



Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction



Multi-Agency Implementation Work Plan Update 2023-2024

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

Appendix- Work Program Action Details

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Commute Option Rulemaking

Objectives

The objectives of this project are to strengthen the existing Employee Commute Options Rules (OAR 340-242) and develop new rules to establish an employer-based commute option program in Oregon outside of the Portland metropolitan area.

Description

Employee Commute Options – ECO for short – is a program whose purpose is to reduce air pollution in the Portland metropolitan area by reducing drive-alone commuting to worksites. ECO is a mandatory program for employers in the Portland metro area with more than 100 employees reporting to a work site. These employers must provide incentives for employees to use commute options like taking the bus or carpooling, offering telecommuting and flexible work schedules, and encouraging bike and pedestrian options. ECO has been in place since 1996 and is a component of the Portland Ozone Maintenance Plan. The program reduces hundreds of tons of smog forming pollution every year in addition to toxic air contaminants and greenhouse gasses. DEQ will strengthen existing rules and develop new rules to require more employers across the state, most likely in more densely populated areas, to provide incentives for employees to reduce their drive-alone commutes to work. DEQ intends to design new rules that complement local and regional land use, transportation and economic development plans and programs that address social and transportation equity.

Equity Considerations

Transportation emissions are likely to disproportionately affect communities of color, lower income households and other vulnerable populations living near roadways. Employer based commute option programs bring multiple benefits to air quality in terms of emission reductions. Benefits to workers include better health, work-life balance and financial incentives. Benefits to employers include improved employee retention and recruitment and a more fulfilled workforce. The current ECO program does not request demographic information from employers and so DEQ does not know how benefits are distributed among employees. DEQ reached out to community-based organizations to participate on the rule advisory committee, particularly those organizations representing transportation-disadvantaged communities and communities of color. DEQ was able to establish contracts to reimburse those organizations for whom RAC participation would have posed a financial hardship.

Scope

The current ECO program regulates approximately 400 employers at over 600 worksites in the Portland metro region. If the statewide rule had a similar applicability threshold, that could add as many as 600 employers to the program. DEQ currently envisions a statewide commute rule to apply to larger employers within urban boundaries.

DEQ will look to advisory committee members to share ideas for incentives that would encourage smaller employers or employers outside of urban boundaries to voluntarily participate in a commute option program. Many communities outside the Portland metro area are already implementing

successful commute option programs. DEQ will work with advisory committee members to design a statewide rule that complements and supports local programs.

Timeline:

- *Cost: DEQ internal staff time*
- *FTE Required: approximately 2 for rulemaking*

Roles and Responsibilities

- *Lead Agency: DEQ will lead rulemaking*
- *Supporting Agencies: ODOT will provide technical support during rulemaking.*

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Task 1 Advisory Committee		
Convene and lead committee to provide input to Division 242 rule revisions and new commute options rules	Lead: DEQ 1.00 FTE Support: ODOT 0.10 FTE	5 months
2. Task 2 Rule drafting		
a. Draft rules for advisory committee review	Lead: DEQ 1.00 FTE Support: ODOT 0.10 FTE	2 months
b. Draft Fiscal Impact Statement	Lead: DEQ 2.00 FTE Support: ODOT 0.10 FTE	
3. Task 3 Public Notice		
a. Develop public notice documents and draft rules for public comment period	Lead: DEQ 1.00 FTE Support: 0	1.5 months
a. Hold public hearing	Lead: DEQ 1.00 FTE Support: N/A	
4. Task 4 Environmental Quality Commission Proposal		
a. Respond to comments	Lead: DEQ 1.00 FTE Support: N/A	2 months
b. Develop staff report		
c. Propose rules for EQC adoption		

Expand the Clean Fuels Program Action

Objective

The objective of this task is to expand the Clean Fuels Program (CFP) to reduce transportation-related greenhouse gas emissions through a market-based program. Success in the CFP can also decrease criteria and toxic air pollution and their negative health effects, increase Oregon's energy independence, promote local economic development, and create clean energy jobs.

Description

The 2019 Oregon Legislature passed HB 2186 to adopt a low carbon fuel standard to reduce the carbon intensity, or lifecycle GHGs per unit of energy, of transportation fuels. This means that all parts of a fuel's lifecycle – extracting/growing, transporting, bio/refining, distributing, and combusting – are accounted for in a fuel's carbon score and therefore becomes an opportunity to reduce emissions. Common strategies to lower the carbon intensity of a fuel include: developing new feedstocks and technologies to make fuels, making existing technologies more efficient, and increasing the number of alternative fuel vehicles available to increase consumption of the lower carbon fuels. ODEQ began implementing the policy as the Oregon Clean Fuels Program (CFP) in 2016 and by 2025, the carbon intensity of Oregon's transportation fuels are required to be 10% below 2015 levels.

The CFP has shown great early success, reducing approximately 6.5 million tons of GHGs and displacing over 1.5 billion gallons of fossil-based gasoline and diesel since it began in 2016. To build on that momentum, DEQ is working to expand the CFP by establishing targets beyond 2025. Analysis conducted to support the development of the proposed targets indicates that the stringency of the program can be significantly increased, to nearly 40% reductions in carbon intensity by 2035, through adoption of zero emission vehicle mandates and increases in the blending of biofuels, especially renewable diesel.

CFP is a complementary policy to the proposed Advanced Clean Cars II regulation and the recently-adopted Advanced Clean Trucks and Clean Energy regulations. CFP will continue to lower the cost of low-carbon fuels and serve as a powerful incentive towards the transition to alternative technology vehicles and fueling infrastructure. In addition to reducing GHG emissions, the lower-carbon fuels that CFP promotes reduce harmful tailpipe pollutants and reduce the health burden on Oregon's most vulnerable populations that live adjacent to or nearby dirty transportation corridors.

