



600 NE Grand Ave.
 Portland, OR 97232-2736
 oregonmetro.gov

Meeting: Metro Technical Advisory Committee (MTAC) and
 Transportation Policy Alternatives Committee (TPAC) workshop

Date: Wednesday, March 24, 2021

Time: 10:00 a.m. – 12:00 p.m.

Place: Zoom virtual meeting

Click the link to join the meeting:

<https://us02web.zoom.us/j/83272995090?pwd=UDdZeXl5dThTdVl1TmtyN2c5K0ZrZz09>

Passcode: 499201

Telephone: 888-475-4499 (toll free)

10:00 am	1.		Call meeting to order <ul style="list-style-type: none"> • Declaration of a Quorum • Introductions 	Tom Kloster, Chair
10:15 am	2.		Comments from the Chair <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster and all) 	Tom Kloster, Chair
10:20 am	3.		Public Communications On Agenda Items	
10:25 am	4.	*	Transportation and Land Use Climate Rulemaking Workshop Panel Discussion: Oregon Department of Transportation Oregon Department of Land Conservation and Development Oregon Department of Environmental Quality <i>This workshop with a panel of presenters from DEQ, DLCD, and ODOT will address a potential new Commute Options Rule, the Climate-Friendly and Equitable Communities rulemaking, and the Every Mile Counts multi-agency work plan.</i>	Brian Hurley, ODOT Bill Holmstrom, DLCD Karen Williams, DEQ
12:00 pm	5.		Adjournment	Tom Kloster, Chair
			Upcoming meetings and workshops are listed in work programs, included in committee meeting packets. *Material will be emailed with meeting notice To check on building closure call 503-797-1700 For agenda or schedule information email marie.miller@oregonmetro.gov	

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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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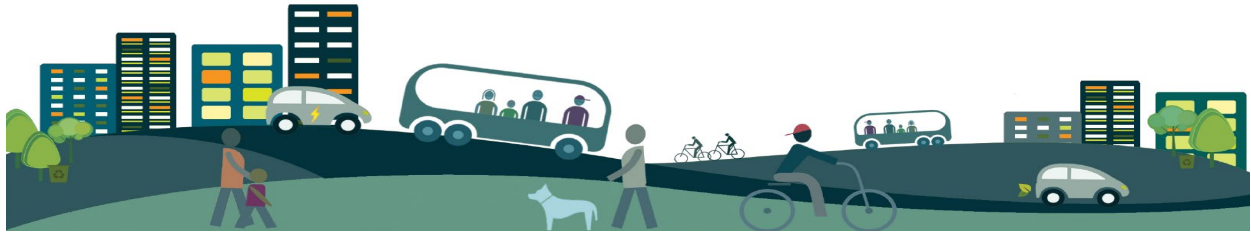
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Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction

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

This document reports on progress for the Every Mile Counts Multi-Agency Implementation Work Plan to implement the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction (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 emission reduction goals.

Highlights

Long-Term Multi-Agency Commitment to Action

The Every Mile Counts effort is a long-term commitment to collaborative climate action by ODOT, DLCD, DEQ and DOE. The Work Plan represents the first two years of activities and a new Work Plan will be created in mid-2022 and every biennium henceforth. To solidify this long-term and lasting commitment the agencies entered into a Memorandum of Understanding in 2020. The agencies have agreed to dedicate the staff and resources needed for short-term and long-term implementation actions. The support and engagement for this work extends to the Director and Commission for each agency. This level of coordination ensures that the agencies are moving in the same direction to reduce GHG emissions and there is no duplication of efforts, allowing agencies to jointly leverage resources to more effectively implement the STS and work to achieve the emission reduction goals.

Understanding and Addressing Equity

The agencies have prioritized equity throughout the Every Mile Counts work to ensure that this effort's actions do not result in negative impacts or place additional burdens on traditionally disadvantaged or underserved communities. The agencies have engaged in broad stakeholder outreach and inclusion efforts in all work plan actions, with over 200 hours of direct public and stakeholder engagement to date. In addition, agencies have ensured diverse voices are at-the-table and have provided compensation for participation as needed.

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 stakeholders around the state. To address social equity and environmental justice objectives, the agencies used the feedback to develop *Equity Guiding Principles* that establish decision-making criteria for agencies to consider throughout Every Mile Counts efforts, and *Equitable Outcomes* that will allow the agencies to make measurable progress toward achieving the statewide GHG reduction goals.

Moving Forward on All Fronts

Progress has been made on each of the Every Mile Counts actions in the 2020-2022 work plan since it was initiated. Some actions have already resulted in work products, while others are just getting started. Many of the actions strengthen existing state priorities and participation in national emissions reduction partnerships. All of the actions in the work plan are critical components on the path to reduce transportation emissions in Oregon. The actions in the work plan are advancing and currently on track for completion. Each of the agencies is working to complete the individual and collaborative responsibilities in the work plan as part of their commitment to climate action and emissions reduction, in addition to other climate-efforts they are individually engaged in. All of the Every Mile Counts work is being conducted using existing agency resources and in unison with other agency priorities. An inter-agency management team meets on a regular basis to coordinate activities, provide updates, and keep the initiative on track and moving forward. Work plan and implementation details are available to the public on the [Every Mile Counts website](#), hosted by ODOT.

Progress Update on Every Mile Counts Actions

Reduce Vehicle Miles Traveled Per Capita

Statewide Trip Reduction Policy

In January 2021, DEQ staff presented concepts of a new employee commute option rule at the statewide meeting of the Transportation Options Group of Oregon and at ODOT's Transit Provider and Metropolitan Planning Organization coordination meeting. DEQ will also be co-presenting with ODOT Transportation Options program staff at the Street Trust's Active Transportation Summit in April. DEQ and ODOT staff have been discussing ways that ODOT's Transportation Options program can provide tools, funding, and technical assistance to employers so they can deploy incentives and help their employees get to work safely and efficiently. DEQ staff have identified several updates needed to strengthen the existing Employee Commute Options rules that apply to large employers in the Portland metropolitan area, such as higher survey participation requirements and higher standards for trip reduction plans. DEQ is working with agency and organization partners to identify candidates to serve on a rule advisory committee, likely to convene in April 2021.

Support Use of Cleaner Vehicles and Fuels

Zero Emission Vehicle Interagency Action Plan

To implement the Zero Emission Vehicle Interagency Action Plan, ODOE led the Zero Emission Vehicle Interagency Working Group (ZEVIWG) in the development of action items for agencies to complete by

the end of 2021 in support of Zero Emission Vehicle (ZEV) adoption in Oregon. The tasks were developed using input the ZEVIWG received from stakeholders during public engagements and other interactions while implementing Executive Order 17-21. Action items include areas where the state can support equitable access to ZEVs, electric vehicle charging infrastructure, and provide education and outreach on ZEVs. The draft report is in the process of being finalized and will be sent out for approval by ZEVIWG agency directors in March 2021.

Transportation Electrification Infrastructure Needs Analysis

To evaluate the electric vehicle charging needs in Oregon over the next 15 years, ODOT's Transportation Electrification Infrastructure Needs Analysis (TEINA) project team has summarized the existing status of a full spectrum of transportation electrification capabilities in Oregon. This work contrasts our state's charging scope and mix with other states, and forms a baseline for modeling projections. Foundational data on nine use cases of electric transportation have been developed. Scenarios will explore a base case, and rapid and slower adoption schedules for projections of EV charging needed to meet SB 1044 light-duty ZEV goals. Results will show charging needs – by type, year, and census tract – required to support transportation electrification in rural and urban venues, along corridors, and in disadvantaged communities. The results will also provide an overview of projected charging needs for Oregon to electrify school buses and transit, e-bikes and e-scooters, transportation network companies, and delivery and long-haul freight. A series of twelve Listening Sessions have gathered feedback from groups representing the nine use cases. A diverse Advisory Group provides insights on technical issues, and will be exploring policy concepts at their March 2021 meeting. The TEINA report will be submitted to the Governor's Office in June 2021.

Adopt New Emissions Standards and ZEV Requirements for Medium- and Heavy-Duty Trucks

DEQ supported California in their development of the Advance Clean Trucks and Low NOx Omnibus rules, which were approved by the California Air Resource Board on June 25, 2020 and August 27, 2020, respectively. DEQ has held initial stakeholder discussions on the rules and is scoping more formal stakeholder conversations for later this spring before formal rulemaking begins this summer. Oregon also signed onto a Memorandum of Understanding (MOU) with the Northeast States for Coordinated Air Use Management member states to coordinate efforts to accelerate the adoption of medium- and heavy-duty ZEVs. Oregon has completed outreach on the MOU to support the work of the national collaborative and assist in the development of a multi-state action plan.

Truck Alternative Fuels Study and Implementation

DEQ planned this work to be completed in two phases: 1) development of a profile of Oregon's medium and heavy-duty fleet; and 2) a survey to identify barriers to alternative fuel adoption by sector resulting in a report that highlights the gaps in awareness, data, policy, and incentives. DEQ is reaching out to fleet owners and operators with a survey that opened February 8th, and will close April 15, 2021. DEQ is expecting fleet data from ODOT in early 2021 to complete the medium and heavy-duty fleet profile of Oregon. DEQ anticipates the report to be completed by the Fall of 2021.

