Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction

Every Mile Counts Equity Guiding Principles Crosswalk

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

This document contains a summary of the Equity Guiding Principles, and Themes and Highlights from the Every Mile Counts 2020-2022 Multi-Agency Implementation Work Plan for the Statewide Transportation Strategy (STS). The Every Mile Counts work plan was developed by the Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and Department of Energy (DOE) to identify actions to reduce greenhouse gas (GHG) emissions from transportation and to bring Oregon closer to achieving the greenhouse gas emission reduction goals. As part of implementing the Statewide Transportation Strategy, the Every Mile Counts partner-agencies (ODOT, DEQ, DLCD and ODOE) are committed to advancing equitable outcomes for communities in Oregon.

Equity Guiding Principles

To ensure this commitment to equity is realized, the partner-agencies developed Equity Guiding Principles using a variety of stakeholder feedback. The 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.

1. ***Stakeholder engagement approach is intentional, centering community voice, designed to educate and empower community members to participate fully.***

2020-2022 Work Plan	Guiding Principles Action
Transportation Electrification Infrastructure Needs Analysis (TEINA)	The project team held twelve virtual listening sessions to gather stakeholders' perspectives on issues related to transportation electrification, including representatives from historically underserved community representatives.
Climate Friendly & Equitable Communities	The rulemaking was guided by a 40 member advisory committee representing the diversity of Oregon's metropolitan areas. The project team contracted with

	Community Benefit Organizations to serve on the committee.
Advanced Clean Trucks	The rulemaking had a 19-member advisory committee representing environmental justice groups and areas throughout Oregon. Prior to and during the rulemaking process, there were multiple stakeholder meetings, including those with environmental justice groups to discuss the potential impacts of the rule and guide development of the rulemaking.

2. Communities most impacted by Every Mile Counts actions are identified and engaged to ensure their voices, needs and recommendations are reflected in related policy- and decision-making.

2020-2022 Work Plan	Guiding Principles Action
Transportation Electrification Infrastructure Needs Analysis (TEINA)	The TEINA study investigated nine different electric vehicle charging Use Cases to understand future charging infrastructure needs around the state, including the charging needs for Disadvantaged Communities. A comprehensive analysis methodology was employed to estimate current and future charging needs for each use case.
Climate Friendly & Equitable Communities	The project team co-created an Equitable Outcomes Statement with the advisory committee to guide staff in development of proposed rule amendments. Staff partnered with community members on the committee to provide one-on-one consultation for capacity building and support.
Clean Trucks Rule	The rulemaking team reached out to and met with community members to provide one-on-one consultations about the development of the rule and solicit feedback on the effects of the rule. This included what information should be collected as part of the One-Time Medium and Heavy Duty Fleet Reporting Requirement included in the rulemaking.

3. Equitable outcomes drive Every Mile Counts decisions and investment priorities.

2020-2022 Work Plan	Guiding Principles Action
Transportation Electrification Infrastructure Needs Analysis (TEINA)	The TEINA study identified increasing equity for electric vehicle charging as a near term priority for the agency and the policy recommendation- *Ensure electric vehicles (EV) charging infrastructure is equitable and accessible to all Oregonians (including all communities, income levels, and geographic locations).*

Climate Friendly & Equitable Communities	The project team held a community needs forum to understand what the needs of community-based organizations are to meaningfully participate in the implementation of the program. The input received will be used to inform the agency's budget request.
Advanced Clean Trucks rule	The rulemaking development included opportunities, such as public meetings and targeted stakeholder discussions for feedback from community groups and environmental justice communities most impacted by truck traffic. Their input helped guide what information to collect for the One-Time Medium and Heavy-Duty Fleet Reporting requirement as this information can help guide future policy actions and targeted efforts to address truck pollution in impacted areas.

4. Progress, impacts, and outcomes are tracked, well-documented, and accessible – providing transparency and accountability, and building trust.

