system upgrades, the need for new electricity generation, and the potential need for more carbon intensive fuel sources. VMT reduction could be included as one strategy to reduce electric transportation load and increase affordability.

Consider Greenhouse Gases in Decision-Making

Every Mile Counts Actions: Climate Friendly and Equitable Communities (CFEC) (DLCD), Regional Scenario and Greenhouse Gas Reduction Planning (DLCD)

High-level summary of responses is below:

- It is important to consider the linkages between transportation and housing/land use.
- There are multiple co-benefits to addressing greenhouse gas emissions.
- Utilizing person-centered design can increase accessibility.

- Decisions should be made by asking the community about what is needed, such as the design, safety, integration of other community needs like parks, sidewalks, business, and housing.
- Agencies need to avoid unintended negative consequences.
- Investments need to be coupled with anti-displacement strategies and policies.
- Agencies should consider more disincentives for development that increases pollution.
- Agencies should acknowledge history of harm by past land use planning.
- Historically marginalized communities should be prioritized.
- The agencies should build more connectivity to more modalities of transportation.
- Agencies should consider people first, focusing on getting people to where they need to be, prioritizing people with low-income jobs.
- Agencies should invest in infrastructure to lift opportunities for those most in need, i.e., building affordable small business infrastructure and building affordable housing to make sure that the community gets the jobs and training.
- When land is purchased for expanding transportation infrastructure, agencies should designate land for affordable housing nearby to create connectivity and provide low-cost options for people. Transportation infrastructure historically displaces people or causes walls and barriers.
- Low-income communities should get investments first to even out historic disinvestment.
- Community members should be hired first.
- It is important that infrastructure be more attractive, safe, and full of community character.
- Land use planning should enhance opportunities to share and mingle.
- The multitude of opportunities created by reducing greenhouse gases also come with a myriad of barriers to success that vary based on an individual's geography, socio-economic status, culture and more. It is up to state agencies to engage with a diverse range of underserved stakeholders, and communities (especially underserved communities), to ensure that unique concerns are accounted for and solutions are developed with the community and for the community. This engagement process should also include necessary resourcing such as: proper monetary compensation for engagement, a variety of methods to engage (virtual, phone call, in person etc.), in-person meeting considerations (child-care, meals etc.).
- Oregon's existing land use goals lack consideration for climate change and environmental justice. DLCD and other state departments should be mandated by land use goal to consider climate change mitigation and adaptation through the lens of environmental justice and consider how social, economic, and environmental vulnerabilities in underserved communities due to discriminatory land use zoning, transportation, and housing practices have made these communities more vulnerable to climate change.

Next Steps

The Every Mile Counts partner agencies will share the Equitable Outcomes and Equity Guiding Principles on the Every Mile Counts website. The partner agencies will utilize these documents as guiding posts for continuing the Every Mile Counts initiative and implementing the actions in the Statewide Transportation Strategy (STS) Multi-Agency Implementation Work Plan. Agencies will develop a process for monitoring how they are doing on incorporating equity into implementation and will assess progress over the coming years.

Appendix I: Every Mile Counts Equity Workshops Participant List

December 8, 2020 and February 11, 2021

Participants Listed Alphabetically by Last Name

Invited Participants				
First name	Last name	Affiliation	Attended Workshop #1	Attended Workshop #2
Lisa	Arkin	Beyond Toxics	no	yes
Nancy	Bales	Gray Family Foundation	yes	no
Haley	Case-Scott	Beyond Toxics	yes	no
Bob	Collin	Governor's Environmental Justice Task Force	yes	no
Ira	Cuello-Martinez	Pineros y Campesinos Unidos del Noroeste (PCUN)	yes	no
Maribel	De Leon	Adelante Mujeres	yes	yes
Rebecca	Descombes	Native American Youth and Family Center (NAYA)	yes	yes
Laurie	Dougherty	350 Salem	yes	yes
Annabel	Drayton	Northwest Energy Coalition	yes	yes
Emily	Herbert	NAACP Portland	no	yes
Diane	Hodiak	350 Deschutes	yes	yes
Jill	Inahara	NAACP Portland	yes	yes
Candice	Jimenez	Northwest Portland Area Indian Health Board (NPAIHB)	yes	yes
Alan	Journet	Southern OR Climate Action Now	no	yes
Laquida	Landford	Homelessness Research and Action Collaborative	yes	no
Wanna	Lei	APANO	no	yes
Kim	McCarty	Community Alliance of Tenants (CAT)	yes	yes
Cuauhtémoc	Mikalauskas	Verde	yes	no
Aimee	Okotie-Oyekan	NAACP Eugene-Springfield	yes	yes

Victoria (Vee)	Paykar	Climate Solutions	yes	yes
Alex	Perkins	Willamette University	yes	no
Raul	Preciado Mendez	Latino Network	no	yes
Louise	Shawkat	Southern OR Climate Action Now	no	yes
Bandana	Shrestha	AARP Oregon	yes	no
Jairaj	Singh	Unite Oregon	yes	no
Jeff	Strang	NAACP Portland	yes	no
Sara	Wright	Oregon Environmental Council	yes	yes

Agency Directors and Staff				
First name	Last name	Affiliation	Attended Workshop #1	Attended Workshop #2
Eric	Feeley	DEQ	yes	yes
Gerik	Kransky	DEQ	yes	no
Michael	Orman	DEQ	yes	yes
Rachel	Sakata	DEQ	yes	no
Morgan	Schafer	DEQ	yes	yes
Nicole	Singh	DEQ	yes	no
Richard	Whitman	DEQ	yes	no
Hannah	Wilkinson	DEQ	no	yes
Karen	Williams	DEQ	yes	yes
Cory Ann	Wind	DEQ	yes	yes
Matthew	Crall	DLCD	yes	no
Kirstin	Greene	DLCD	no	yes
Bill	Holmstrom	DLCD	yes	yes
Cody	Myer	DLCD	yes	yes
Jim	Rue	DLCD	yes	yes
Kevin	Young	DLCD	yes	no

Janine	Benner	ODOE	yes	no
Jessica	Reichers	ODOE	yes	yes
Alan	Zelenka	ODOE	yes	no
Mary	Brazell	ODOT	yes	yes
Brian	Hurley	ODOT	yes	yes
Nikotris	Perkins	ODOT	yes	no
Amanda	Pietz	ODOT	yes	yes
Katherine	Silva	ODOT	yes	yes
Kris	Strickler	ODOT	yes	no
Gabriela	Goldfarb	OHA	yes	yes
Carolina	Iraheta Gonzalez	OHA	yes	yes

Facilitation Team				
First name	Last name	Affiliation	Attended Workshop #1	Attended Workshop #2
Michelle	Bardini	Kearns & West	yes	yes
Sylvia	Ciborowski	Kearns & West	yes	yes
Samantha	Meysohn	Kearns & West	yes	yes
Jennifer	Vazconcelo	Kearns & West	yes	yes



Appendix II: Every Mile Counts Equity Workshop #1 Agenda
 December 8, 2020; 9:00 am – 12:30 pm
 By Zoom

How to Join the Virtual Workshop

<https://zoom.us/j/98165697531?pwd=M2NpekIJOEU1NTdNcEtURWl0S0NLZz09>
 Meeting ID: 981 6569 7531
 Passcode: 253720
 Dial-in: +1 253 215 8782

Workshops Purpose

The purpose of the equity workshops is to:

- **Listen and understand** the unique needs and priorities of diverse communities, recognizing that their knowledge and perspectives are valuable guidance to the Every Mile Counts initiative
- **Build upon past conversations and efforts** to integrate equity into climate change work
- **Identify equity-focused principles and outcomes** that can be applied to Every Mile Counts actions
- Provide **foundational information** about the Every Mile Counts program and how equity guiding principles and outcomes will be used in that program
- **Build relationships** between agency staff and participants