Expand Clean Fuels Program

DEQ's effort to expand the Clean Fuels Program is proceeding on schedule in two phases:

- The first phase is to amend the Clean Fuels Program regulation (details can be found in the Clean Fuels Program Expansion work plan update). The first step in that phase is the Clean Fuels Program Electricity 2021 Rulemaking that is scheduled to be considered for adoption at the March Environmental Quality Commission meeting and will strengthen the ties between the Clean Fuels Program and Oregon’s transportation electrification goals. The remaining steps (the studies, the program review, and second rulemaking) has begun and will continue through the rest of this year and into next.
- The second phase is to reach out to Oregon’s state agencies to increase their demand for clean fuels by converting their fleets and leveraging their programs and policies. This task has changed in order to coordinate with the Department of Administrative Services on their project to identify ways to decarbonize the state’s fleets. This work begins in Q1 2021 with a pilot project with ODOT and continues through next year.

Consider Greenhouse Gas Emissions in Decision-Making

Climate Friendly and Equitable Communities

To reduce vehicle miles traveled and consider GHG emissions in decision-making for communities in Oregon, DLCD is leading a rulemaking called Climate-Friendly and Equitable Communities. This comprehensive effort will develop rules, guidance, and tools to address climate pollution and equitable outcomes in local planning for transportation and housing. The effort is guided by a 40-person rulemaking advisory committee that reflects Oregon’s underlying population in terms of race, Indigenous status, gender, disability, home owners and renters, income, and other dimensions. The advisory committee has met four times and produced an Equitable Outcomes Statement to provide staff with the outcomes that the rules and program should work towards. This includes the proposed rule amendments to the Metropolitan Greenhouse Gas Reduction rules that would require the state’s eight metropolitan areas to adopt plans that meet the state’s climate goals.

ODOT has provided a contract for facilitation of the rulemaking advisory committee meetings, and funds for DLCD to distribute as stipends for representatives from six historically underserved communities to support their time to engage in the effort. DEQ continues to support the rulemaking by participating in a technical workgroup on the rules and working with DLCD to determine the potential benefit of future rules on parking management.

Every Mile Counts Transportation Emissions Dashboard

To ensure that the state agencies are on track to meet transportation GHG emission reduction goals, ODOT is leading the development of a multi-agency Transportation Emissions Dashboard website to demonstrate the progress towards implementing the STS and achieving the GHG reduction goals. The interactive online dashboard will report on a number of performance measures and indicators related to efforts on implementing the STS and the Every Mile Counts work plan actions.



Climate-Friendly and Equitable Communities Rulemaking

Oregon is not meeting its goals to reduce climate pollution. While some sectors have made significant progress, transportation-related climate pollution has increased. If current trends continue, Oregon will come nowhere near to meeting our 2050 goal.

Transportation accounts for roughly 38% of Oregon's climate pollution. On March 10, 2020, Governor Kate Brown issued [Executive Order 20-04](#), directing state agencies to reduce climate pollution. In response, the Oregon Land Conservation and Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon's [transportation and housing planning](#) rules, and to convene a rulemaking advisory committee to help guide rule development.

There are many benefits to reducing greenhouse gas pollution, including better health outcomes, cleaner air and more choices for Oregonians on how to get to places they want to go.

The 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.

Questions?

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Bill Holmstrom, bill.holmstrom@state.or.us

www.oregon.gov/lcd/LAR/Pages/CFEC.aspx



Courtesy Sightline



Draft Rulemaking Adoption and Implementation Schedule

September 2020 – Rulemaking initiated

November 2020 - September 2021 – Rulemaking Advisory Committee meetings

Spring 2021 – Community conversations held in each of the eight metropolitan areas (virtually)

Fall 2021 – Draft rules to LCDC

Winter 2021 – Rules adopted by LCDC

2022 – All communities in the eight metropolitan areas adopt plan changes in accordance with rules

2024 – Eugene/Springfield/Coburg and Salem/Keizer/Turner MPOs adopt local plans to meet pollution reduction goals

2025 and beyond – all metropolitan area communities adopt scenario plans to reduce greenhouse gas pollution



Rulemaking Advisory Committee

Aimee Okotie-Oyekan, NAACP Eugene/Springfield Unit #1119

Alex Georgevitch, City of Medford Public Works

Alma Flores, REACH CDC

Ariel Nelson, League of Oregon Cities

Bandana Shrestha, AARP Oregon

Bill Graupp, Oregon School Board

Bradley Clark, City of Grants Pass

Candice Jimenez, Northwest Portland Area Indian Health Board

Cassie Lacy, City of Bend

Ellen Miller, Oregon Home Builders Association

Emma Newman, City of Springfield

Francisco Ibarra, Portland State University

Jairaj Singh, Unite Oregon

Jana Jarvis, Oregon Trucking Association

Julie Warncke, City of Salem

Kaitlin La Bonte Oregon Chapter of the American Planning Association

Kari Schlosshauer, National Safe Routes to School Partnership

Ken Anderton, Single Parent Community Member

Kyle Macadam, Oregon Realtors

LaQuida Landford, Homelessness Research & Action Collaborative, PSU

Lee Helfend, OPAL Environmental Justice Oregon

LeeAnn O'Neill, Allyship in Action and Bend Bikes

Mallorie Roberts, Association of Oregon Counties

Margi Bradway, Metro

Mari Valencia Aguilar, Washington County

Mary Kyle McCurdy, 1000 Friends of Oregon

Michael Szporluk, Disability Consultant

Nancy Evenson, Corvallis Sustainability Coalition

Noel Johnson, Oregon Smart Growth

Oriana Magnera, Verde

Paige West, Rogue Valley Transportation District

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Ron Irish, City of Albany

Sarah Adams-Schoen, University of Oregon

Shane Witham, City of Keizer

Simeon Jacob, Asian Pacific American Network of Oregon

Vivek Shandas, Portland State University

Zack Geary, City of McMinnville

STS Multi-Agency Implementation Work Program

Statewide Trip Reduction Ordinance Action Workplan

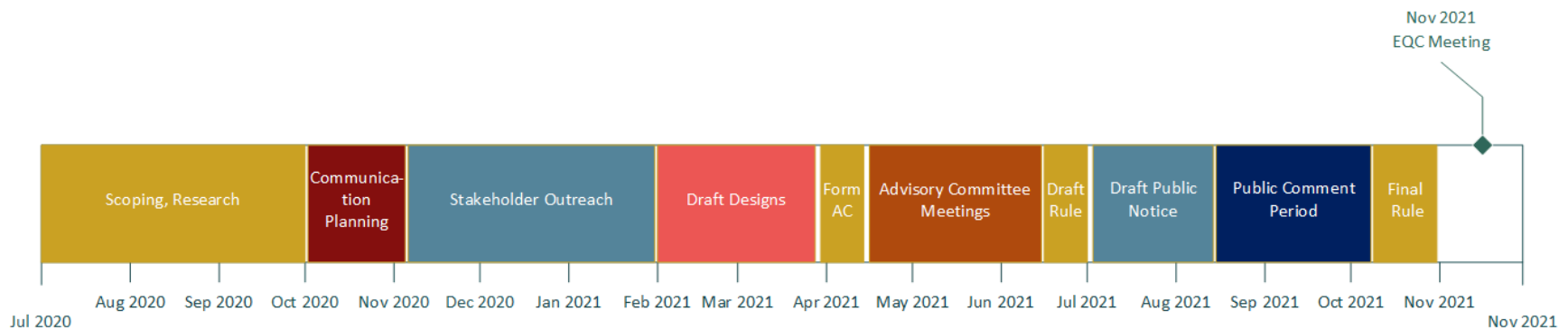
Background: Every Mile Counts: The *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* was completed in 2013, following Legislative direction to identify ways to reduce transportation-related GHG emissions. It was developed over a three-year period with extensive stakeholder engagement and technical analysis. Throughout the development process, ODOT worked in close collaboration with sister agencies including: DLCDC, DEQ, and DOE. This collaboration was essential to identifying actions that cross agency authorities. In addition, actions were identified that fall under the authority of local jurisdictions, businesses, and the public to implement and resulted in a comprehensive approach to GHG emission reduction for transportation.

Action Category: Category title: Reduce Vehicle Miles Traveled Per Capita

Objective: The objective of this task is to strengthen or expand the existing Employee Commute Options Rule (ECO-Rule) to reduce automobile-related air pollution, traffic congestion, and energy use through regulations and employer-based programs that encourage the use of alternatives to single-occupant vehicle travel. Alternatives may include telecommuting, flexible work schedules (to shift travel out of peak hours), free transit passes, parking cash-out programs, encouraging bike and pedestrian options, etc.

Action Work plan: Title of Action Statewide Trip Reduction Ordinance. DEQ will lead the planning and rulemaking necessary for this action through staff in Air Quality Planning (Policy Analyst) and Operations (ECO Coordinator)

Equity Impacts and Considerations: Equity for this action will be considered through providing equitable access to cleaner transport options, particularly for underserved communities; addressing public health and air quality in addition to a focus on carbon emissions; spreading economic opportunity arising from new jobs, investments, entrepreneurial endeavours, particularly for communities experiencing systemic discrimination. Opportunities to advance racial equity in particular may include targeted outreach and incentives for minority-owned businesses, requiring companies to report employee demographic data and program participation statistics, show participation reflective of their workforce demographic make-up; build partnerships with nongovernmental organizations and Chambers advocating for businesses owned by Black, Indigenous, and people of color; additional incentives for companies with lower income workers, connecting ECO program to affordable housing developments and workforce housing.