2020-2022 Work Plan	Guiding Principles Action
Transportation Electrification Infrastructure Needs Analysis (TEINA)	The TEINA study identified policy recommendations to- *Ensure the public charging experience is user friendly, convenient, safe, and consistent;* and *Ensure that electric vehicles (EV) charging offers all consumers and fleets the benefit of lower electric fueling costs.*
Climate Friendly & Equitable Communities	The project team developed a crosswalk of proposed rules to the Equitable Outcomes Statement to provide transparency and accountability. The proposed rules direct cities and counties to monitor and report on actions taken to reduce climate pollution and increase equitable outcomes in consultation with underserved community members.
Advanced Clean Trucks Rule	The adopted rules require manufacturers to produce and deliver electric trucks for use in Oregon. These trucks can be utilized in communities most impacted by truck traffic. The rules also require information to be reported on where trucks currently travel, how often they travel, and their use patterns to determine if there are specific areas of the State that should be prioritized for truck electrification.

5. ***Planning, rulemaking, and implementation efforts seek to maximize flexibility to allow for quick, responsive action, and to encourage the early adoption of best practices to reduce the impacts of climate change.***

2020-2022 Work Plan	Guiding Principles Action
Transportation Electrification Infrastructure Needs Analysis (TEINA)	The TEINA study identified policy recommendations to- *Ensure utilities are positioned for rapid expansion of electric vehicles (EV) charging statewide;* and *Develop foundational policies and provide resources to support citizens, businesses, local governments, tribes, and communities to build and benefit from a zero emission vehicle (ZEV) future.*
Advanced Clean Trucks rule	The adopted rules will help identify where high impacted areas are located and should be prioritized for future truck electrification needs.

Work Plan Equity Themes and Highlights

Transportation Electrification Infrastructure Needs Analysis (TEINA)

The TEINA study is designed to evaluate charging infrastructure needs to meet the light-duty zero emission vehicle adoption goals articulated under 2019 Oregon Senate Bill 1044 (Senate Bill 1044) while also examining charging needs for other vehicle types and use cases. Charging needs of rural drivers, and those residing in historically marginalized communities, are of particular note. Additionally, the study recommends policies and implementation priorities required to accelerate infrastructure deployment, with special emphasis on the near-term to ensure Oregon sets an appropriate pace to achieve all of its midterm and longer-term milestones.

<u>Electric Vehicle Charging Needs in Disadvantaged Communities</u>

The TEINA study investigated nine different electric vehicle charging Use Cases to understand future charging infrastructure needs around the state, includes the charging needs for Disadvantaged Communities. A comprehensive analysis methodology was employed to estimate current and future electric vehicle (EV) charging needs for each use case across three scenarios.

The study found drivers in disadvantaged communities are more likely to need access to shared fast charging stations for two reasons. First, these drivers often live in multi-unit dwellings (MUDs) without dedicated parking where they can access a reliable slow charge overnight. Second, many drivers for transportation network companies (TNCs like Uber and Lyft), live or work in these communities, and TNC drivers need to be able to charge quickly to maximize their driving time. However, private charging networks often do not prioritize locations in disadvantaged communities for deployments. Thus, these charging stations may be candidates to be built and operated by utilities or other municipal agencies. Additionally, some multi-unit dwellings may be reasonably anticipated to build overnight charging facilities on site for their residents.

Policy Recommendations for Electric Vehicle Charging

The TEINA study identified increasing equity for electric vehicle charging as a near term priority for the agency and recommends the following Policy and Initiatives to increase access to electric vehicle charging for disadvantaged communities.

Policy Recommendation- Ensure electric vehicles (EV) charging infrastructure is equitable and accessible to all Oregonians (including all communities, income levels, and geographic locations).