Agenda

Time	Topic	Who
8:45 – 9:00 am	Arrive and Settle In	<ul style="list-style-type: none"> • All Participants
9:00 – 9:10 am	Welcome, Opening Remarks, and Agenda Review	<ul style="list-style-type: none"> • Sylvia Ciborowski, Kearns & West • Kris Strickler, Oregon Department of Transportation (ODOT)

Time	Topic	Who
		<ul style="list-style-type: none"> • Richard Whitman, Oregon Department of Environmental Quality (DEQ) • Janine Benner, Oregon Department of Energy (ODOE) • Jim Rue, Department of Land Conservation and Development (DLCD)
9:10 – 9:40 am	<p>Participant Introductions</p> <p>We invite participants to introduce themselves and reflect on:</p> <p>When you think about incorporating equity into state efforts to reduce greenhouse gas emissions from transportation...</p> <ul style="list-style-type: none"> • What opportunities and challenges does that present for your community? • What key issues need to be addressed? 	<ul style="list-style-type: none"> • Sylvia • Participants
9:40 – 10:10 am	<p>Overview of Every Mile Counts Actions</p> <ul style="list-style-type: none"> • Review purpose, intent, process, and timing of Every Mile Counts actions • Q&A from participants 	<ul style="list-style-type: none"> • Amanda Pietz, ODOT • Jessica Reichers, ODOE • Bill Holmstrom, DLCD, • Michael Orman, DEQ • Participants
10:10 – 10:40 am	<p>Every Mile Counts Equity Guiding Principles</p> <p>Open conversation to develop overarching guiding principles to incorporate equity into the Every Mile Counts initiative:</p> <ul style="list-style-type: none"> • Review conceptual draft guiding principles and how they will be used to center equity in the Every Mile Counts initiative • Discussion, reflections, and suggestions from participants <p>➤ Seek to align around a set of guiding principles that agency staff can refine and bring back for further discussion at Every Mile Counts Equity Workshop #2</p>	<ul style="list-style-type: none"> • Amanda Pietz, ODOT • Participants • Sylvia
10:40 – 10:50 am	<i>Stretch Break</i>	

Time	Topic	Who
10:50 am – 12:20 pm	<p>Equity Outcomes for Every Mile Counts Actions</p> <p>Small group exercise to begin to develop desired equity outcomes for each of the Every Mile Counts actions:</p> <ul style="list-style-type: none"> • Get into breakout groups to begin to build equity outcomes for each set of Every Mile Counts actions: <ol style="list-style-type: none"> 1. Reduce Vehicle Miles Traveled Per Capita, including land use measures 2. Support Use of Cleaner Vehicles and Fuels 3. Electric Vehicles and other modes of electric transportation 4. Consider Greenhouse Gases (GHGs) in Decision-Making • Brief report out from breakout groups • Review next steps and how today’s input will be used to develop conceptual equity outcomes for further refinement at Every Mile Counts Equity Workshop #2 	<ul style="list-style-type: none"> • Michael Orman, DEQ • Participants • Sylvia
12:20 – 12:30 pm	<p>Next Steps and Wrap Up</p> <ul style="list-style-type: none"> • All participants are invited to Workshop #2 to continue to refine equity guiding principles and outcomes for Every Mile Counts actions 	<ul style="list-style-type: none"> • Sylvia • Agency Staff and Directors



Appendix III: Every Mile Counts Equity Workshop #2 Agenda

February 11th, 2021, 1:00 pm – 4:00 pm

By Zoom

How to Join the Virtual Workshop

<https://zoom.us/j/96799092771?pwd=a2dSMXZ6UUU1eitLUhBWQINDRUhRQT09>

Meeting ID: 967 9909 2771

Passcode: 583627

Dial-in: +1 253 215 8782

Workshops Purpose

The purpose of the equity workshops is to:

- **Listen and understand** the unique needs and priorities of diverse communities, recognizing that their knowledge and perspectives are valuable guidance to the Every Mile Counts initiative
- **Build upon past conversations and efforts** to integrate equity into climate change work
- **Identify equity-focused principles and outcomes** that can be applied to Every Mile Counts actions
- Provide **foundational information** about the Every Mile Counts program and how equity guiding principles and outcomes will be used in that program
- **Build relationships** between agency staff and participants

Workshops Materials

The following materials will be reviewed and discussed during the Workshop. We encourage all participants to review these in advance of the meeting to promote informed dialogue:

- Draft Equity Guiding Principles
- Overview of the Every Mile Counts Actions – *descriptions of each of the actions*
- Draft Equitable Outcomes Statements – *proposed equitable outcomes for each of the actions*

Additional background information can be found at the [Every Mile Counts website](#), but there is no expectation to review the website prior to the Workshop.

Agenda

Time	Topic	Who
12:45 – 1:00 pm	<i>Arrive and Settle In</i>	<ul style="list-style-type: none"> All Participants
1:00 – 1:10 pm	Welcome, Opening Remarks, and Agenda Review	<ul style="list-style-type: none"> Sylvia Ciborowski, Kearns & West Amanda Pietz, Oregon Department of Transportation (ODOT)
1:10 – 1:50 pm	<p>Every Mile Counts Equity Guiding Principles</p> <p>Open conversation to review and refine overarching guiding principles to incorporate equity into the Every Mile Counts initiative:</p> <ul style="list-style-type: none"> Review the revised draft guiding principles with input from Workshop #1 Discuss how they will be used to center equity in the Every Mile Counts initiative and examples to date Discussion, reflections, and suggestions from participants <p>Discussion questions include:</p> <ul style="list-style-type: none"> What is missing? What would make this set of equity guiding principles stronger? What would an effective and inclusive engagement strategy be in the virtual world, given COVID-19 concerns and the digital divide? 	<ul style="list-style-type: none"> Sylvia Jessica Reichers, Oregon Department of Energy (ODOE) Participants
1:50 – 2:00pm	<i>Stretch Break</i>	

Time	Topic	Who
2:00 – 3:50pm	<p>Equitable Outcomes for Every Mile Counts Actions Small group exercise and large group discussion to review and refine proposed equitable outcomes for each of the Every Mile Counts actions based on input from Equity Workshop #1:</p> <ul style="list-style-type: none"> • Participate in three breakout groups to review the equity outcomes for each set of Every Mile Counts actions: <ol style="list-style-type: none"> 1. Electrification 2. Alternative Fuels 3. Commute Alternatives <p>Discussion questions include:</p> <ul style="list-style-type: none"> ○ Do the outcomes align with implementing the Every Mile Counts Actions in an equitable way? ○ What is missing, what should be kept? ○ What does accountability look like? How will agencies know they are supporting a more equitable future? <ul style="list-style-type: none"> • Brief report out from breakout groups • Large group discussion, reflections, and suggestions from participants 	<ul style="list-style-type: none"> • Michael Orman, Department of Environmental Quality (DEQ) • Participants • Sylvia
3:50 - 4:00 pm	Next Steps and Wrap Up	<ul style="list-style-type: none"> • Sylvia • Agency Staff and Directors

Equity Workshop#1 Feedback Survey Responses January 2021

The Workshop Process

1 a.) How was this workshop for you? (Scale 1 to 5: 1 = Terrible, 2 = Bad, 3 = Okay, 4 = Good, 5 = Great)

	1	2	3	4	5	
Terrible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

Workshop was structured well and it didn't seem like there were any technical difficulties.

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

More information in advance would be helpful for participants.

3. Anything for us to know or change for Workshop #2?

Spend some time discussing how participants would like to see feedback incorporated and how the agencies plans to meaningfully incorporate feedback.

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles here:

<https://drive.google.com/file/d/1vZWdofbbHqj4ak9dE1DJTiX6rKozbNI9/view?usp=sharing>

4. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

Support the emphasis on accessibility throughout the actions listed on page 2. Would recommend incorporating affordability throughout these actions, beyond just affordable housing which is also very important.