1. **Title of Task: Determine scope of rulemaking**

Partners: ODOT, DLCDC, Dept. of Justice

Equity: Preliminary assessment of who would be positively and negatively affected, in what ways, and to what degree by an expanded commute trip reduction program.

Timeline: July – September 2020

Anticipated outcome: Clear problem statement, preliminary stakeholder analysis, applicable authorizing statutes.

Performance measures (when applicable): NA

2. **Title of Task: Research commute trip reduction programs in Oregon and other states**

Assess voluntary employer participation in commute trip reduction programs outside of Portland metro area; learn how transportation option and commute trip reduction programs are administered outside of Portland area; within Portland metro area (where ECO applies), assess effectiveness including VMT reduced, benefits/harm to smaller and minority-owned employers, assess benefits/harm to lower paid and non-traditional business hours workers.

Partners: ODOT, Transportation Management Agencies, local governments, Metropolitan Planning Organizations

Equity: Research how CTR programs – including current ECO program – serve or don't serve lower-paid workers, workers with disabilities, workers of color and minority owned businesses.

Timeline: July – September 2020

Anticipated outcome: List of CTR programs statewide, list of employers and businesses outside of Portland participating in a CTR program, understanding of CTR program funding, program elements and characteristics, partnerships and program accomplishments.

Performance measures (when applicable): NA

3. **Title of Task: Communication Planning**

Partners: ODOT, DLCDC, DEQ GHG office, DEQ Office of Policy and Analysis, DEQ Office of Communications

Equity: Understand who are the social, transit, and environmental justice advocacy organizations being tapped for input into other DEQ programs (e.g. Cap and Reduce) and other agency programs (e.g. DLCDC Climate Friendly Communities); explore opportunities to resource advocates' participation; understand how advocates want to participate and explore opportunities for that in addition to required public rulemaking notice and comment.

Timeline: October 2020

Anticipated outcome: Communications plan for inter-agency and public communications from pre-rulemaking outreach through EQC rule adoption; cross-agency shared message about ECO expansion.

Performance measures (when applicable): NA

4. **Title of Task: Stakeholder outreach**

Assess transit needs of commuting employees, capacity and incentives for employer participation, capacity and authority of local gov'ts and MPO's to administer CTR programs; Use targeted surveys, in-person meetings, and direct correspondence to gather information.

Partners: DEQ GHG office, DEQ Office of Policy and Analysis, DEQ Office of Communications, ODOT, DLCDC, TMAs, MPOs, local governments, transit and mobility advocacy non-governmental organizations, minority business servicing chambers, large and small employers.

Equity: Expand outreach by partnering with geographically diverse transit advocacy organizations, transit agencies, and business chambers.

Timeline: November 2020 – January 2021

Anticipated outcome: List of potential advisory committee members, preliminary program design and expansion ideas, new relationships with agencies and organizations.

Performance measures (when applicable): NA

5. **Title of Task: Draft ECO program expansion design and necessary rule revisions**

Partners: ODOT, TMAs, MPOs, local governments (likely administrative implementers)

Equity: Incorporate needs – learned through surveys and outreach in Task 4 - of smaller employers, minority-owned businesses, lower paid workers, non-traditional shift workers; vet preliminary designs with these entities.

Timeline: February – April 2021

Anticipated outcome: Program design options and rule revisions to provide an advisory committee

Performance measures (when applicable): NA

6. Title of Task: Form Advisory Committee

Partners and potential advisory committee members: ODOT, TMAs, MPOs, local governments, transit and mobility advocacy non-governmental organizations, minority business servicing chambers, large and small employers.

Equity: Assure representation of minority-owned and smaller employers and lower paid or non-traditional shift workers; explore opportunities to resource advocates' participation on committee.

Timeline: April 2021

Anticipated outcome: An advisory committee bringing expertise and experience with transportation options as well as representing full range of affected stakeholders

Performance measures (when applicable): NA

7. Title of Task: Advisory Committee Meetings and Final Drafting Proposed Rules

Partners: Advisory Committee members

Equity: Arrange meeting times, locations and format to facilitate full engagement of all committee members.

Timeline: April – August 2021

Anticipated outcome: Proposed rules prepared for public notice and comment.

Performance measures (when applicable): NA

8. Title of Task: Public Notice and Comment

Partners: DEQ GHG office, DEQ Office of Policy and Analysis, DEQ Office of Communications ODOT, DLCD

Equity: Design accessible and understandable web page with instructions for requesting translation; hold informational sessions in addition to public hearings.

Timeline: September – October 2021

Anticipated outcome: Public comments to proposed rules.

Performance measures (when applicable): NA

9. Title of Task: Propose rules to Environmental Quality Commission

Partners: DEQ GHG office, DEQ Office of Policy and Analysis

Equity: Prepare materials and staff report that include projected health and economic benefits to businesses and workers who have experienced systemic discrimination.

Anticipated outcome: Adopted rules.

Performance measures (when applicable): NA

DEQ Next steps: Discuss gap and opportunities, future endeavors

Partners:

Equity:

Timeline:

Anticipated outcome:

Performance measures (when applicable):

Materials following this page were distributed at the meeting.



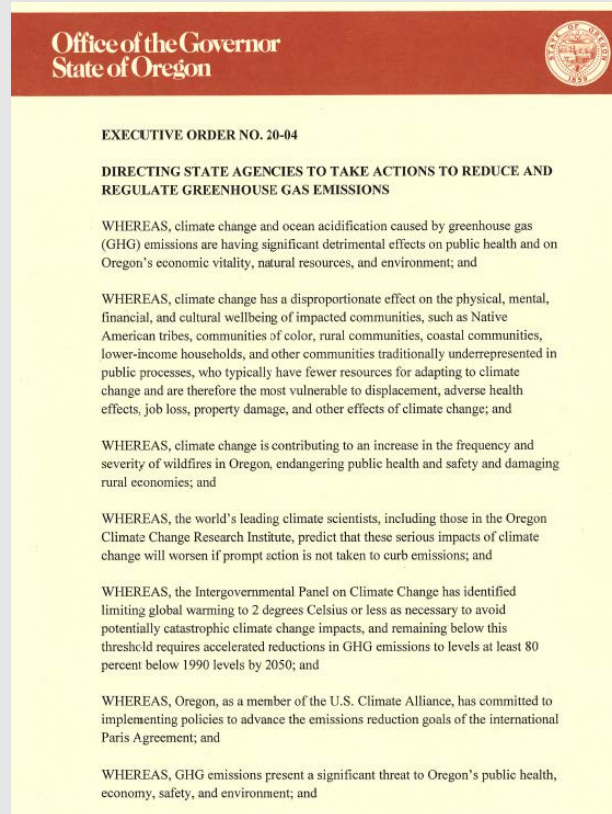
Every Mile Counts and Transportation Climate Efforts

Brian Hurley- Statewide Transportation Strategy Program Manager
Climate Office; Oregon Department of Transportation

Metro MTAC TPAC Workshop
March 24, 2021

Executive Order on Climate

EO 20-04



General and specific directives to state agencies to reduce greenhouse gas emissions and address climate change. Large focus on transportation.

Executive Order on Climate

Every Mile Counts

**Office of the Governor
State of Oregon**

EXECUTIVE ORDER NO. 20-04

DIRECTING STATE AGENCIES TO TAKE ACTIONS TO REDUCE AND REGULATE GREENHOUSE GAS EMISSIONS

WHEREAS, climate change and ocean acidification caused by greenhouse gas (GHG) emissions are having significant detrimental effects on public health and on Oregon's economic vitality, natural resources, and environment; and

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

WHEREAS, climate change is contributing to an increase in the frequency and severity of wildfires in Oregon, endangering public health and safety and damaging rural economies; and

WHEREAS, the world's leading climate scientists, including those in the Oregon Climate Change Research Institute, predict that these serious impacts of climate change will worsen if prompt action is not taken to curb emissions; and

WHEREAS, the Intergovernmental Panel on Climate Change has identified limiting global warming to 2 degrees Celsius or less as necessary to avoid potentially catastrophic climate change impacts, and remaining below this threshold requires accelerated reductions in GHG emissions to levels at least 80 percent below 1990 levels by 2050; and

WHEREAS, Oregon, as a member of the U.S. Climate Alliance, has committed to implementing policies to advance the emissions reduction goals of the international Paris Agreement; and

WHEREAS, GHG emissions present a significant threat to Oregon's public health, economy, safety, and environment; and

ODOT
DLCD
DOE
DEQ

Implement the STS

Oregon Statewide Transportation Strategy
A 2050 Vision for Greenhouse Gas Emissions Reduction

Executive Summary

Oregon Sustainable Transportation Initiative (OSTI)
Accepted March 20, 2013

Oregon Department of Transportation

Identify
cross-agency
actions

EVERY MILE COUNTS
Reducing Greenhouse Gas Emissions from Transportation in Oregon

One of the best ways to reduce the carbon emissions that cause climate change is to **modify the way we travel**. Oregon is developing strategies and designs to encourage cleaner ways of getting from Point A to Point B, including increasing public transit options, promoting land use that encourages walking and biking, and supporting cleaner fuel options for driving.