There are many ways that Oregon's state agencies can collaborate in this effort. For example, the Renewable Fuel Standard was amended to allow for more ethanol, a lower-carbon biofuel, to be blended with gasoline. Another example is the development of a statewide fuel contract which allows state fleets to purchase renewable diesel at a few cents more per gallon while reducing emissions by about half. The state's agencies should continue to lead by example, whether it be by leveraging its collective buying power, or by adopting even more programs to decarbonize the transportation sector.

Opportunities

- Data shows that the program lowers fuel prices to many consumers.
- The program is fuel-neutral and technology-neutral which means that there is a solution for all different uses.
- By design, the policy creates financial incentives for providers of lower carbon fuels that are paid by providers of higher carbon fuels – public funds are not necessary.

Challenges

- Some supplies of lower-carbon fuels are limited and cannot meet the demand for them in the short-term
- Pushback from fleets to convert to alternative fuel vehicles which limits demand.

Equity Considerations

Equity is considered for this task by ensuring that opportunities are created that benefit low income households. Generally speaking, the CFP lowers the cost of lower carbon fuels and lowers tailpipe emissions. Because of this, it is ideal for transit agencies, school districts, local governments, and fleets of all sizes to take advantage of this opportunity. Ethanol, biodiesel, renewable diesel, renewable natural gas, renewable propane and electricity pollute less and are lower in cost compared to gasoline and diesel. Traditional environmental justice communities are often located nearest to roadways, distribution centers, bus barns, and multi-modal facilities and a switch to lower carbon fuels can benefit those communities.

Roles and Responsibilities

- *Lead Agency:* DEQ will lead the rulemaking process, oversee the implementation of the regulation, and guide the outreach effort.

Scope of Work

- Phase 1: Expand the Clean Fuel Standards

Timeline: The expanded targets are expected to be adopted by the Environmental Quality at their September 22-23, 2022 meeting.

Phase 2: Collaborate with State Agencies to Transition to Clean Fuels

- Timeline: on-going
- Cost: N/A
- FTE Required: DEQ 0.25 FTE

Phase 1 of this task is almost complete. The formal rulemaking process began in 2021 (this task is a continuation of the 2020-22 workplan) and the Environmental Quality Commission is scheduled to act on the proposed changes later this year.

Phase 2 of this task will focus on state agencies transitioning to cleaner fuels. This will include assessing all state agencies to determine how they fit into the following categories: 1) own or manage their own fleet; 2) manage a contract or procurement process that can require or incent lower carbon fuels or alternative fuel vehicles; or 3) implement a program or policy that complements the CFP. For category 1, DAS has already developed its Climate Action Toolkit for use by state agency fleets to assess their plans for fleet conversion. For category 2, DEQ will develop a guidebook that includes recommendations to maximize procurement opportunities. For category 3, DEQ will conduct one-on-one assessments with each applicable agency to identify the opportunities for collaboration. State government provides unique opportunities to leverage these strategies through procurement, programs, and policies.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Implement EO 20-04 (for more detail, see DEQ's detailed work plan)		
a. EQC to adopt expanded targets	Lead: DEQ .25 FTE	1 month
2. Outreach to state agencies		
a. Survey agencies to see what categories they fall into	Lead: DEQ 0.25 FTE	24 months
b. Convene Alternative Fuels Interagency Working Group		
c. Develop guidebooks for Category #2		
d. Outreach to Category #2 agencies		
e. Implement Category #1 and #2 strategies		
f. Outreach to Category #3 agencies		
g. Customize strategies for Category #3 agencies		

Interagency Zero Emission Vehicle Action Plan Action

Objective

The objective of this task is to build on the work of the Zero Emission Vehicle Interagency Working Group (ZEVIWG) and support zero emission vehicle adoption in Oregon by developing the second iteration of a statewide interagency Zero Emission Vehicle (ZEV) Action Plan. The plan will describe specific tasks for agencies to collaborate on and achieve in the short term to support increased adoption of zero emission vehicles. Tasks would fall into four general categories: increasing Oregonians' access to ZEVs; increasing Oregonians' access to ZEV charging infrastructure; increasing education and awareness of ZEVs, their operation, and benefits; and increasing Oregon state agency adoption of ZEVs.

Description

In 2017, in recognition that multiple agencies have programs and activities affecting ZEV adoption, Governor Brown tasked the ZEVIWG with working collaboratively to implement the directives outlined in Executive Order 17-21 and to identify opportunities and barriers to EV adoption. The ZEVIWG, consisting of ODOE, ODOT, DEQ, the Department of Administrative Services (DAS) and the Oregon Public Utility Commission (OPUC), completed the tasks set forth in the EO and then collaborated on new actions to accelerate ZEV adoption, outlined in the first ZEV Action Plan in 2020. Member agencies continue to find value in the process and regular communication afforded by the ZEVIWG and, as such, have agreed to continue collaborating on a new set of identified actions to accelerate ZEV adoption. ODOE, ODOT, DEQ, DAS and OPUC, in coordination with other agencies, will identify these actions and develop a second statewide ZEV Action Plan for 2023-2024. The ZAP will again serve as the guidance document for this interagency work to accelerate ZEV adoption in Oregon.

Opportunities

- Provides a single EV planning process to facilitate state agency activities that are coordinated and efficient, with the goal of higher ZEV adoption rates
- As an established working group, the ZEVIWG can serve as the mechanism for coordination of this work.