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for four categories of EMC actions. Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions:

5 a.) Reduce Vehicle Miles Traveled Per Capita. Including the following actions: Statewide Trip Reduction Policy (DEQ), Parking Management (DLCD)

Locating EV charging should align with VMT reduction strategies.

Could look at avoided impacts on the electric sector as one metric for VMT reduction. The transportation sector is bringing a rapid increase in load to electric utilities and it is important that we use every measure to reduce the possibility of this new load triggering expensive distribution and transmission system upgrades, the need for new electricity generation, and the potential need for more carbon intensive fuel sources. VMT reduction could be included as one strategy to reduce electric transportation load and increase affordability.

5 b.) Support Use of Cleaner Vehicles and Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ); Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks (DEQ)

Cumulative impact analysis tools could be helpful for prioritizing geographic areas and sectors to increase cleaner fuels.

Should prioritize actions that ensure the transition to a cleaner vehicles and fuels reduces burdens and maximizes benefits for low-income households and communities most impacted by transportation air pollution.

5 c.) Electric Vehicles and Other Modes of Electric Transportation. Including the following actions: Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT); Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ); Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE)

Access to EVSE should go beyond geographic access and should address affordability, ease of accessing technology, culturally relevant payment methods, interoperability, and reliability.

Electrifying transit should also support expanded transit services with targeted benefits to low-moderate income households.

5 d.) Consider Greenhouse Gases (GHGs) in Decision-Making. Including the following actions: Climate Friendly and Equitable Communities (CFEC) (DLCD); Scenario and GHG Reduction Planning (DLCD)

Couple with anti-displacement strategies. Sounds like you are working on this!

6. Any other thoughts, suggestions, or feedback?

Thanks for all your work!

Thank you!

Thank you once again for participating in the EMC Equity Workshop. We look forward to seeing you at Workshop 2!

This content is neither created nor endorsed by Google.

Google Forms

The Workshop Process

1 a.) How was this workshop for you? (Scale 1 to 5: 1 = Terrible, 2 = Bad, 3 = Okay, 4 = Good, 5 = Great)

	1	2	3	4	5	
Terrible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

I like the rotational aspect which allowed us to speak and hear from different staff. The discussions were very rich and informative and very helpful in understanding other perspectives to the questions and issues posed.

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

As mentioned in my previous response, the shift in structure of the discussion with rotating breakouts keep the experience fresh and engaging. I had no qualms about the facilitation effort from staff, and I believe the group that was brought together had really insightful things to share.

3. Anything for us to know or change for Workshop #2?

N/A

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is the Every Mile Counts Program. Please find the working draft of the Principles here:

<https://drive.google.com/file/d/1vZWdofbbHqj4ak9dE1DJTiX6rKozbNI9/view?usp=sharing>

4. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

N/A

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for four categories of EMC actions. Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions:

5 a.) Reduce Vehicle Miles Traveled Per Capita. Including the following actions: Statewide Trip Reduction Policy (DEQ), Parking Management (DLCD)

5 b.) Support Use of Cleaner Vehicles and Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ); Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks (DEQ)

5 c.) Electric Vehicles and Other Modes of Electric Transportation. Including the following actions: Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT); Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ); Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE)

I would support an home state accountability structure for model or outsourced and internationally-sourced e-vehicle parts, products, and labor. Counties that have lower environmental and labor regulation standards are often subject to exploitation for cheap land and labor. The automobile industry is not exempt, according to this graphic created by the Investor Advocates for Social Justice: <https://iasj.org/wp-content/uploads/World-Map-and-Car-Infographics-Aug-19-2018-FINAL.pdf>

Even something as environmentally friendly as electronic vehicles has hidden costs. Advancing equity would mean ensuring reasonable working conditions and employee pay, from the beginning to the end of the production line. Can we outline a structure that would support this?

5 d.) Consider Greenhouse Gases (GHGs) in Decision-Making. Including the following actions: Climate Friendly and Equitable Communities (CFEC) (DLCD); Scenario and GHG Reduction Planning (DLCD)

Oregon's existing land use goals lack consideration for climate change and environmental justice. DLCD and other state departments should be mandated by land use goal to consider climate change mitigation and adaptation through the lens of environmental justice and take into account how social, economic, and environmental vulnerabilities in underserved communities due to discriminatory land use zoning, transportation, and housing practices have made these communities more vulnerable to climate change.

6. Any other thoughts, suggestions, or feedback?

Thank you!

Thank you once again for participating in the EMC Equity Workshop. We look forward to seeing you at Workshop 2!

This content is neither created nor endorsed by Google.

Google Forms

The Workshop Process

1 a.) How was this workshop for you? (Scale 1 to 5: 1 = Terrible, 2 = Bad, 3 = Okay, 4 = Good, 5 = Great)

	1	2	3	4	5	
Terrible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

3. Anything for us to know or change for Workshop #2?

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles here:

<https://drive.google.com/file/d/1vZWdofbbHqj4ak9dE1DJTiX6rKozbNl9/view?usp=sharing>

4. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for four categories of EMC actions. Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions:

5 a.) Reduce Vehicle Miles Traveled Per Capita. Including the following actions: Statewide Trip Reduction Policy (DEQ), Parking Management (DLCD)

5 b.) Support Use of Cleaner Vehicles and Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ); Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks (DEQ)

5 c.) Electric Vehicles and Other Modes of Electric Transportation. Including the following actions: Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT); Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ); Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE)

5 d.) Consider Greenhouse Gases (GHGs) in Decision-Making. Including the following actions: Climate Friendly and Equitable Communities (CFEC) (DLCD); Scenario and GHG Reduction Planning (DLCD)

6. Any other thoughts, suggestions, or feedback?

I'm concerned that community and EJ issues of legal relevance to both, such as Title VI; and US EO 12898. Transportation projects with federal money have EIS EJ requirements. These policies here do not consider EJ to the extent the federal law requires to for Title VI, EAs and EISs, and to follow federal guidance like EO 12898 which is likely to be revived. ODOT is especially affected; knows these issues, and has good leadership.

Thank you!

Thank you once again for participating in the EMC Equity Workshop. We look forward to seeing you at Workshop 2!

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Google Forms

The Workshop Process

1 a.) How was this workshop for you? (Scale 1 to 5: 1 = Terrible, 2 = Bad, 3 = Okay, 4 = Good, 5 = Great)

	1	2	3	4	5	
Terrible	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

Session too long. The terminology used not geared towards participants who are not in the industry. The majority of participants were agency employees (of the 4 represented)No real clarification or explanation of the purpose of BIPOC led organizations being there. What BIPOC voices are you looking for exactly? BIPOC in the industry? General BIPOC community members? Low-income families? Climate Justice Advocates? I was very confused about the reason for my participation. Having a broad conversation about equity won't accomplish much. Should divide the sessions based on the demographics of voices you are looking for.

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

See above. Would have liked to see the sessions facilitated by BIPOC representatives if the intention was to get feedback from that community in general. If the intention was to talk about equity in general, I would have liked to see more agencies represented like youth, housing, veterans, people with disabilities, etc.

3. Anything for us to know or change for Workshop #2?

Divide the breakout sessions based on the community you are looking to hear from.

- Immigrant
 - BIPOC
 - Disabilities
 - Low Income
 - etc
-

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles here:

<https://drive.google.com/file/d/1vZWdofbbHqj4ak9dE1DJTiX6rKozbNI9/view?usp=sharing>

4. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for four categories of EMC actions. Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions:

5 a.) Reduce Vehicle Miles Traveled Per Capita. Including the following actions: Statewide Trip Reduction Policy (DEQ), Parking Management (DLCD)

Lots more assessment needs to be done on the community and their needs. For example, the idea that we get as many people as possible to take a bus, ride a bike, or ride a scooter to work. What about the community members for who this is not possible?

5 b.) Support Use of Cleaner Vehicles and Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ); Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks (DEQ)

The usage of terms like "dirty cars" when referring to the common car a person drives is somewhat insulting. I understood the term based on the context of the session, but a regular common community member will feel insulted about having their vehicle referred to as dirty just because they cannot afford to obtain an electric vehicle. Not sure if the intention is to go out into the community to do focus groups with community members, but the terminology does matter.