KEY OBJECTIVES
Reduce Vehicle Miles Traveled Per Capita
Support Use of Cleaner Vehicles and Fuels
Consider Greenhouse Gas Emissions in Decision-Making

PRIORITY ACTIONS
Transportation electrification. Expand electric vehicle rebate program, identify needed charging infrastructure.
Cleaner fuels. Expand market-based Clean Fuels Program, providing data and information on the use of cleaner alternative fuels for freight trucks, and developing a roadmap and strategy to support alternative fuel adoption.
Transportation options. Explore employer options to reduce driving, such as telecommuting, parking regulations, and employee incentives.
Local greenhouse gas reduction planning. Plan and build cities where Oregonians can walk, bike, and take transit to get where they need to go.

STS Multi-Agency
Implementation Work Plan

Every Mile Counts Objectives

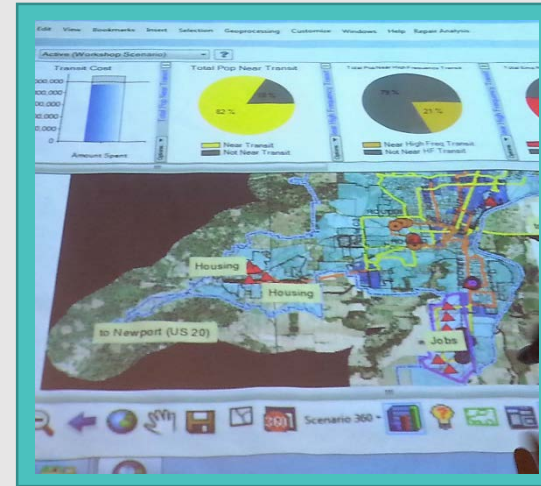
Reduce GHG Emissions



Reduce VMT Per Capita



Clean Vehicles and Fuels



GHG Emissions in Decision-Making

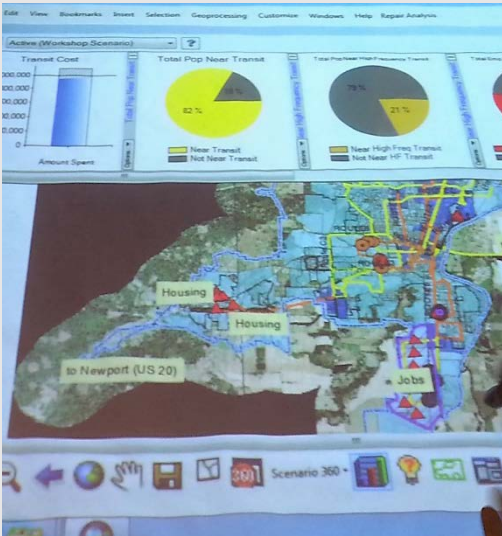
Integrate Climate Justice and Equity Considerations

Every Mile Counts Priority Efforts



Transportation Options

- Statewide Trip Reduction Policy- *DEQ*
- Parking Management- *DLCD*



Local GHG Reduction Planning

- Climate Friendly and Equitable Communities- *DLCD*
- Scenario and Local Climate Pollution Reductions Planning- *DLCD & ODOT*
- GHG Reduction Performance Measures- *Multi-Agency*



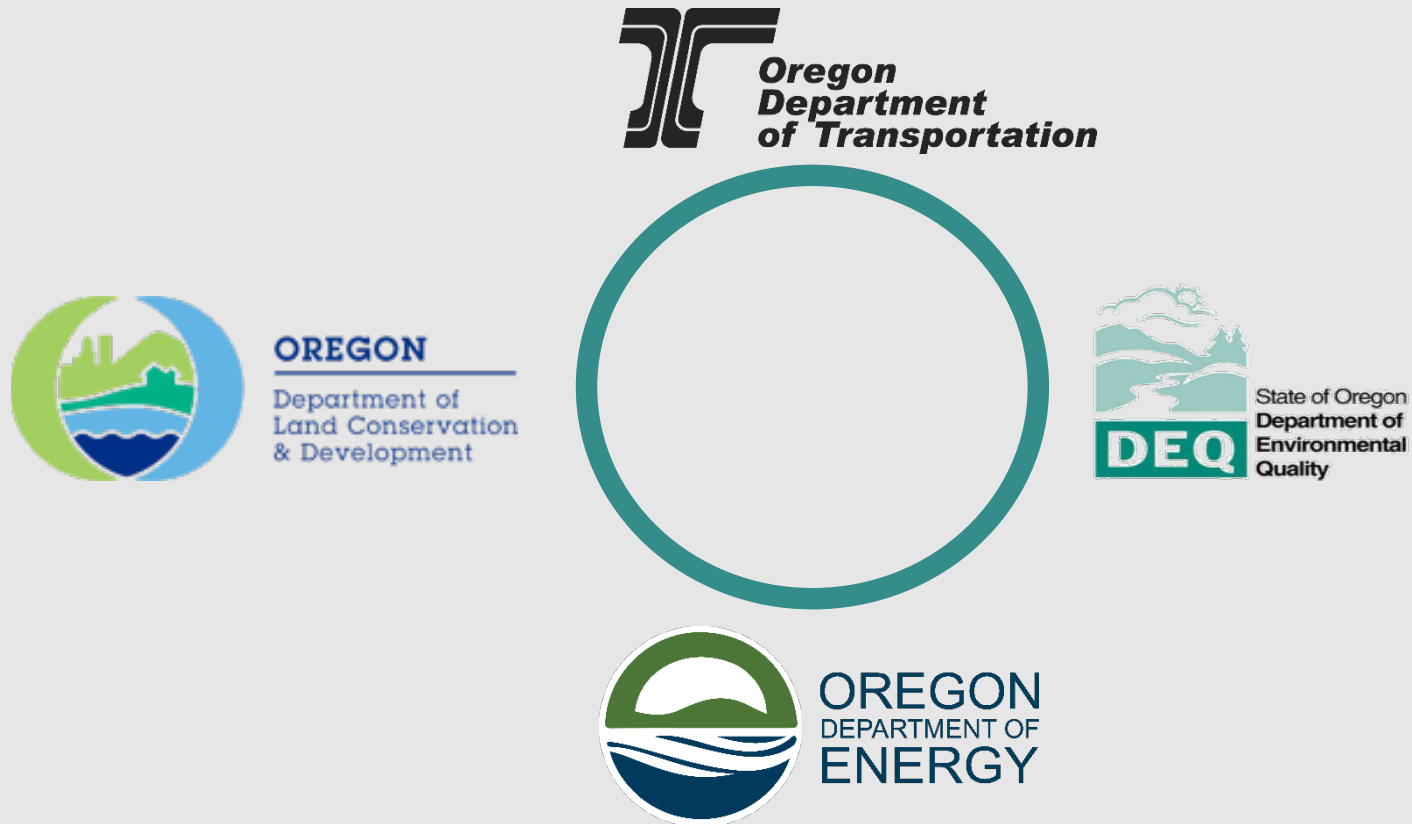
Cleaner Fuels

- Clean Fuels Program- *DEQ*
- Truck Alternative Fuels Study- *DEQ*
- Emissions Standards and ZEV Requirements for Trucks- *DEQ*

Transportation Electrification

- Interagency ZEV Action Plan- *ODOE*
- Transportation Electrification Infrastructure Needs Analysis- *ODOT*

Commitment to Every Mile Counts



Memorandum of Understanding

- At least a 10 year commitment
- Work Plan every 2 years
- Implementation teams
- Quarterly check-ins
- Accountability mechanisms
- Public engagement

Every Mile Counts

ODOT Led Efforts



Transportation Electrification Infrastructure Needs Analysis (TEINA)

Evaluate needs of 9 specific drivers & use cases

- Rural
- Urban
- Local Industrial/Commercial
- TNC (Uber, Lyft)
- Micromobility (e-bikes, scooters)
- Corridor LDV
- Disadvantaged Communities
- Transit & School Bus
- Long-haul trucking

Assess Future Trends & Develop 3 Scenarios

Policy Options and Investment Actions

Supplemental effort: Hydrogen Options

Executive Order 20-04:
ODOT to lead a Statewide
Transportation Electrification
Infrastructure Needs Analysis