Challenges

- Requires collaborative efforts from agencies outside the STS group, including, but not limited to DAS, PUC, Oregon Health Authority, and the Oregon Department of Education.
- Requires significant outreach and engagement from stakeholders that may not always be in alignment on their positions on the actions the state should be taking.

Equity Considerations

Equity is central to the discussion of ZEV adoption, with several areas of focus where increasing ZEV adoption is more challenging:

- Multi-unit dwellings that often lack access to chargers due to the costs involved to add charging in established parking areas.
- Rural areas where the available ZEV vehicle platforms do not include the types of vehicles that are currently in use in these areas, including pickup trucks and SUVs.
- Underserved communities, where EV adoption is not a primary concern or need for the community, and where the upfront costs of ZEVs are a significant barrier to adoption.

Addressing these equity concerns should be included in the development of the action plan, including robust stakeholder outreach and identification of potential solutions to address the individual barriers, up to and including recommending legislative concepts to agency leadership.

Roles and Responsibilities

- *Lead Agency:* ODOT will lead the ZEVIWG discussion of the Interagency ZEV Action Plan and oversee implementation, with support from ODOE. All agencies identified with tasks in the plan will be leads for those tasks.
- *Supporting Agencies:* ODOE, DEQ, PUC, DAS, coordinating with other agencies including DLCD, ODE, and OHA.

Scope of Work

- Timeline:
 - Action Plan- 3 months
 - Implementation- 18 months
- Cost: Staff time only
- FTE Required: ODOT – 0.30 FTE
DEQ, ODOE – 0.10 FTE

The scope of this task will involve coordination of multiple agencies to develop a statewide ZEV Action Plan. The Interagency ZEV Action Plan will include activities that individual state agencies can lead or support that will address one or more of four areas:

- increasing Oregonians’ access to ZEVs
- increasing Oregonians’ access to charging infrastructure, including implementation of the National EV Infrastructure (NEVI) Formula program and follow-up to the statewide transportation electrification infrastructure needs analysis
- increasing Oregonians’ awareness of ZEVs and their benefits
- increasing adoption and use of ZEVs at state agencies

All tasks identified in the plan will fall under agencies’ current authorities, and all tasks must be approved and supported by the lead and supporting agencies’ directors.

Summary of Tasks

Task	Agency Responsibility	Timeline
1. ZEV State Interagency Action Plan Development		
a. ZEV State Interagency Action Plan Draft – development of a draft plan with specific tasks for agencies	Lead: ODOT 0.30 FTE Support: 0.10 ODOE	3 months (Due by September 30, 2022)
b. ZEV State Interagency Action Plan Finalization- finalize action plan and agency tasks	Lead: minimal Support: minimal	
2. ZEV State Interagency Action Plan Implementation		
a. Individual Agency Implementation Actions	Lead: ODOT 0.30 FTE	18 months (Complete by
b. ZEVIWG Meeting Participation		

c. ZEV Action Plan Communications	Support: 0.10 FTE per agency for the others	March 31, 2024)
3. State Action Plan Final Report		
a. Development of ZEV Interagency State Action Plan Summary Report – ODOT and ODOE will draft a final report summarizing the activities of the ZEV State Interagency Action Plan, including recommendations to develop a new action plan for 2023 – 2024	Lead: ODOT 0.10 FTE Support: ODOE 0.10 FTE	2 months (Complete by May 30, 2024)
b. Review and Approval of ZEV State Interagency Action Plan Summary Report – All state agencies involved in implementing the action plan will review, provide feedback, and approve the final report.	Lead: minimal Support: minimal	
c. Submission of ZEV State Interagency Action Plan Summary Report to State Agency Directors – ODOT and ODOE will provide electronic copies of the final report to the Directors of all state agencies who implemented the ZEV State Interagency Action Plan and post the report on its webpage.	Lead: minimal Support: minimal	

Zero Emission Vehicle Charging Infrastructure Deployment Strategy Action

Objective

The objective of this task is to build upon the analysis developed in the 2021 Transportation Electrification Infrastructure Needs Analysis and develop a strategy to address light-duty electric vehicle charging infrastructure needs and gaps throughout Oregon for each of five light-duty EV use cases. This task will further support the light-duty zero emission vehicle (ZEV) adoption goals established in SB 1044 (2019) and STS Goal to Support Use of Cleaner Vehicles and Fuels. Access to EV charging infrastructure is uniformly cited as one of the key barriers to EV adoption, and critically important to instilling confidence among Oregon's EV drivers. The Oregon National EV Infrastructure State Plan (required to access \$52 million federal funding over five years, for corridor fast charging) will be incorporated as part of the overall ZEV Charging Infrastructure Deployment Strategy, addressing the corridor use case.

Description

The ZEV Charging Infrastructure Deployment Strategy will develop a strategic plan for zero electric vehicle ("ZEV") charging infrastructure deployments between 2022 and 2028. The ZEV Charging Infrastructure Deployment Strategy will be based on the Transportation Electrification Infrastructure Needs Analysis ("TEINA Study") submitted to the Governor's office in June 2021. The strategy will provide a blueprint to prioritize charging infrastructure deployment in Oregon, ensuring equitable access, geographic coverage, and targeted investments to accelerate the tipping point in Oregon for sustained EV adoption. The strategy will focus on light-duty ZEV adoption use cases, with specific modeling and mapping tools for use by planners, diverse stakeholders, and ODOT. Other ZEV uses cases may be addressed, but in more descriptive ways.