Recommended Initiatives to Increase Charging Access:

- Adopt measures—using state-sponsored grants, low/no interest financing, Clean Fuels Programs funding, utility guidance and utility investment—to increase EV charging investments in low-income, black, indigenous, and people of color (BIPOC), rural, and disadvantaged communities.
- Set standards to guide EV charging investments defining "EV Charging Deserts" with geographic, emissions exposure, and other metrics to determine low-income, BIPOC, rural, and disadvantaged communities and needs.
- For medium- and heavy-duty uses, charging infrastructure that is funded by public/private partnerships should be prioritized in highly polluted areas like ports, railroads, depots, and other industry that disproportionately affect the health of low-income and BIPOC communities.
- Investigate ways to coordinate and ensure charging access and affordability for those eligible for the Charge Ahead rebate.
- Lead by example and deploy electric vehicle service equipment (EVSE) at all state-owned properties, including state buildings and offices and state parks.
- Collaborate with federal agencies administering federally-owned lands in Oregon (e.g., national parks, national forests, interstate rest areas) to deploy EVSE.

Climate Friendly and Equitable Communities (CFEC)

The Climate Friendly and Equitable Communities rulemaking will significantly strengthen Oregon's rules about transportation and housing planning, particularly in the eight areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, Salem/Keizer). Some rule changes to reduce greenhouse gas pollution and increase transportation choice may apply to communities outside those areas.

Oregon is committed to increasing equity. Our state has a long history of discrimination and racism, including in our land use and transportation planning decisions. Rulemaking will focus on reducing pollution while also increasing housing choices and creating more equitable outcomes for all Oregonians. Reducing driving is one of the most important ways to reduce pollution. Communities can reduce the number and length of driving trips by bringing land uses closer together, increasing the walkability of the built environment, and mixing land uses. When done well, this gives Oregonians more choices to take public transit, bike, or walk to get around.

Oregon's planning system is a partnership between state and local governments. State law and rules direct how local governments develop comprehensive plans, including land use and transportation

elements. In order to meet Oregon's climate pollution reduction goals, state rules and local land use and transportation plans will have to change significantly. We know:

- Most new development will need to be in neighborhoods where shopping, employment, parks and housing are in closer proximity. These include city and town centers, neighborhoods close to centers and services, and along corridors with good transit service.
- Public investments in transportation need to be shifted toward increasing transportation options - making walking, cycling, and transit safer and more convenient.
- Plans for our transportation systems, at every stage, need to be focused less on ensuring motor vehicle mobility, and more on providing people with access to services and destinations.
- Our policies and how we enact them need to ensure the needs of all Oregonians, including historically marginalized populations, are met in an equitable and inclusive way.

The rules will help guide communities toward these outcomes.

Advanced Clean Trucks Rule

The Advanced Clean Trucks Rule requires medium- and heavy-duty vehicle manufacturers to sell zero emission vehicles (ZEVs) as a certain percentage of sales, beginning with the 2025 vehicle model year. Manufacturers must increase their zero-emission truck sales depending upon the class size of the truck. The rule also includes a one-time reporting requirement for certain businesses that operate one or more facilities in Oregon that own, operate or dispatch certain minimum numbers of trucks, and it requires certain state, local, and government agencies, and businesses, to report information on fleet vehicle usage and location data.

Electrification of MHD vehicles is needed to avoid the worst effects of climate change and improve air quality and health outcomes, especially in frontline and overburdened communities located near freight hubs, bus depots, trucking corridors, and other emissions sources, which are disproportionately impacted by pollution from diesel trucks and buses and more vulnerable to the effects of climate change. The rules reduce emissions from these vehicles, providing significant reductions in both criteria pollutants such as oxides of nitrogen (NOx), ozone, particulate matter ($PM_{2.5}$), and greenhouse gases. The reduction in NOx and PM emissions result in health benefits for Oregon residents, especially those operating trucks or working around them. It results in fewer instances of premature mortality, fewer hospital and emergency room visits, and fewer missed days of school and work. In particular, populations with low socioeconomic standings are often located near areas with high truck traffic and volumes and are more susceptible to health problems from exposure to air pollution.

At the same time, many underserved communities, including rural communities, lack access to clean and reliable transportation options. Given the extended turnover times associated with MHD vehicles the ACT rules ensure clean vehicles are being produced now and will be available for purchase. The heightened production of zero emission trucks could lead to an increase in jobs in manufacturing and for businesses related to the ZEV component supply chain, such as those involved in battery, fuel cell, and electric drivetrain businesses.