Focus: Light-duty cars, to
achieve state EV adoption
goals through 2035

Consider: All electric vehicle
types and use cases

Report due June 30, 2021

Performance Measures



Thank You



<https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>

brian.j.hurley@odot.state.or.us



DLCD



Source: DLCD

Metro MTAC/TPAC Meeting

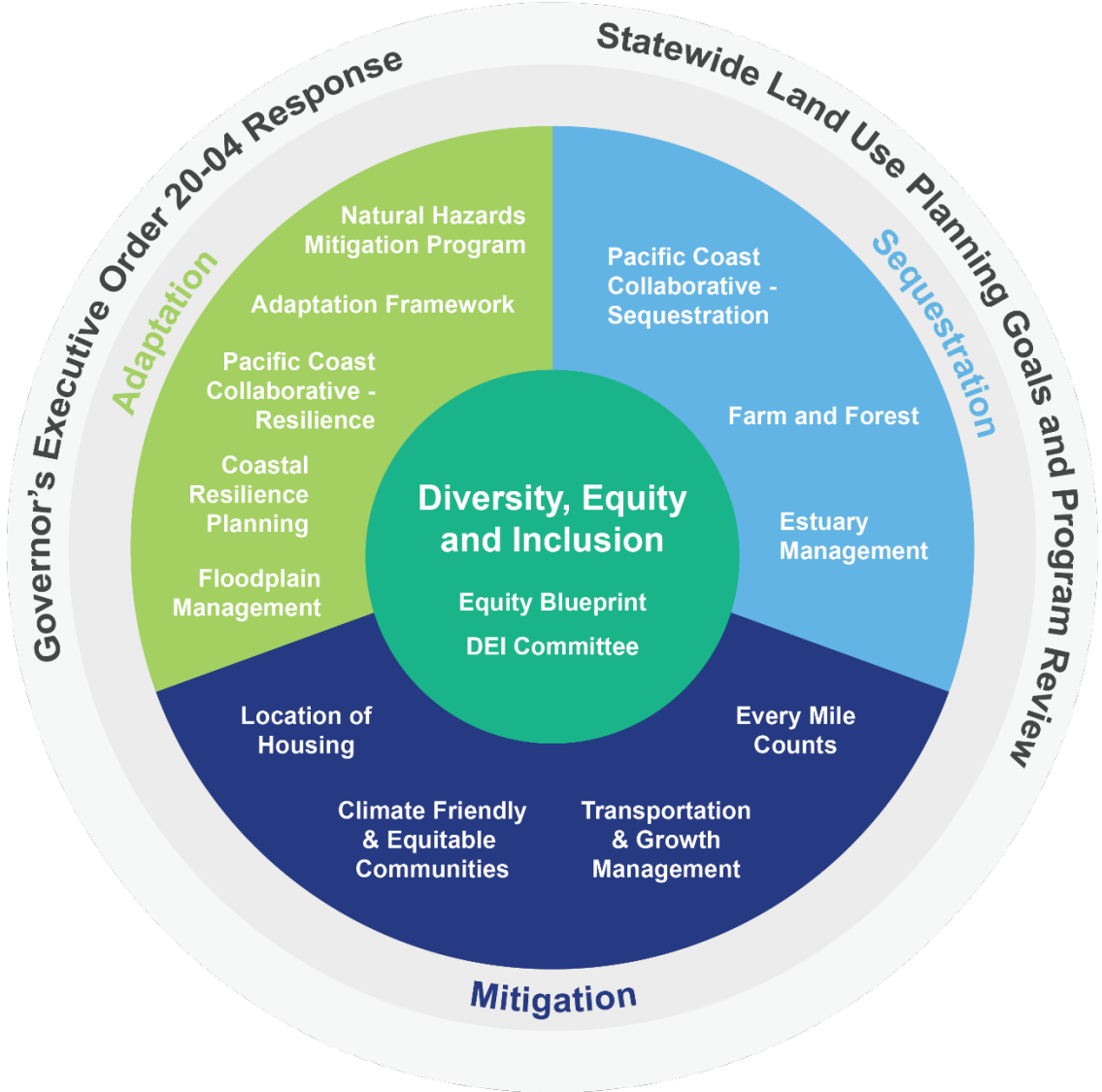


Source: Metro

Climate-Friendly and Equitable
Communities Rulemaking

March 24, 2021

DLCD Climate Change Initiatives 2021-2022

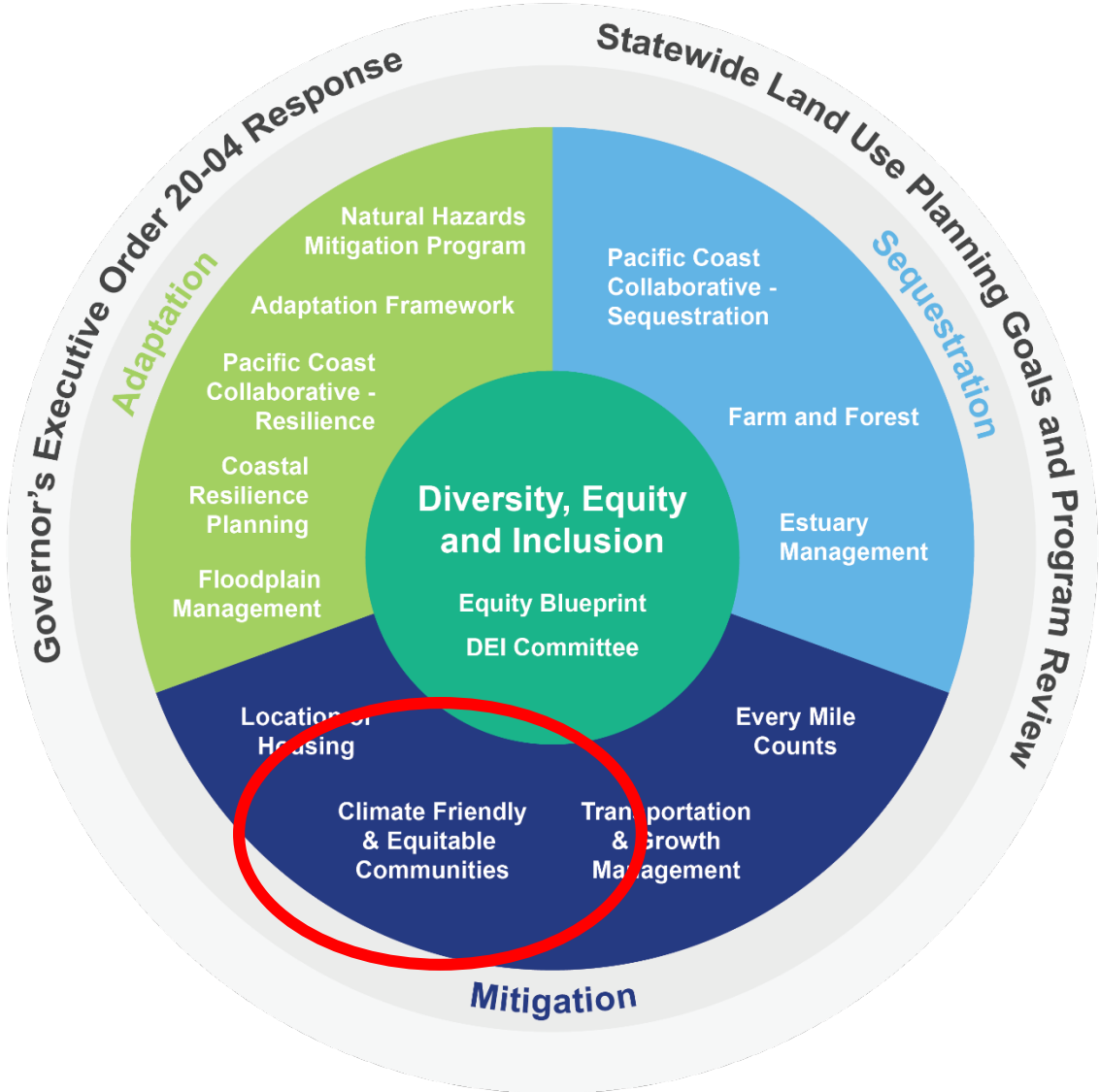


Mitigation – reducing greenhouse gas pollution

Adaptation – adapting to the effects of a changing climate

Sequestration – removing greenhouse gas from the atmosphere

DLCD Climate Change Initiatives 2021-2022



Mitigation – reducing greenhouse gas pollution

Adaptation – adapting to the effects of a changing climate

Sequestration – removing greenhouse gas from the atmosphere



Climate-Friendly and Equitable Communities

Part of the four-agency Every Mile Counts work program

Includes DLCD-led actions:

- Transportation and land use planning
- Regional scenario planning for GHG reduction
- Parking management





Climate-Friendly and Equitable Communities

Directed by Governor Brown's Executive Order 20-04:

- General direction to agencies to “exercise any and all authority and discretion” to meet Oregon’s climate pollution reduction goals
- Specific direction to implement the STS, establish emissions reduction metrics, and amend rules to make changes to transportation plans



Climate-Friendly and Equitable Communities

Rulemaking Charge from LCDC: two main categories of actions

1. Require Climate-Friendly and Equitable Land Use and Transportation Planning Regulations
2. Require Planning for Climate Pollution Reductions in Metropolitan Areas



Climate-Friendly and Equitable Communities

Metro has already accomplished this work with Climate Smart Communities



2. Require Planning for Climate Pollution Reductions in Metropolitan Areas



Climate-Friendly and Equitable Communities

Require Climate-Friendly and
Equitable Land Use and
Transportation Planning
Regulations

Six key areas of rulemaking:

- A. High levels of development in climate-friendly areas
- B. High quality pedestrian, bicycle, and transit infrastructure
- C. Limit parking mandates
- D. Limit congestion standards
- E. Prioritize projects that reduce pollution
- F. Electric vehicle charging

- LCDC initiated rulemaking in September 2020
- 40+ people on advisory committee, including many community-based organizations
- Four advisory committee meetings so far, fifth one next week
- Work has included development of an equitable outcomes statement



Climate-Friendly and Equitable Communities

Process

- Additional workgroups and interagency coordination
- Working on potential spatial equity tools for local governments
- Additional opportunities for review and comment through fall 2021
- Adoption in March 2022



Climate-Friendly and Equitable Communities

Process

Thank You!