Opportunities

- Providing user-friendly planning tools (numerical modeling and equity-based mapping) will help cities, counties, MPOs and others assess and target the number and type of light-duty charging infrastructure needed within geographic areas, and provide opportunities to enhance equitable access to charging infrastructure
- Insight on key cost considerations and station design configurations will foster a better understanding of what resources are needed and how to deploy resources to address charging needs for different EV charging use cases (urban, rural, transportation network company, underserved communities, and corridor)

Challenges

- The TEINA study identifies charging infrastructure needed to meet state goals; planners (through this ZEV deployment strategy) will be provided tools to adjust state goals as needed. However sufficient funding is not provided to achieve these goals. ODOT and the federal government are funding specific programs to target certain types of charging, for certain use cases, but currently proposed funding levels from ODOT and the federal government will not be sufficient to meet the need.
- Cost and other considerations to be addressed in the ZEV deployment strategy will be estimates of typical charging installations, and will vary by site and circumstance. These costs estimates may not necessarily reflect the unknowns of today's environment of supply chain issues and inflation.

Equity Considerations

In order to achieve light-duty ZEV adoption goals, and reduce GHGs among multiple transportation modes, it is critical to ensure that charging infrastructure is convenient and accessible for frontline communities and those who may live in multi-unit dwellings, or other areas where access to home charging is unavailable. Different socio-economic groups may seek to procure used ZEVs or shorter range / less expensive new ZEVs, requiring more frequent access to charging. Geographic balance will be achieved by ensuring a focus on both rural areas and inner city areas where access to parking and dedicated charging may be less available. The modeling and mapping tools developed as part of the ZEV Charging Infrastructure Deployment Strategy will have specific mapping layers illustrating ODOT’s Equity map, rent vs. own, multi family dwelling vs single family, etc., that will help to focus charging sites on disadvantaged and underserved areas with specific charging needs.

Scope

The ZEV Charging Infrastructure Deployment Strategy will; i) provide tools and guidance for local agencies, energy-related organizations, and other stakeholders in the development and implementation of their charging infrastructure deployment plans, ii) help guide ODOT’s charging infrastructure deployment programs, and iii) support pursuit of future funding opportunities, applications, and partnerships by providing a clear blueprint for planned ZEV charging infrastructure implementation actions.

The ZEV Charging Infrastructure Deployment Strategy will include a light-duty vehicle modeling user-interface Excel spreadsheet tool and a separate interactive mapping tool, which together will help facilitate understanding of the TEINA Study modeling numbers by planners, modelers, and other stakeholders – and support the development of this strategy and equitable access to charging infrastructure.

- *Timeline: 12 months*
- *Cost: \$250,000,000 consultant study effort*
- *FTE Required: ODOT 1.25 FTE
ODOE 0.10 FTE*

Roles and Responsibilities

- *Lead Agency:* ODOT will lead the ZEV Charging Infrastructure Deployment Strategy and work closely with the Oregon Department of Energy on this assessment.
- *Supporting Agencies:* ODOE will support the assessment

Summary of Tasks

Task	Agency Responsibility	Timeline
1. Inform and Consult with Stakeholders		
a. Advisory Committee - Reconvene TEINA advisory group with state agencies, local governments, utilities, private sector and other stakeholders.	Lead: ODOT 1.00 FTE Support: ODOE 0.10 FTE	12 months

b. Stakeholder Outreach- Develop virtual engagement opportunities and consult with stakeholders	Lead: ODOT 1.25 FTE Support: ODOE 0.10 FTE	
2. TEINA Study Modeling User-Interface		
a. Translate the light-duty use cases TEINA Study modeling data into a Modeling User-Interface which enables modelers, planners and other stakeholders to navigate the data and generate customized results.	Lead: ODOT 0.25 FTE Support: 0 FTE	6 months
3. Interactive Mapping Tool		
a. Convert the TEINA Study Modeling User-Interface for light-duty use cases by target year (2022 – 2028) into suitable data layers for integration into ODOT’s ArcGIS Charging Infrastructure Deployment interactive web map.	Lead: ODOT 0.25 FTE Support: 0 FTE	9months
4. Develop Estimates of Annual ZEV Charging Infrastructure Needs		
a. Assessment of ZEV charging infrastructure needs from 2022 through 2028 for the Urban, Rural, Corridor, TNC and Disadvantaged Communities with respect to Light Duty Vehicles (“LDV”s).	Lead: ODOT 0.25 FTE Support: 0 FTE	6 months
5. Develop Functional Specifications and Planning Blueprint		
d. Functional specifications for the recommended LDV infrastructure for the Urban, Rural, Corridor, TNC, and Disadvantaged Communities use cases, and guidance document for those seeking to plan, prioritize, and identify specific sites for public charging infrastructure installations.	Lead: ODOT 1.25 FTE Support: ODOE 0.10 FTE	10 months
6. Develop Cost Estimates		
a. Develop planning-level estimates of the likely range of costs for the installation of the recommended year-by-year LDV charging infrastructure needs.	Lead: ODOT 1.25 FTE Support: ODOE 0.10 FTE	10 months
7. Phased Implementation Plan		
a. A two-Phase implementation plan for ZEV LDV infrastructure with quantity needed, locations, types and power levels by use case; the functional characteristics of charging stations; and estimated cost associated with each such type of station.	Lead: ODOT 1.25 FTE Support: ODOE 0.10 FTE	11 months
8. Final Strategic Plan Report		
a. Final ZEV Charging Infrastructure Deployment Strategy report.	Lead: ODOT 1.25 FTE Support: ODOE 0.10 FTE	12months