5 c.) Electric Vehicles and Other Modes of Electric Transportation. Including the following actions: Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT); Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ); Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE)

5 d.) Consider Greenhouse Gases (GHGs) in Decision-Making. Including the following actions: Climate Friendly and Equitable Communities (CFEC) (DLCD); Scenario and GHG Reduction Planning (DLCD)

6. Any other thoughts, suggestions, or feedback?

Please make the session shorter, or have more breaks in between.

Thank you!

Thank you once again for participating in the EMC Equity Workshop. We look forward to seeing you at Workshop 2!

This content is neither created nor endorsed by Google.

The Workshop Process

1 a.) How was this workshop for you? (Scale 1 to 5: 1 = Terrible, 2 = Bad, 3 = Okay, 4 = Good, 5 = Great)

	1	2	3	4	5	
Terrible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

Not bad, just very long. It would be great to have more information on how our input will affect equity processes at the agency level.

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

Good Breakout group model.

3. Anything for us to know or change for Workshop #2?

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles here:

<https://drive.google.com/file/d/1vZWdofbbHqj4ak9dE1DJTiX6rKozbNI9/view?usp=sharing>

4. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

Yes, I will be submitting comments to Brian Hurley.

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for four categories of EMC actions. Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions:

5 a.) Reduce Vehicle Miles Traveled Per Capita. Including the following actions: Statewide Trip Reduction Policy (DEQ), Parking Management (DLCD)

We need appropriate funding for public transit, micro mobility and active mobility to ensure that everyone is able to access getting to where they need to go without a car. This includes making all those alternative methods of transportation more safe, accessible, cleaner and efficient. We cannot make it more expensive for folks if we implement VMT and parking management strategies without offering viable alternatives to driving. If we don't do this, we are only going to make it more expensive for lower income folks who will end up spending a larger percentage of their income on how they get to work, school, medical appointments etc.

5 b.) Support Use of Cleaner Vehicles and Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ); Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks (DEQ)

Prioritize ZEV deployments in low-income and BIPOC communities who are disproportionately burdened by air pollution. Control disproportionate impacts of pollution in low-income and BIPOC communities by working with EQC to pass regulation for both on-road and off-road diesel engines and vehicles as well as regulating and phasing out diesel engines as a companion piece to electrifying the MHD duty sector to achieve environmental and air quality benefits.

5 c.) Electric Vehicles and Other Modes of Electric Transportation. Including the following actions: Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT); Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ); Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE)

Successful transition to transportation electrification requires attention to the broader ecosystem of all components of transportation electrification. This includes regulating the transition of all vehicles, light-, medium- and heavy-duty, on-road, off-road etc. to electric, ensuring that electrification infrastructure is accessible and affordable, ensuring that transportation electrification solutions meet the needs of a diverse range of communities (including underserved communities), developing culturally appropriate outreach and education that enables folks to easily make the transition, partnering with labor groups to ensure that a diverse and competent workforce is trained and available to transition us to a zero-emission transportation sector and is able to keep the new system running smoothly and so much more.

5 d.) Consider Greenhouse Gases (GHGs) in Decision-Making. Including the following actions: Climate Friendly and Equitable Communities (CFEC) (DLCD); Scenario and GHG Reduction Planning (DLCD)

The multitude of opportunities created by reducing GHGs also comes with a myriad of barriers to success that vary based on an individual's geography, socio-economic status, culture and more. It is up to State agencies to engage with a diverse range of underserved stakeholders, and communities (especially underserved communities), to ensure that unique concerns are accounted for and solutions are developed with the community and for the community. This engagement process should also include necessary resourcing such as: proper monetary compensation for engagement, a variety of methods to engage (virtual, phone call, in person etc.), in-person meeting considerations (child-care, meals etc.).

6. Any other thoughts, suggestions, or feedback?

Thank you!

Thank you once again for participating in the EMC Equity Workshop. We look forward to seeing you at Workshop 2!

This content is neither created nor endorsed by Google.

The Workshop Process

1 a.) How was this workshop for you? (Scale 1 to 5: 1 = Terrible, 2 = Bad, 3 = Okay, 4 = Good, 5 = Great)

	1	2	3	4	5	
Terrible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

More positive than negative experience

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

Good facilitation, good structure. Needed more feedback from BIPOC (more diversity of org's represented, difficult without providing financial assistance for 3-1/2 hours of time).

3. Anything for us to know or change for Workshop #2?

See above. Maybe get mostly different groups to attend Workshop #2, for diversity and to help spread burden.

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles here:

<https://drive.google.com/file/d/1vZWdofbbHqj4ak9dE1DJTiX6rKozbNl9/view?usp=sharing>

4. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

Under Actions and Results, Progress..., Ongoing monitoring...prevent or mitigate unintended consequences, maybe it should be "...prevent or mitigate unintended inequitable positive or negative consequences", to make sure unintended inequitable positive consequences are included, such as infrastructure that inequitably benefits surrounding predominantly white private property owners or investors through public generated land value increases.

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for four categories of EMC actions. Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions:

5 a.) Reduce Vehicle Miles Traveled Per Capita. Including the following actions: Statewide Trip Reduction Policy (DEQ), Parking Management (DLCD)

5 b.) Support Use of Cleaner Vehicles and Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ); Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks (DEQ)

5 c.) Electric Vehicles and Other Modes of Electric Transportation. Including the following actions: Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT); Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ); Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE)

5 d.) Consider Greenhouse Gases (GHGs) in Decision-Making. Including the following actions: Climate Friendly and Equitable Communities (CFEC) (DLCD); Scenario and GHG Reduction Planning (DLCD)

6. Any other thoughts, suggestions, or feedback?

Thank you!

Thank you once again for participating in the EMC Equity Workshop. We look forward to seeing you at Workshop 2!

This content is neither created nor endorsed by Google.



The Workshop Process

1 a.) How was this workshop for you? (Scale 1 to 5: 1 = Terrible, 2 = Bad, 3 = Okay, 4 = Good, 5 = Great)

	1	2	3	4	5	
Terrible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

3. Anything for us to know or change for Workshop #2?

First and foremost, we strongly recommend that the Every Mile Count agencies employ organizations such as the Coalition of Communities of Color, the Center for Public Service at Portland State University, 1,000 Friends of Oregon, and JLA Public Involvement to assist in setting up community engagement and convening BIPOC. Since these organizations already work with BIPOC communities, they can identify the challenges of outreach and be effective in gathering the critical input needed to ensure BIPOC needs are addressed.

Secondly, the workshop should be scheduled at a time when BIPOC do not have to take time off from work to attend. Because the majority of BIPOC are not paid for their volunteer work, they cannot afford to take time off from their jobs. To help remedy this situation, stipends should be provided for BIPOC volunteer attendance and participation in the Every Mile Counts process.

Thirdly, the Every Mile Counts organizers must continue to reach out to BIPOC and BIPOC organizations that did not attend the December 8th workshop for the second workshop. This also spreads the burden among volunteer-based organizations and provides more diverse input.

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles here:

<https://drive.google.com/file/d/1vZWdofbbHqj4ak9dE1DJTiX6rKozbNI9/view?usp=sharing>

4. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

We found that one of the most important parts of the Draft Guiding Principles for Consideration are the following actions and results:

- Projects benefiting historically marginalized groups and impacted communities are prioritized to ensure overburdened and underserved communities benefit from investments and reduced air pollution.
- Investments in existing infrastructure where impacts of climate changes are anticipated are prioritized (particularly in underserved, frontline communities where increased climate impacts are also indicated). The resulting stronger, more resilient transportation system reduces negative consequences of climate change events on affected areas and communities.

We feel that even though many BIPOC do not or cannot provide input to the Every Mile Counts Equity workshops, their needs must be prioritized.