Climate-Friendly and Equitable Communities



Metro MTAC/TPAC Meeting

March 24, 2021

Partnerships to Improve Air Quality and Climate

Expanding and Enhancing Commute Option Programs

March 24, 2021

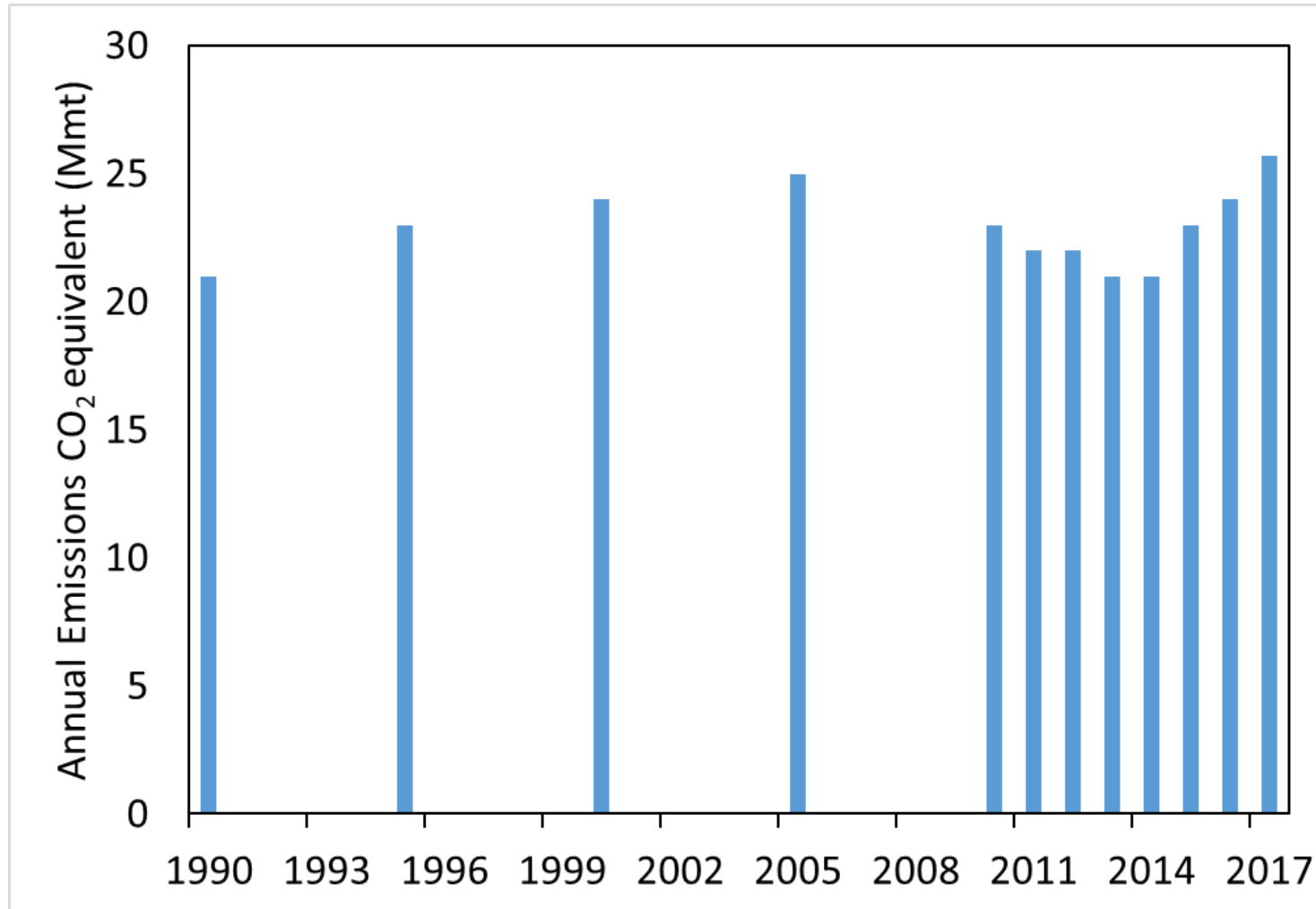
Transportation Policy Alternatives Committee/Metro Technical Advisory
Committee Workshop

Presented by: DEQ Air Quality Planning Section

Today's Presentation Topics

- Set the stage: Transportation and air pollution in the decade ahead
- Introduce the commuter
- Rules and tools
- Expanding commute option programs
- Where do I park?

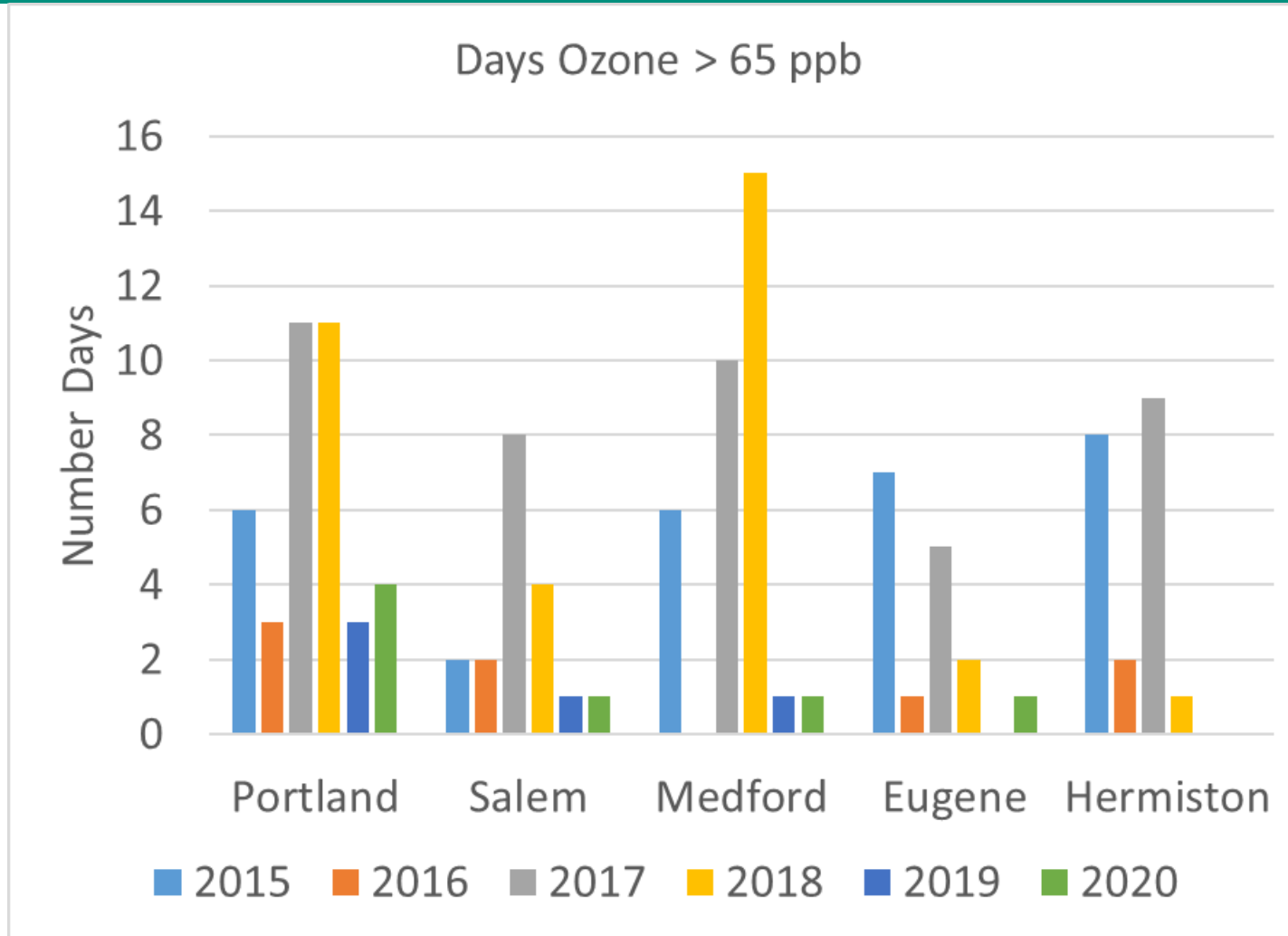
Greenhouse Gas from Transportation in OR



The transportation sector contributes ~40% of total greenhouse gas annually in Oregon.

Data from DEQ's Greenhouse Gas Climate Policy Program.