Medium and Heavy-Duty Electric Vehicles Action

Objective

Implement a number of tasks related to electrifying the medium and heavy-duty vehicle sector. It includes the following actions:

- Medium and Heavy-Duty Electric Vehicle and Infrastructure Incentive Report: Generate a report that reviews Oregon, and other state, policies that incentivize Zero Emission Vehicle (ZEV) adoption for Medium- and Heavy-Duty (MHD) fleets for opportunities and gaps; including the development of policy recommendations for the Oregon Legislative Subcommittee.
- Implement the 2021 Advanced Clean Truck Rule

Description

MHD Vehicle and Infrastructure Incentive Report:

Develop report for the Joint Committee on Transportation by December 1, 2022, with an analysis of existing incentives available to support the transition to zero emission medium and heavy-duty transportation fleets. The report should include incentives offered in other states and provide recommendations on expanding or creating incentives to support businesses in the transition to zero emission medium and heavy-duty vehicles. The report will also cover incentives for both vehicles and electric charging or other fuel infrastructure. Report is due by December 1, 2022.

Opportunities

- Generating a single source report with information about MHD ZEV incentive programs for vehicles and infrastructure (Oregon and other states), stakeholder feedback, and recommendations for a future Oregon based incentive program.
- Tailoring incentive recommendations specific to Oregon's fleet and supporting policies

Challenges

- Short timeline to generate Report and engage with stakeholders
- Few programs exist to support MHD transition to ZEV
- Programs are complex and multifaceted- having various sources of funding and sector objectives

Advanced Clean Trucks Rule Implementation:

The Advanced Clean Trucks rule requires manufacturers of heavy-duty trucks to meet new engine emission standards as well as a require manufacturers of medium- and heavy-duty vehicle vehicles to make zero emission vehicles available for sale in increasing percentages through the 2040 model year. Manufacturers are not required to comply with the regulations until the 2025 model year, but can begin earning credits for compliance starting in 2022. DEQ is working with manufacturers to ensure availability of cleaner burning vehicles to help address the impacts of air quality pollution and climate change. Additionally, entities, including government agencies with fleets of five or more medium or heavy-duty trucks must provide information about their trucks, including usage and mileage. Information gathered from this effort will help inform future incentive-based programs, infrastructure development, and policy decisions on how best to transition the medium and heavy-duty vehicle sectors to zero emission vehicles.

Opportunities

- HB 2007 (2019) requires the phase-out of older vehicles within the Portland-metro area.
- Incentives exist in Oregon to support medium- and heavy-duty fleet owners to transition to cleaner vehicles.
- Transitions to ZEV options for Oregon's medium- and heavy- duty fleets may require different and more infrastructure to support this new technology. Other STS work plan items will address these needs (like the ZEV Gap Analysis).

Challenges

- Potential increased truck costs to allow manufacturers to meet emissions and ZEV sales requirements.
- Pushback from consumers on increasing costs for these cleaner vehicle options.
- Pushback from fleets to convert to ZEV when limited infrastructure exists to support the shift.

Equity Considerations

Equity is considered for this task by ensuring that opportunities are created that benefit low income, small business, and minority- and women-owned fleets. Medium and heavy duty trucks impact the entire economic system and are present throughout neighborhoods and communities. Often times, the largest impacts are in lower income and disadvantaged communities with the most vulnerable populations because these communities are located near freight corridors, ports and distribution centers. In particular, the incentive report will consider how to support small business transitions of MHD to ZEV through stakeholder engagement and feedback on preferred type of program and cost differentials. Recommendations will also consider addressing areas and sectors that impact overburdened populations throughout Oregon.

Scope

MHD Vehicle and Infrastructure Incentive Report:

Report will include a summary of existing incentive programs in Oregon that can aid in MHD ZEV transitions. In addition, staff will contact other states who have MHD ZEV incentive programs for vehicles and infrastructure to understand the mechanism, cost coverage, and targeted sectors for funding. It will also assess any lessons learned from these programs. It will consider Oregon's specific fleet profile and infrastructure needs. Finally, this report will have two listening sessions with stakeholders for direct fleet and OEM feedback.

- Timeline: April 2022-December 2022
- Cost: no cost
- FTE Required: 2-4 hours per month for each team support member, 6-8 hours per month for DEQ lead

Advanced Clean Trucks Rule Implementation:

This will involve gathering information from affected entities subject to the fleet reporting requirement.. DEQ will also need to work with manufacturers to determine if any are choosing to comply early with the requirements and producing and delivering ZEVs for sale to earn early compliance credits.

- Timeline: 1 year (through 2023)
- Cost: N/A

- FTE Required: DEQ 0.20 FTE

Roles and Responsibilities

- *Lead Agency: Department of Environmental Quality: write charter, outline, and timeline, hold monthly meetings, listening session, and hold all members accountable for their contributions. DEQ will also lead in getting information from other states. DEQ is also the lead for rule implementation.*
- *Supporting Agencies: Oregon Department of Transportation: ODOT will contribute information on public infrastructure and incentives; and potential of leveraging light duty infrastructure projects to support MHD.*