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for four categories of EMC actions. Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions:

5 a.) Reduce Vehicle Miles Traveled Per Capita. Including the following actions: Statewide Trip Reduction Policy (DEQ), Parking Management (DLCD)

Many BIPOC do not have the option of working from home. DEQ should focus their trip reductions on companies and agencies where people can work from home. They should include all businesses, not just those with 100 employees or more. As this pandemic has shown us, MANY people can work from home very effectively.

5 b.) Support Use of Cleaner Vehicles and Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ); Adopt New Emissions Standards for Medium- and Heavy-Duty Trucks (DEQ)

DEQ must adopt new emissions standards for medium and heavy duty diesel trucks since these vehicles often travel in BIPOC communities.

5 c.) Electric Vehicles and Other Modes of Electric Transportation. Including the following actions: Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT); Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ); Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE)

BIPOC need more than DEQ rebates to afford electric vehicles. Larger rebates are needed.

5 d.) Consider Greenhouse Gases (GHGs) in Decision-Making. Including the following actions: Climate Friendly and Equitable Communities (CFEC) (DLCD); Scenario and GHG Reduction Planning (DLCD)

6. Any other thoughts, suggestions, or feedback?

Thank you again for the opportunity to comment.

Thank you!

Thank you once again for participating in the EMC Equity Workshop. We look forward to seeing you at Workshop 2!

This content is neither created nor endorsed by Google.

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Written Feedback from Workshop #1
January 2021

Hi Oregon Environmental Justice Task Force,

I was invited to this meeting last week, after signing up for an EJ training for region 10 of the EPA at the same time. I am attending the Every Mile Counts meeting tomorrow to listen; and prefer to have community based representatives in the break out groups. I am happy to engage community groups after this meeting if they want. I read the pile of documents listed below referred to for this meeting; and have written an EJ analysis of the Governor's Executive Order for the Oregon Environmental Justice Task Force when it first came out. I have cut and pasted the relevant language of the official Executive Order here. The full document is available on the web.

My thanks to all the grassroots groups and communities of color who participated in this fast moving, complex process in a time of COVID. No one wants to contribute the first generation of climate environmental policy to continue the disproportionate emissions, impacts, and risks of the past, present and future and its your voice that helps prevent that. And, that's why the Governor wrote the EO she did.

Stay safe

Robert Collin
He/him
On tap, not top
Oregon Environmental Justice Task Force
Vice chair

Every Mile Counts Workshop One
December 8, 2020

Comments on relevant documents-- Robert Collin. Personal research and opinion for Oregon EJ stakeholders.

For these comments I reviewed the EO 20-04, the Summary of Public Comments of the Statewide Transportation Strategy Multi-Agency Implementation Work Plan, the Statewide Transportation Strategy Multi-Agency Implementation Work Plan, and the interagency Memorandum of Understanding. There has been a lot of work put into this project and I'm sure I missed some documents. Maybe they address these concerns.

For the reasons discussed below I do not think the above documents have considered equity enough. I end with some suggestions for moving forward.

Executive Order No. 20-04

This workshop is pursuant to efforts made by state agencies to fulfill this EO.

The second major basis for this EO is based on disproportionate impacts of environmental decisions.

WHEREAS, climate change has a disproportionate effect on the physical, mental, financial, and cultural wellbeing of impacted communities, such as Native American tribes, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in public processes, who typically have fewer resources for adapting to climate change and are therefore the most vulnerable to displacement, adverse health effects, job loss, property damage, and other effects of climate change; and

Vulnerability of communities is an express priority in this EO. See Page five, 3C(2)

Agency Decisions. To the full extent allowed by law, agencies shall consider and integrate climate change, climate change impacts, and the state's GHG emissions reduction goals into their planning, budgets, investments, and policy making decisions. While carrying out that directive, agencies are directed to:

- (1) Prioritize actions that reduce GHG emissions in a cost-effective manner;
- (2) Prioritize actions that will help vulnerable populations and impacted communities adapt to climate change impacts; and
- (3) Consult with the Environmental Justice Task Force when evaluating climate change mitigation and adaptation priorities and actions.

Engagement with impacted communities requires *detailed plans* from DEQ. Page seven, F (3) DEQ "plans to engage impacted communities during the rulemaking process..."

3) Reports submitted pursuant to paragraph 4 of this Executive Order also should detail DEQ's plans to engage impacted communities during the rulemaking process, in a manner consistent with ORS chapter 183.

It is through the lens and in the express language of EO 20-04 that I parse these documents.

Statewide Transportation Strategy Multi-Agency Implementation Work Plan

Appendix- Work Program Action Details

General comments

No mention of equity in workplans. No mention of community capacity building.

Lots of cut and paste through-out this document, especially in the equity sections. These sections are vague on action. Not many if any tasks in the budgeting or workplan measure or mention vulnerable communities with disproportionate impacts.

Need recognition that GHGs don't come alone but often with other unwanted pollutants. Those communities with cumulative impacts need to be prioritized in all environmental policies. I do not see much mention of cumulative impacts here; which makes it impossible to meet the EO 20-04 directives of prioritizing disproportionately impacted communities.

How does this accommodate the express wording, spirit and intent of EO 20-04?

Are any of these numbers post COVID?

Specific Comments

p. 2 consideration of trip generation and needs of essential workers?

"behavioral economics" what is that?

p. 3 benefits and "disbenefits". Why not say it like it is – BURDEN.

p. 4 Task 1 c is empty. A,b, d.

p. 11 "keen eye" meaning monitoring of impacts on vulnerable populations or?

p. 12 Complaints about time constraints and no room for slippage. How does this accommodate the spirit and intent of EO 20-04? Inclusion always takes more time.

p. 18 Equity considerations. States “Strategies in this task must address the impact of emissions in these communities”.

p. 21 Equity Considerations. “Strategies in this task must address the impact of emissions in these communities”.

p. 23 Need to specifically lay out the rules that are to be amended and the public participation and inclusion planning for that.

p. 24 Seems to have over looked private property and the enormous financial and political expense of exercising of a taking via eminent domain.

Summary of Public Comments of the Statewide Transportation Strategy Multi-Agency Implementation Work Plan

p. 3 Concerns not adequately expressed in the forced choice preferences. Survey invalid from EJ perspective. No measures of vulnerability.

p. 7 -9 No focus on disproportionately impacted communities per EO 20-04.

Speculative.

Memorandum of Understanding – Every Mile Counts

Recital 2

Recognition of public health as a threat requiring action.

Reframing Recommendations

First, follow the full express intent of EO 20-04.

The recently formed Washington EJTF has made the following recommendations that may be useful here, especially as GHG emissions is a PNW regional priority.

1. Create outcome and process measures for eliminating environmental health disparities. P. 42
Here I would use disparities from GHGs and associated pollutants to follow EO 200-04.
2. Dedicated state agency staff to serve this effort, create an EJ community of practice, and demonstrate commitment to over burdened communities. P. 44.
Here in Oregon those agencies that have reported to our EJTF have done the above. Those agencies that haven’t, even though required by law, are scrambling to adjust to new climate based environmental regulations. They have catch up to do here.
3. Leverage permanent EJ state agency to track and evaluate goals to reducing disproportionate impacts, emissions, and equal rights when it comes to unwanted risks. Address data gaps. P. 43

4. Create an environmental health disparity map that combines environmental exposures, effects, impacts on sensitive population and other socioeconomic factors. P. 48

5. Ensure that enforcement and reporting mechanisms are accessible to overburdened communities. Increase awareness of reporting programs. P. 52

Here, to make this involvement meaningful for all the unpaid stakeholders, there has to be power sharing. Enforcement, at least reporting, is meaningful in this way.

After all, if all the industries are complying as well as they did under a Permit regime there should be no problem, but without monitoring, reporting and enforcement how would you know.

EJ communities know with their health and mortality.