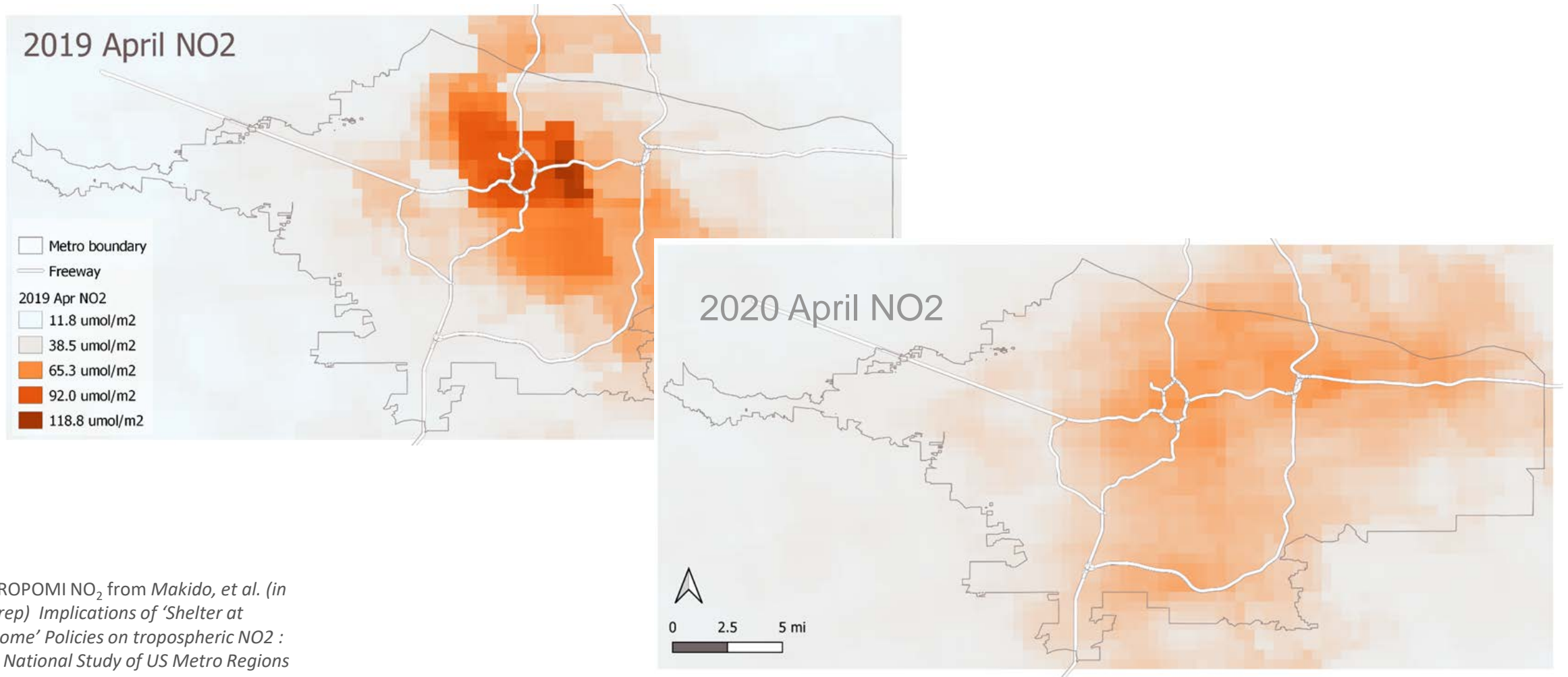
Ozone Approaches Standard



ppb = parts per billion

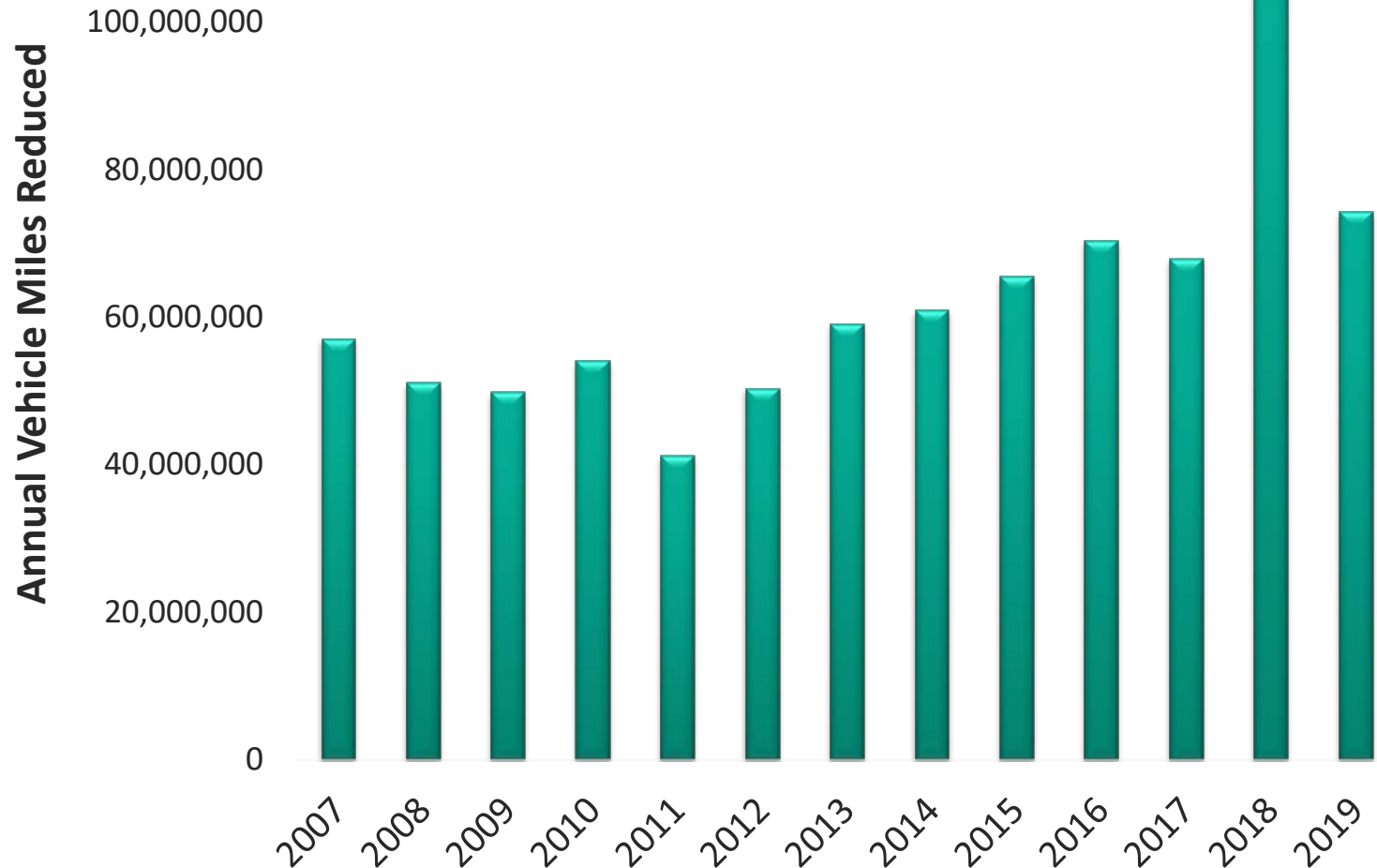
Data from Environmental Protection Agency Air Data:
<https://www.epa.gov/outdoor-air-quality-data/download-daily-data>

Air quality with less driving?



TROPOMI NO₂ from Makido, et al. (in prep) Implications of 'Shelter at Home' Policies on tropospheric NO₂ : A National Study of US Metro Regions

Employee Commute Options: Portland Region

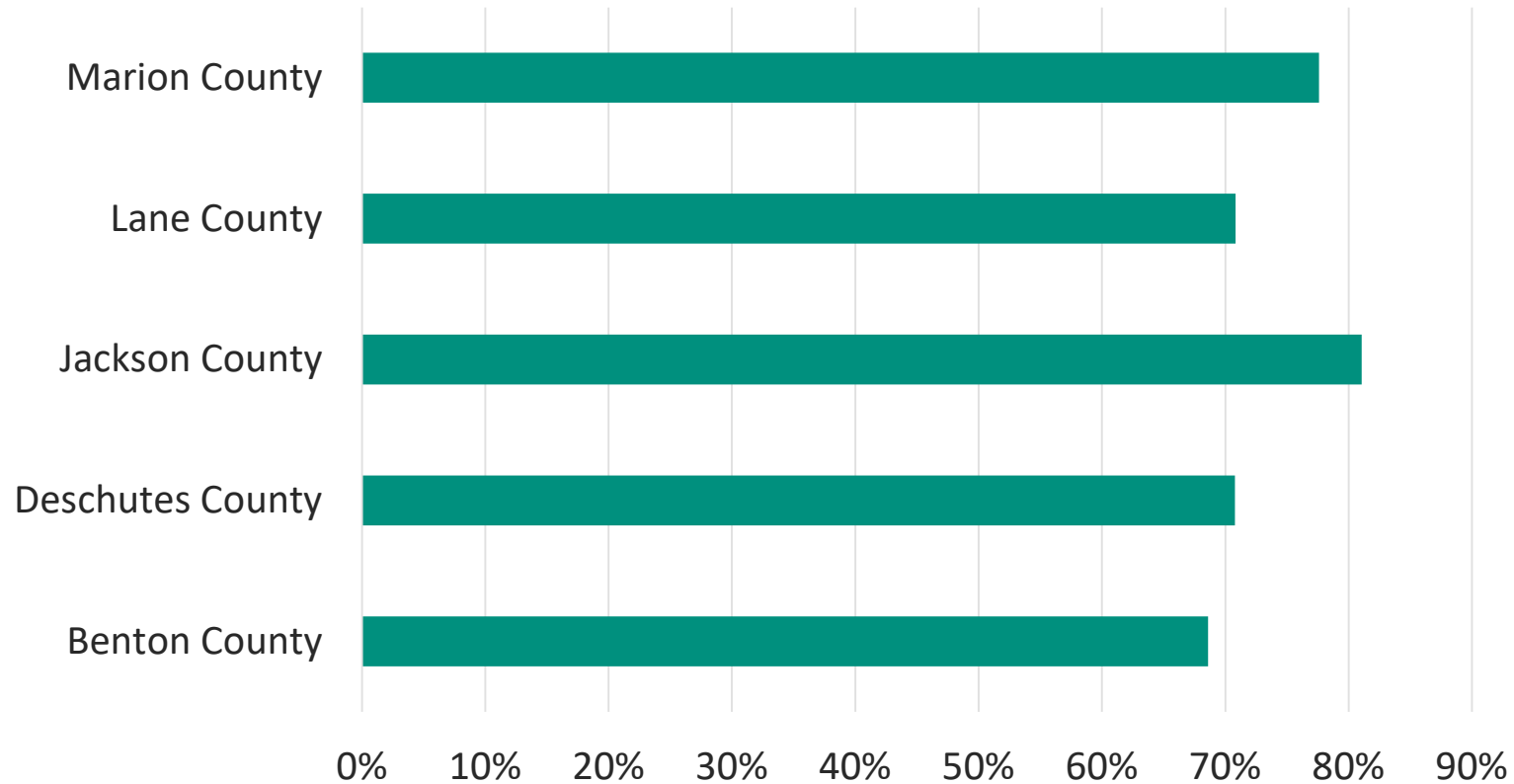


Each year alternative commutes can prevent millions of vehicle miles traveled and associated air pollution.