Summary of Tasks

Task	Agency Responsibility	Timeline
1. MHD Incentive Report - Timeline, charter, and report outline		
c. Develop Timeline with specific deliverables reflected in Charter	Lead: DEQ 0.20 FTE Support: ODOT 0.03 FTE	1< months
d. Develop Report Outline	Lead: DEQ 0.20 FTE Support: ODOT 0.03 FTE	
2. MHD Incentive Report - Stakeholder Listening Session 1		
b. Develop agenda and disseminate to stakeholders	Lead: DEQ 0.10 FTE Support: ODOT 0.02 FTE	1< months
c. Host session and compile Responses	Lead: DEQ 0.20 FTE Support: ODOT 0.02 FTE	
3. MHD Incentive Report - Draft report		
b. Contribution from all team members to specific aspects of report	Lead: DEQ 0.20 FTE Support: ODOT 0.10 FTE	6 months
c. Review for report flow, assess any gaps language, verify references	Lead: DEQ 0.20 FTE Support: ODOT 0.15 FTE	
4. MHD Incentive Report - Stakeholder Listening Session 2		
b. Develop agenda and disseminate to stakeholders	Lead: DEQ 0.1 FTE Support: ODOT 0.02 FTE	1< months
c. Host session and compile Responses	Lead: DEQ 0.10 FTE	

	Support: ODOT 0.02 FTE	
5. MHD – Incentive Report - Final Report and Presentation to Subcommittee		
e. Subtask - description	Lead: DEQ 0.2 FTE Support: ODOT 0.10 FTE	2 months
d. Subtask - description	Lead: DEQ 0.2 FTE Support: ODOT 0.10 FTE	
6. Fleet Reporting Requirement		
a. Collect fleet reporting information from entities with 5 or more medium heavy duty vehicles	Lead: DEQ 0.30 FTE Support: ODOT 0.20 FTE	6 months
b. Compile and publish information from fleet reporting. Use information to help inform future policy work.	Lead: DEQ 0.20 FTE	
7. Early compliance tracking		
a. Establish tracking mechanism to allow manufacturers to earn early compliance credits	Lead: DEQ 0.10 FTE	9 months

Climate Friendly and Equitable Communities Implementation Action

Objective

The objective of this task is to support local governments in implementation of a new suite of rule updates from the Climate-Friendly and Equitable Communities rulemaking. This project will include implementation activities that support Oregon's metropolitan area cities and counties to integrate climate and equity outcomes into a land use and transportation plans. These local efforts will include Tribal consultation and robust community engagement.

The purpose is to ensure coordinated land use and transportation system planning in Oregon works to meet our climate pollution reduction goals by supporting consideration of pollution in decision-making and in turn, working to reduce driving. This work will also avoid disparate impact on disadvantaged communities, and work to repair historic injustice to those communities, including people with low income, Black, Indigenous and People of Color, and people with disabilities. Local governments will develop, adopt, and implement plans that meet Oregon's equity and climate pollution reduction goals.

Description

In order to reduce climate pollution, local governments need to improve their plans to create walkable neighborhoods with diverse and affordable housing choices that are safe, equitable, sociable, and pleasant places where driving is not required, and the amount of driving is reduced. To achieve these objectives, this task will significantly update local land use and transportation plans so that land uses are more connected, encouraging a walkable mix of destinations, and investments in walking, biking and transit are prioritized.

The scope and scale of these requirements will vary by jurisdiction. Some factors that will drive individual community response will likely include population size and staff capacity. The plan amendments will align with other state strategies to reach transportation related greenhouse gas reduction targets. Finally, it is important to note these local plan amendments are intended to support other state priorities such as equity, safety, air and water quality, and increased housing capacity.

Equity Considerations

The intention of this task is to create equitable communities and as such the work will be centered on the needs of individuals with low income, Black, Indigenous and People of Color, and people with disabilities. Additional engagement will likely be needed to ensure that the perspectives and desired outcomes of traditionally underrepresented communities are included. While larger jurisdictions may have the existing resources to incorporate the new requirements into existing work plans, smaller jurisdictions will have less available resources and will need more assistance from state agency staff to meet the updated requirements.

Roles and Responsibilities

The Department of Land Conservation and Development (DLCD) will lead implementation efforts, supported by the Oregon Department of Transportation (ODOT).

DLCD will:

- Provide model zoning and development code, guidance, and best practice information;

- Work with cities to identify and zone climate friendly areas;
- Provide approximately \$768,000 over the next year to support local jurisdictions with climate friendly area studies, community engagement, and parking reform; and
- Work to secure additional funding to support local jurisdictions in plan amendments, community engagement, and additional support.

ODOT will:

- Establish new analysis methods and enhance tools to estimate project and program level vehicle miles traveled (VMT), develop modeling inputs, and conduct regional scenario planning and performance monitoring work;
- Provide guidance and best practice information to cities and counties to comply with the Transportation Planning Rules such as updating the Transportation Systems Plan Guidelines, Analysis Procedures Manual, and guidance for collecting and using multi-modal inventory data;
- Contract with consultants to work with local jurisdictions in completing multimodal inventories and transportation systems plans;
- Set up a new streamlined and expedited ODOT funding program; and
- Provide approximately \$15 million to cover this work and provide consultant support to local jurisdictions

In addition to the partnership with ODOT and other Every Mile Counts partner agencies to support local implementation of the planning work, DLCD has and will continue to convene ten other state agencies to identify shared work to support local governments in implementation. The aim is to connect plans and performance measures with state and federal investments that will provide further support to local governments in achieving the desired outcomes.

Summary of Tasks

[List the tasks or work items that will be completed as part of this action. As an example add categories for efforts like outreach, forming an advisory committee, contracting with a consultant, etc.]