From: Kim McCarty
Sent: Monday, December 7, 2020 9:16 PM
To: Samantha Meysohn
Subject: Re: Additional Materials for the Every Mile Counts Equity Workshop, 12/8

Hi Samantha,
 I may not be able to join for the entire meeting so here are some of my thoughts to share. Sounds like an important project. Thank you for the opportunity to contribute. See my answers in bold.

Kim

Breakout Groups Discussion Questions

Group Topics, Actions, and Discussion Questions

Group	Actions for Discussion	Discussion Questions
Group A: Reduce Vehicle Miles Traveled Per Capita	<ul style="list-style-type: none"> • Statewide Trip Reduction Policy (DEQ) • Parking Management (DLCD) 	<ul style="list-style-type: none"> • If policies are passed to encourage people to drive less, (including parking management), what kind of impact could that have on communities in Oregon? In rural or tribal communities driving less incentives are different than in urban areas. • What should DEQ consider to make sure BIPOC and minority owned businesses are not adversely affected and that all people, particularly workers of color, are able to share in the benefits of a commute trip reduction program? DEQ should be aware that low income communities are more likely to be driving an older car with DEQ issues. The DEQ repairs can cause a family to lose their source of transportation. Are the air polluting cars of low income people really the problem. Can we provide low income families with non-polluting vehicles. • What should DEQ consider when designing a commute trip reduction rule in order to complement local or regional efforts to support affordable or work force housing? DEQ should consider the incomes of the people impacted by the rule and make an exception.

<p>Group B: Support Use of Cleaner Vehicles and Fuels</p>	<ul style="list-style-type: none"> • Expand the Clean Fuels Program (DEQ) • Truck Alternative Fuels Study and Implementation (DEQ) • Adopt New Emissions Standards for Medium and Heavy-Duty Trucks (DEQ) 	<ul style="list-style-type: none"> • How does pollution from trucks, buses, and other heavy-duty vehicles affect your community? How will the adoption of cleaner trucks and cleaner fuels for existing trucks impact your communities? <p>My community is historically low income and was BIPOC. When this rule goes into affect, the homes in my neighborhood will increase in value and BIPOC people will be priced out. Currently the trucks cause so much asthma the city reduced the building FAR to prevent the number of vulnerable people such as children, therefore the value of BIPOC homes and land were also reduced</p> <ul style="list-style-type: none"> • As we move toward implementing these actions, how do we do that in an equitable way? What would that look like on the ground? <p>When an action is taken to protect health that will cause gentrification implement mitigation such as a clause that will allow homes to get their density value back when the trucks are cleaner or rules that require affordability restrictions. Rural communities may have people that rely on trucking jobs or agriculture. Implement rules for rural businesses more slowly</p> <ul style="list-style-type: none"> • When we are in a position to initiate cleaner vehicle and fuel projects, what factors should we consider for prioritizing equity in our projects? <p>Put the fueling stations in the rural or low income neighborhoods first. It may be less convenient but we know that first adopters are willing if forced. Low income communities cannot adopt even if willing if it costs too much or is too inconvenient (also too costly).</p>
<p>Group C: Electric Vehicles and Other Modes of Electric Transportation</p>	<ul style="list-style-type: none"> • Interagency Zero Emission Vehicle (ZEV) Action Plan (ODOE, ODOT) • Zero Emission Vehicles (ZEV) Requirements for Medium- and Heavy-Duty Trucks (DEQ) • Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOT, ODOE) 	<ul style="list-style-type: none"> • When you hear “equity” in relation to Electric Vehicles and Transportation Electrification – which includes electric transit buses, school buses, delivery vans, long-haul trucking and e bikes and e-scooters) -- what does that mean to you? (e.g. access, cost, awareness, access to charging infrastructure, etc.) <p>Put electric vehicles in the low income areas first. Make the payments sliding scale at least until full adoption. Convert the public assets first, i.e. invest in an electric school bus before an electric cop car or city fleet.</p> <ul style="list-style-type: none"> • What benefits could EVs and other forms of electric transportation bring to your community and what are the barriers to accessing these forms of electric transportation? <p>An electric vehicle may be a cost effective community asset if it is affordable, can be shared, and is easy to charge. Many people are afraid of</p>

		<p>even a good option if it means being penalized for damages, being late, etc... any penalty, ticket, fee can financially cripple a family.</p> <ul style="list-style-type: none"> • What sideboards should we consider as we look at EV and other kinds of electric transportation charging infrastructure? (e.g. must ... vs must not ...) <p>Charging stations must be convenient, safe, reliable, clean and working. I have owned an electric car for years. The most important purchase of my life for personal reasons. But because I made this choice, due to the lacking Oregon charging infrastructure I cannot travel more than 60 miles a day. When I arrive at charging stations they often are part of a club I cannot access, they are not working, they are not under lights, and often they are in unsafe areas behind a building in an isolated parking lot. All good reasons to not have an electric car if you are a Black woman.</p>
<p>Group D: Consider Greenhouse Gases (GHGs) in Decision Making</p>	<ul style="list-style-type: none"> • Climate Friendly and Equitable Communities (CFEC) (DLCD) • Scenario and GHG Reduction Planning (DLCD) 	<ul style="list-style-type: none"> • What are the key issues that must be evaluated to ensure that land use and transportation decisions maximize opportunities and minimize harm for disadvantaged populations? <p>Always consider people first. Where are the low income jobs. Is there public transportation to get there? Are the road crossings safe. Public transportation decisions are based on how do we get people with fares (\$) or people with cars to ride our bus. The decisions are based on reducing carbon, not getting people to where they need to be. People in survival mode are not in a position to care about their carbon emission choices.</p> <ul style="list-style-type: none"> • Where do you see opportunities, or the potential for negative impacts, for disadvantaged populations that might result from climate pollution reduction efforts in this action of the Every Mile Counts Work Plan? <p>Use the money for infrastructure to lift opportunities for those most in need, ie. build in affordable small business infrastructure, build in affordable housing, make sure that the community gets the jobs and training. Buy land for these purposes while buying the land for the infrastructure to reduce costs.</p> <p>Transportation infrastructure historically displaces people or causes walls and barriers.</p> <ul style="list-style-type: none"> • Describe the outcomes in transportation and land use that would indicate that we have been successful in improving equity? What would that look like on the ground? <p>Low income communities would get investment first to even out historic disinvestment. Community would be hired</p>

		<p>first. Decisions would be made by asking the community about what is needed, i.e. the design, safety, integration of other community needs like parks, sidewalks, business and housing. The infrastructure will be more attractive, safe and full of community character. The opportunities to share, and mingle will be enhanced.</p>
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From: Shrestha, Bandana
Sent: Tuesday, December 8, 2020 10:49 AM
To: Samantha Mevsohn; Sylvia Ciborowski

Subject: RE: Additional Materials for the Every Mile Counts Equity Workshop, 12/8

The equity principles is obviously an important document that is going to inform most things. Unfortunately unless we get all the materials in advance, people cannot responding . I understand this is a living document, but is this EMC equity group an ongoing group?

Also, I am a bit confused about how frequently this group is meeting and when people will have opportunity to review. I know I committed to the climate RAC. But not sure about participating in this group as well. I just responded to a request.

Anyhow, sending materials in advance is part of practicing equitable engagement. Too often communities are asked to respond to important issues on the spot. That is a set up. Not everyone who is participating in these spaces live and breathe these issues all the time. I for one would greatly appreciate getting materials in advance so I can ponder, consider and represent the best interest of older adults, 50+ Oregonians and their families when I give my feedback.

In terms of language us, moving forward, I request that you use “older adults” instead of “elderly” and also use people first language – “people with disabilities” not “disabled.”

Also, can you please change how I am identified in the member list under the “perspective” column from “Affordable Housing/Elderly Advocacy” to “Aging, livable and age-friendly communities.” Also, want to make sure you have please add Patricia Selinger as my second.