Task	Agency Responsibility	Timeline
1. Parking Reform		
a. Local implementation of parking reform This project will assist local governments in communicating to the public about parking reforms and provide model code language and review local draft code as requested.	Lead: DLCD 1.00 FTE Support: ODOT 0.25 FTE	12 months
2. Climate-Friendly Area Studies and Designation		
d. Phase I Study This project will assist cities to conduct studies to identify potential Climate-Friendly Area locations, analyze housing and equity needs. DLCD will provide technical assistance and community engagement to 15 affected jurisdictions.	Lead: DLCD 1.00 FTE Support: ODOT 0.25 FTE	24 months

<p>e. Phase II Zoning This project will implement phase II of the Climate Friendly Areas to adopt development standards identified in phase I studies. Work is expected to carry over into 2026-28.</p>	<p>Lead: DLCD 1.00 FTE Support: ODOT 0.25 FTE</p>	
<p>f. Phase II Multi-modal Gap Analysis</p>	<p>Lead: ODOT 0.25 FTE Support: DLCD 0.25 FTE</p>	
<p>3. Meeting Regional Greenhouse Gas Reduction Targets</p>		
<p>d. Eugene-Springfield Assisting cities in developing an implementation package for adoption of the 2015 Central Lane Scenario Plan. Work will include updating key policies and identifying performance measures to guide local implementation.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 1.00 FTE</p>	<p>24 months</p>
<p>e. Salem-Keizer This project will conduct a regional scenario planning process to develop an adopted regional plan the meets the regional greenhouse gas target, update local plans, and adopt performance measures for tracking progress. Work will entail significant public involvement.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 1.00 FTE</p>	
<p>f. Performance Measures and Targets The project will assist Albany, Bend, Corvallis, Grants Pass, Medford, Central Point, Ashland, Philomath, Eagle Point, and Talent to develop performance measures and implementation targets to track progress towards meeting the regional greenhouse gas reduction targets.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 1.00 FTE</p>	
<p>4. Transportation Systems Plan Updates</p>		
<p>e. Funding Program This project will create a new ODOT program to distribute funding resources to cities and counties to update transportation systems plans in accordance with new rules.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 0.50 FTE</p>	<p>24 of months</p>
<p>f. Salem-Keizer Transportation Systems Plan This project will implement the first plan update in the state in accordance with the new rules. ODOT and DLCD staff will work in close coordination with local partners to develop tools and guidance that can be replicated in other areas.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 0.50 FTE</p>	
<p>5. Multi-Modal Inventories</p>		
<p>This task will develop data for inventories for roadway and active transportation infrastructure for cities to comply with transportation systems plans and performance measures requirements.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 0.50 FTE</p>	<p>18 of months</p>

5. Guidance and Resources		
<p>a. Analysis Procedures Manual This project will update ODOT Analysis Procedures Manual for new analysis and modeling requirements; greenhouse gas targets and transportation systems plans updates.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 0.50 FTE</p>	18 of months
<p>b. Performance Standards Statewide policy and technical committee to develop guidance and methods for the updated transportation performance standards for decision making and development review.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 0.50 FTE</p>	
<p>c. TSP Guidelines Update ODOT Transportation Systems Plans Guidelines to incorporate new requirements and processes for transportation systems plans development.</p>	<p>Lead: O DOT 1.00 FTE Support: DLCD 0.50 FTE</p>	
<p>d. CFA Guidelines This project will create a guidelines document for implementing initial Climate Friendly Area zoning and instructions for maintaining zoning code for future planning efforts.</p>	<p>Lead: 1.00 FTE DLCD Support: 0.25 FTE ODOT</p>	
<p>e. Parking Reform This project will develop guidance on implementing the parking reforms required by rules.</p>	<p>Lead: DLCD 1.00 FTE Support: ODOT 0.25 FTE</p>	
<p>f. VMT Reductions This project will develop guidance and model code language for local governments to use in making amendments to comprehensive plans in order to make findings on land use decisions that do not increase vehicle miles travelled.</p>	<p>Lead: ODOT 1.00 FTE Support: DLCD 0.50 FTE</p>	

Oregon Transportation Emissions Website Action

Objective

This objective of this task is to further develop the online information portal developed in the 20-22 EMC work plan with appropriate tracking measures and indicators for the STS implementation, and the ongoing implementation actions of the Multi Agency work group. Measures and indicators will be chosen that best monitor the success of implementing the STS and associated actions in reaching the state GHG reduction goals. Tracking data may include historical data, as well as updates of projections of adopted plans reflecting new policies and investments relative to the STS Vision targets, and may include observed data (defined as “Metrics”) where possible, understanding that some indicators (e.g., GHG emissions) will need to be modeled (defined as “Indicators”).

Monitoring is anticipated to be accompanied by communication with decision-makers, including background context and how actions and authorities must integrate to reach state GHG reduction goals, definitions and scales of the tracking metrics and indicators, as well as sharing key messages on how we are doing, how we might improve incorporating lessons learned during monitoring cycle. This may include identification of gaps, opportunities, and challenges, reflective of the evolving technologies, mixed authorities, and trends in the market and other outside factors. This online information portal is anticipated to leverage existing reports by various agencies, where possible, and updates that support decision-making cycles and future EMC work plans.

This 2nd phase of the effort focuses on completing the full level of detail on the various STS actions and strategies, and expanding the metrics with potential new data collection/coordination efforts and equity dimensions, as makes sense. A second focus is maintaining the initial framework over time, including multi-agency roles in data and information, and integrating these efforts into ongoing decision-making cycles.

Description

The work conducted under this task will continue to complete an overarching program for monitoring metrics (observed) and indicators (modeled) and associated definitions, scales, and timelines for STS implementation. Metrics and Indicators will be chosen that are able to best demonstrate progress on the multi-agency actions towards overall implementation of the STS, with consideration for equity, as makes sense. To expedite the reporting framework, Reporting Areas covering ongoing Multi-Agency efforts will be detailed first, with remaining STS Reporting Area gaps, filled in later. In this way ongoing reporting will capture both current Actions, and identify gaps for pushes for future multi-agency work. The monitoring will be developed, implemented and communicated across multiple agencies, expanding transparency with decision-makers and the public.

Monitoring performance of two types of metrics are anticipated; understanding that the former are actionable but given future uncertainties, the latter is needed to ensure the actions remain able to achieve required GHG reductions given future uncertainties

- Progress on **Planned Actions** deemed necessary to reach the GHG emission targets.
- Progress on **GHG Emission** reduction targets, i.e. initial and periodic reviews to assess the ability of the planned actions to reduce emissions in accordance with GHG reduction goals.

Opportunities

- Leverage existing monitoring and reporting work, i.e.; ODOT STS Monitoring, ODOE Biennial Energy and ZEV Reports, DEQ Annual GHG Inventory reporting, DLCD reports on housing production, and potentially new local agency CFEC performance monitoring.
- Integration into existing planning and reporting requirements and reporting cycles.
- Pull together various existing state agency datasets/programs in ongoing monitoring program.
- Integrate various data sources, leverage them for more complete reporting and with equity lens.
- Create a forum for informing decision-makers and the public of newsworthy actions and opportunities for making progress towards the STS and state GHG reduction goals.

Challenges

- STS trajectories need to be revisited, significant recourse and Multi Agency collaboration needed to update STS Vision scenario and extend beyond ground transport, isolated updates may be possible.
- May lack data for many metrics, and adding metrics to existing data collection may be prudent but politically challenging.
- Distributed Roles and Responsibilities for development and implementation.
- Definitions vary across datasets and tools, may need to live-with these differences to quickly utilize available data.

Equity Considerations

Identification of reporting Metrics and Indicators should apply equity lens as makes sense. For example, tracking pricing policies and vehicle electrification could be stratified by income, place type (e.g., mixed use, suburban, rural), or demographic. Race and ethnicity will be harder metrics to track, but metrics may tracking progress in particular locations with concentrations of communities of concern.

Scope

Phase I: Dashboard and Metric Development

- *Timeline:* 12-18 months
- *Cost:* N/A
- *FTE Required:* ODOT – 0.50
DOE, DEQ, DLCD – 0.25 each

Phase II: Ongoing Reporting

- *Timeline:* Ongoing
- *Cost:* N/A
- *FTE Required:* ODOT – 0.50
DOE, DEQ, DLCD – 0.25 each

The effort should draw on existing performance metrics, where available and suitable for this statewide look. The STS structure implies a Vision scenario that meets the GHG reduction targets. It in turn sets planned actions in each Reporting Area that are tracked over time. The initial targets for tracking progress reflect the adopted STS Vision, augmented with interim milestones from implementation efforts. The STS has proven sufficiently flexible to continue to serve as the roadmap for GHG reduction

activities. However, if warranted updates to this vision scenario has been included as a potential (optional) implementation effort.

Task 1 will develop a framework and metrics for reporting on the Multi-Agency actions and progress towards the STS vision. Phase 1a establishes basic guidelines for individual agencies. Task 2 is structured to develop detail on the Multi-agency efforts, followed by other implementation actions and then filling-in any gaps to cover the full set of actions in the STS Vision. Task 1-3 are anticipated to be a series of meetings with some outside preparatory work by each agency. Task 4 involves implementation of the framework and its update cycles with ongoing decision-making. This could potentially include a multi-agency review of existing STS Vision scenario, an optional task depending upon the need for revisiting this scenario.

Roles and Responsibilities

- *Lead Agency:* ODOT for performance measure development related to STS and STS Implementation Multi-Agency Objectives. ODOT, DLCD, DOE, or DEQ depending on metric or indicator for individual actions.
- *Supporting Agencies:* DLCD, DOE, DEQ

Summary of Tasks

Task	Agency Responsibility	Timeline
<i>Phase I: Performance Measure Development</i>		
1. Develop a Framework and Basic Definitions		
a. Planned Action Reporting	Lead: ODOT 0.50 FTE	1-2 months
b. STS Vision scenario Reporting (GHG/mile and VMT/capita)	Support: 0.25 FTE each (ODOE, DEQ, DLCD)	
1. Establish Measures Against Implementation Objectives		
a. Identify STS measures that align with objectives in this work program	Lead: ODOT 0.50 FTE	6-12 months
b. Develop additional measures for objectives as needed	Support: 0.25 FTE each (ODOE, DEQ, DLCD)	
2. Develop specific STS Implementation Action Metrics and Indicators		
a. Form metric and indicator teams, led by the lead agency for each Action	Lead: 0.25 FTE each per Action (ODOT, DLCD, DOE, DEQ)	18 months
b. Identify and develop a process to measure metrics and indicators		
<i>Phase II: Framework Maintenance and Updates</i>		
3. Updates and informing Decision-making		

<p>a. Initial, and periodic framework updates -- text and metrics (some metrics annually, others on largely biennial cycles of current reporting requirements)</p>	<p>Lead: 0.10 FTE each per Action (ODOT, DLCDC, DOE, DEQ)</p>	<p>Ongoing</p>
<p>b. Re-evaluate progress towards the STS Vision Scenario. Report and reevaluate STS Vision as needed.</p>	<p>Lead: ODOT 0.50 FTE Support: 0.10 FTE each (ODOE, EQ, DLCDC)</p>	<p>9-18 months</p>