18 December 2020

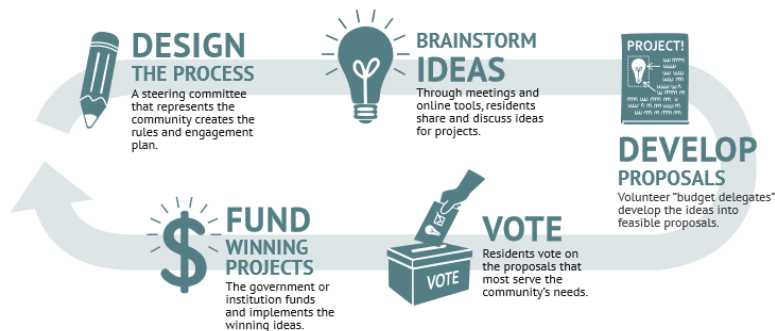
Comment Letter to Every Miles Counts Draft Guiding Principles on behalf of Climate Solutions

Dear Brian Hurley,

Thank you for the multi-agency work on the Every Miles Count (EMC) Draft Guiding Principles. While I have submitted comments to the Actions and Results section of the Guiding Principles via the EMC Survey, this letter addresses comments to the Community Voice section of the Guiding Principles.

As it is currently drafted, the Community Voice section states that EMC stakeholder engagement will be, “designed to support and enable community members to participate fully”. However, in the draft document, no details were provided to explain *how* the EMC agencies would ensure community members are able to “participate fully”. **I recommend that EMC agencies provide detailed plans and commitments on engaging in equitable community engagement that includes the following but not limited to: compensation, child-care, meals, accessible meeting locations close to transit options, accessible virtual/off-line options, accommodations for folks with disabilities, etc.** While budget constraints are a reality that our agencies face, community engagement is an important and necessary resource and should be valued, compensated and accommodated for accordingly.

Under the Community Voice section, it states, “Opportunities for meaningful engagement in shaping EMC decision-making and action implementation are made accessible through proactive early and often communication, coordination, access to the public process, and flexibility.” Meaningful engagement, as noted, requires participants to be part of the decision-making process from the beginning but it also has the potential to lead to decisions and solutions that are community led. For far too long, community engagement processes have only been used to hear community feedback once a decision pathway has already been made. EMC agencies have the opportunity to adapt best practices from equitable community engagement strategies to ensure that unique concerns and barriers are accounted for so that decisions and solutions are community informed and community led. **I recommend that the EMC agencies achieve equitable outcomes for underserved communities by adapting participatory budgeting principles in decision making processes that lead to decisions and solutions for the community, by the community.**



Source: <https://www.participatorybudgeting.org/what-is-pb/>

Thank you and again for the work that EMC Staff has put into the Draft Guiding Principles and I appreciate the opportunity to provide comments for consideration.

Sincerely,

Victoria Paykar
Oregon Transportation Policy Manager
Climate Solutions

From: Maribel De Leon
Sent: Thursday, January 7, 2021 12:25 PM
To: HURLEY Brian J
Subject: Re: Every Mile Counts Equity Workshop

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Hello. February 11th works for representation from Adelante Mujeres.

A few suggestions:

- due to the number of people on the call, you can skip the intros and instead have persons introduce themselves in the breakout rooms. The introductions took a lot of time in the last meeting. To know who is in the room, ask the audience to edit their profile name to include the agency they represent.
- If the meeting is more than 1 hour, we need more breaks. 5-minute stretch breaks every 30 minutes would be appreciated.
- Some type of fun activity in between would help keep us engaged.

Thank you for the great work!

Maribel De Leon
Adelante Mujeres

Equity Workshop#2 Feedback Survey Responses
February 2021

The Workshop Process

1 a.) How was this workshop for you? (Scale 1 to 5: 1 = Terrible, 2 = Bad, 3 = Okay, 4 = Good, 5 = Great)

	1	2	3	4	5	
Terrible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles on Page 4 of the Meeting Materials: <https://drive.google.com/file/d/17ru1UTpG7yDxktgFDXUPSbl7q5pOyHHH/view?usp=sharing>

3. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

Its a good start, but the devil is in the details

Frontline Community Engagement

During the Workshop we discussed the process of engagement for frontline, BIPOC, and historically marginalized communities.

4. a) Do you have any other thoughts or recommendations for an effective and inclusive engagement strategy to include frontline, BIPOC, and historically marginalized communities in the virtual world, given COVID-19 concerns and the technological divide?

Besides social media, talk radio or psa's

4. b) Do you have any thoughts on how agencies can better partner with communities and community organizations to expand outreach, particularly to frontline communities?

Work jointly with other agencies to fund public education. We do this in Central Oregon and do reach underserved, but we are limited by resources. I'm sure there are many other nonprofits like us that do this.

Its positive that you want to engage with businesses and organizations, but what about engagement within your own agencies? If DCLU REQUIRED EV charging infrastructure in every new apartment building, instead of making it "EV READY" this would solve alot of problems with Access. It would provide opportunity for Ebike and Car Charging. These times require BOLD action. Other States are doing this in so many ways, Oregon needs to do it too.

One of the first overriding principals in climate policy is for government agencies to truly work together. In Oregon, Agencies are given a free pass, such as DOF and DOA, and some dont come to the table. This silo situation needs to change in order to maximize resources and enable effective policies.

4. c) May agency staff follow up with you to discuss how best to engage members of your organization or associated community members?

Yes

No

Other: _____

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for three categories of EMC actions. In the break out rooms we asked:

- Do the outcomes align with implementing the EMC Actions in an equitable way?
- What is missing, what should be kept?
- What does accountability look like?/ how will agencies know they are supporting a more equitable future?"

Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions.

Draft Equitable Outcomes and information about the Actions can be found in the Meeting Materials here:

<https://drive.google.com/file/d/17ru1UTpG7yDxktqFDXUPSbl7q5pOyHHH/view?usp=sharing>

5 a.) Commute Alternatives. Including: Commute Trip Reduction. Information can be found on pages 6-8 of the materials.

Fund bicycles and promote car share that includes a bike rack for first and last mile connections. Support complete streets, not just roads.

5 b.) Electrification. Including the following: Zero-Emission Vehicle Action Plan & Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOE, ODOT); New Emission Standards and ZEV Requirements for Medium and Heavy Duty Trucks (DEQ). These can be found on pages 9-14 of the materials.

To strengthen and enforce idling laws across the State. These create dangerous conditions at schools where busses idle, truck stops and anywhere trucks and buses go.

5 c.) Alternative Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ). These can be found on pages 15-18 of the materials.

6. Any other thoughts, suggestions, or feedback?

Thank you

Thank you!

Thank you once again for participating in the EMC Equity Workshops.

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The Workshop Process

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Terrible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

organized, clear materials given in advance, presenters knowledgeable, tech expertise

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

Too few BIPOCs but know invitations were sent

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles on Page 4 of the Meeting Materials: <https://drive.google.com/file/d/17ru1UTpG7yDxktgFDXUPSbl7q5pOyHHH/view?usp=sharing>

3. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

Pdx NAACP Environmental Justice group will submit letter and items of specific feedback based on my and Jill Inahara's attendance on behalf of the committee in the future. needs lots of heads together and committee approval first.

Frontline Community Engagement

During the Workshop we discussed the process of engagement for frontline, BIPOC, and historically marginalized communities.

4. a) Do you have any other thoughts or recommendations for an effective and inclusive engagement strategy to include frontline, BIPOC, and historically marginalized communities in the virtual world, given COVID-19 concerns and the technological divide?

.....

4. b) Do you have any thoughts on how agencies can better partner with communities and community organizations to expand outreach, particularly to frontline communities?

.....

4. c) May agency staff follow up with you to discuss how best to engage members of your organization or associated community members?

Yes

No

Other:

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for three categories of EMC actions. In the break out rooms we asked:

- Do the outcomes align with implementing the EMC Actions in an equitable way?
- What is missing, what should be kept?
- What does accountability look like?/ how will agencies know they are supporting a more equitable future?"

Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions. Draft Equitable Outcomes and information about the Actions can be found in the Meeting Materials here:

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6. Any other thoughts, suggestions, or feedback?

Thank you!

Thank you once again for participating in the EMC Equity Workshops.

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Terrible	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Great

1 b.) Please provide your reasons for your ranking above.

2. Do you have any feedback about the process? (e.g. how you were invited? how the workshop was structured? The topics of the workshop? The quality of the facilitation? The group that was brought together?)

I think that each question should be offered with the data that shows the disparity in public transportation access for low-income households showing how low wage workers travel farther to work and longer due to poor public transit connections. Or the cost of carbon reducing options compared to the income of typical households.

Every Mile Counts Equity Guiding Principles

The equity guiding principles will be utilized across all four agencies to ensure that equity is a central focus of the work in the Every Mile Counts Program. Please find the working draft of the Principles on Page 4 of the Meeting Materials: <https://drive.google.com/file/d/17ru1UTpG7yDxktqFDXUPSbl7q5pOyHHH/view?usp=sharing>

3. Do you have any other thoughts or recommendations on the EMC Equity Guiding Principles?

Frontline Community Engagement

During the Workshop we discussed the process of engagement for frontline, BIPOC, and historically marginalized communities.

4. a) Do you have any other thoughts or recommendations for an effective and inclusive engagement strategy to include frontline, BIPOC, and historically marginalized communities in the virtual world, given COVID-19 concerns and the technological divide?

Show the community how you currently solve for racial disparities and allow for critiques of the process. It is hard to advise when you do not know what tools the person you are advising is using.

4. b) Do you have any thoughts on how agencies can better partner with communities and community organizations to expand outreach, particularly to frontline communities?

Ask BIPOC households what do you want generally. Use the data you have and model a solution that meets your guiding principles and then ask BIPOC households if it works.

4. c) May agency staff follow up with you to discuss how best to engage members of your organization or associated community members?

Yes

No

Other: _____

Equitable Outcomes for Every Mile Counts Actions:

At the Workshop, we asked for your input on equitable outcomes for three categories of EMC actions. In the break out rooms we asked:

- Do the outcomes align with implementing the EMC Actions in an equitable way?
- What is missing, what should be kept?
- What does accountability look like?/ how will agencies know they are supporting a more equitable future?"

Please provide any additional thoughts on how equity can be incorporated into the implementation of these EMC actions.

Draft Equitable Outcomes and information about the Actions can be found in the Meeting Materials here:

<https://drive.google.com/file/d/17ru1UTpG7yDxktqFDXUPSbl7q5pOyHHH/view?usp=sharing>

5 a.) Commute Alternatives. Including: Commute Trip Reduction. Information can be found on pages 6-8 of the materials.

5 b.) Electrification. Including the following: Zero-Emission Vehicle Action Plan & Transportation Electrification Infrastructure Needs Analysis (TEINA) (ODOE, ODOT); New Emission Standards and ZEV Requirements for Medium and Heavy Duty Trucks (DEQ). These can be found on pages 9-14 of the materials.

5 c.) Alternative Fuels. Including the following actions: Expand the Clean Fuels Program (DEQ); Truck Alternative Fuels Study and Implementation (DEQ). These can be found on pages 15-18 of the materials.

6. Any other thoughts, suggestions, or feedback?

Thank you!

Thank you once again for participating in the EMC Equity Workshops.

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Written Feedback from Workshop #2
March 2021

Portland NAACP comment/suggestions on Every Mile Counts

The Portland NAACP Environmental Justice Committee appreciates the opportunity to participate in Every Mile Counts and provides the following comments/suggestions:

- To achieve the lofty goal to “empower to fully participate,” the agencies must provide training to volunteers to fully understand the issues, pay volunteers to attend, and include narratives and role models from Black, Indigenous and People of Color (BIPOC) members.
- Rules Advisory Committees must be inclusive of marginalized communities and must include BIPOC members, groups historically left out.
- In order to provide flexibility in the public process, the agencies need to go to the people and have varied modes of input: texting, social media notices, possibly via identity groups meeting spaces: NAACP, NAYA, Coalition of Communities of Color, churches, and neighborhood associations.
- Many in the BIPOC community do not have the time nor the desire to participate in the process. Air quality is probably not even on their list of priorities. The agencies should require additional reductions in emissions across the board in areas where BIPOC live because these areas already have the highest emissions. 25% more? 50% more?
- Decision making criteria to reduce transportation emissions must prioritize BIPOC communities and do no harm, such as gentrification and causing migration. Reduction methods must be tailored to the community and must start with conversations in those areas. In rural areas, possibly partnering for school pick-ups or hosting a contest to reduce trips at a school with other similar rural schools. Infrastructure such as road and sidewalk improvements are needed in poor urban places to encourage walking and biking options.
- The metrics must allow for transparency and accountability and be used from the outset, with community input to those measures. What are the metrics that will be used? Will the metrics show that those marginalized in the past will be prioritized? How many people in each community are benefitted? How does EMC define success?
- To encourage ride sharing and commuting, the agencies should involve minority owned businesses, organize commuting so people can ride with others who look like you, provide hubs for connection and pick up, provide free/reduced parking for carpools, provide free/reduced transit passes for BIPOC, provide more frequent bus routes in BIPOC communities (especially during commuting hours), and provide electric bikes at reduced cost for BIPOC. The agencies should require all people who can telecommute to do so as much as possible, even 100% of the time, especially since COVID showed us that it can be done. Instead of requiring participation in the ECO program for employers with 100 employees, require participation at 25-50 employees.
- To encourage the use of electric vehicles, the agencies must figure out how to put EVs in the hands of BIPOC, since many cannot afford a new/used EV, even with the refund. Finding ways to

provide electric vehicles for multiple uses in BIPOC communities is desired over encouraging more single family car ownership of any kind. The agencies must also provide cheaper or free charging in BIPOC communities. All state and local agencies should be required to use EVs for their motor pool vehicles. More chargers should be installed in recreational areas, rest stops, and apartment complexes. There should be tax incentives for businesses that convert to EVs.

The following must be considered when pushing for electrification:

- No company can be depended on to assure that their policies on supply chains are being followed, even to the extent of using child labor.
- The State of Oregon should initiate regulations for policies in purchasing and recycling solar components and battery equipment/devices. WA is doing better in some arenas.
- The sourcing of cobalt used in lithium ion batteries provides an example of the horrors of multinational corporations searching for the lowest cost items in third world countries and profiteering at the top of the sales chain. Everyone should watch the [Facebook](#) video made by the International Rights Advocates:
 - Despite pressure from Amnesty International, the multinationals took no responsibility for examining or enforcing the adherence of their suppliers to the policies they allege to follow.
 - A suit in process is hoped to be fruitful but of course is mightily opposed by the corporate giants Dell, Microsoft, Google, Apple, Tesla who continually refuse to abide by transparency and accountability moral principles.
- To encourage the use of clean fuels in areas where electrification is not available, more education is needed. Are clean fuels even available for the average consumer? Are clean fuels available for Hispanically owned businesses that provide landscaping services? Clean fuels should be provided at reduced cost for BIPOC.
- Diesel emissions must be reduced, especially since many freeways and main arterials go through BIPOC communities. Owners of diesel trucks should be taxed to pollute. In addition, DEQ should develop a diesel truck inspection program, similar to its Vehicle Inspection Program.
 - With regard to diesel, a 2014 Multnomah County Department of Health study found that communities of color are exposed to levels of diesel pollution 2-3 times higher than their white counterparts, with Black/African Americans facing the largest disparate exposure compared to whites. Rates of asthma in historically non-white neighborhoods are significantly higher than elsewhere.
 - Finally, this exposure and its effects on lungs creates an increased risk of COVID-19, increasing already-alarming health disparities.
[”https://www.whatsinourair.org/the-issue](https://www.whatsinourair.org/the-issue)