DEQ calculations based on employer survey results.

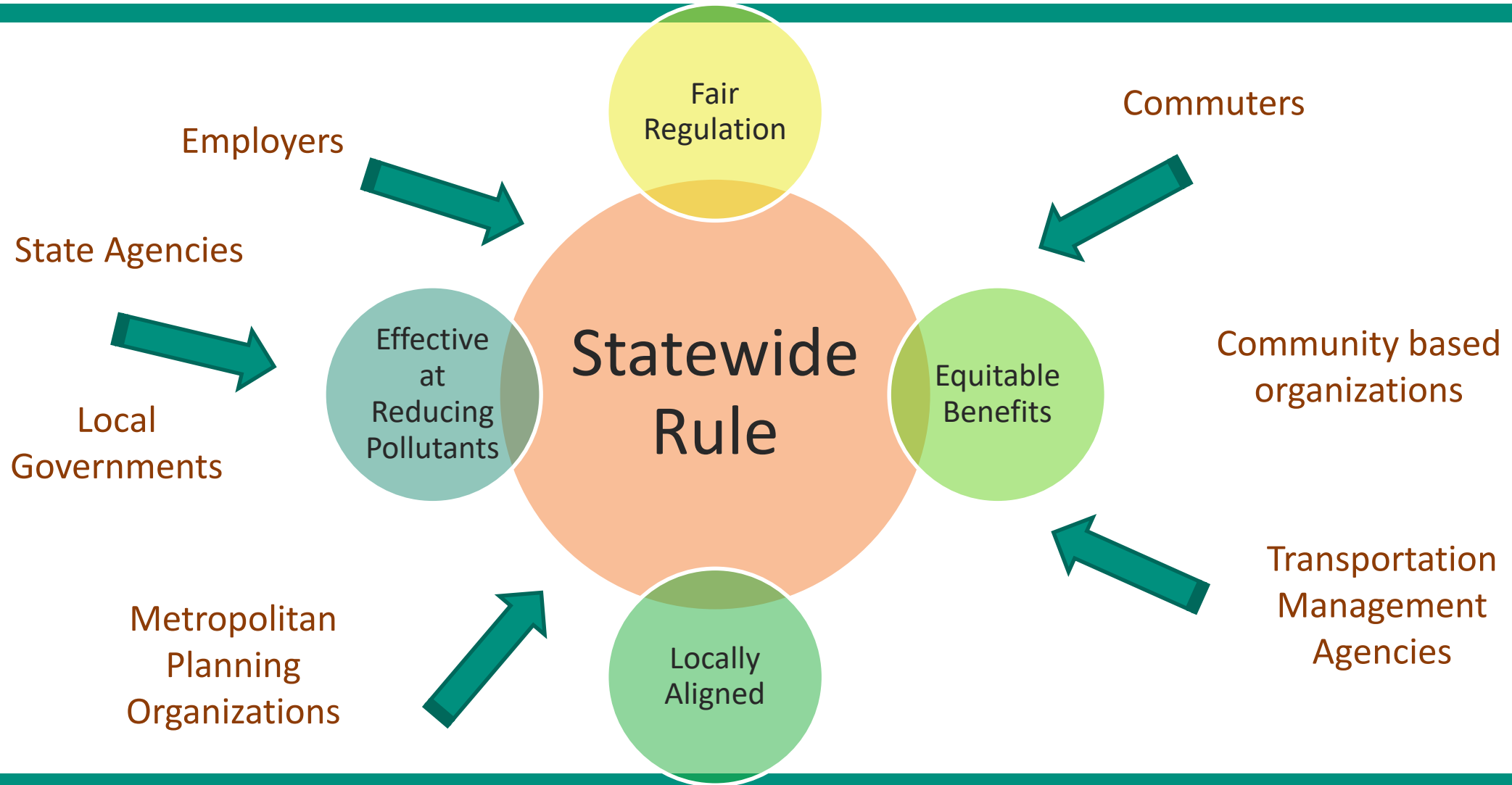
The Commuter's Contribution

Percent Drive Alone Commutes
2019 1-year Estimates, Source: American Community Survey

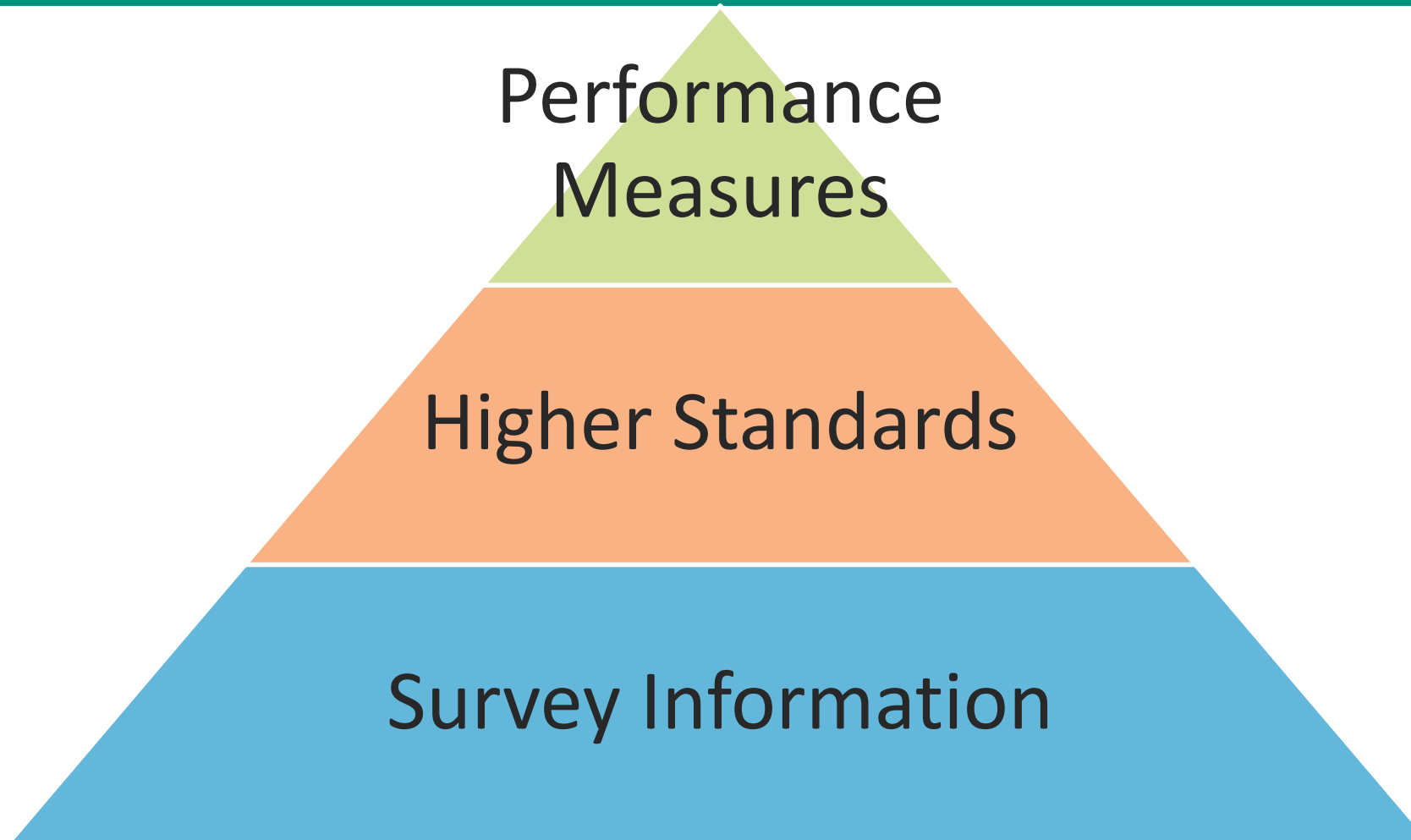


Large majority of
commuters in
urban areas drive
alone

Expanding Commute Options Statewide?



Strengthening Portland ECO



Indirect Source Rules and Potential Expansion

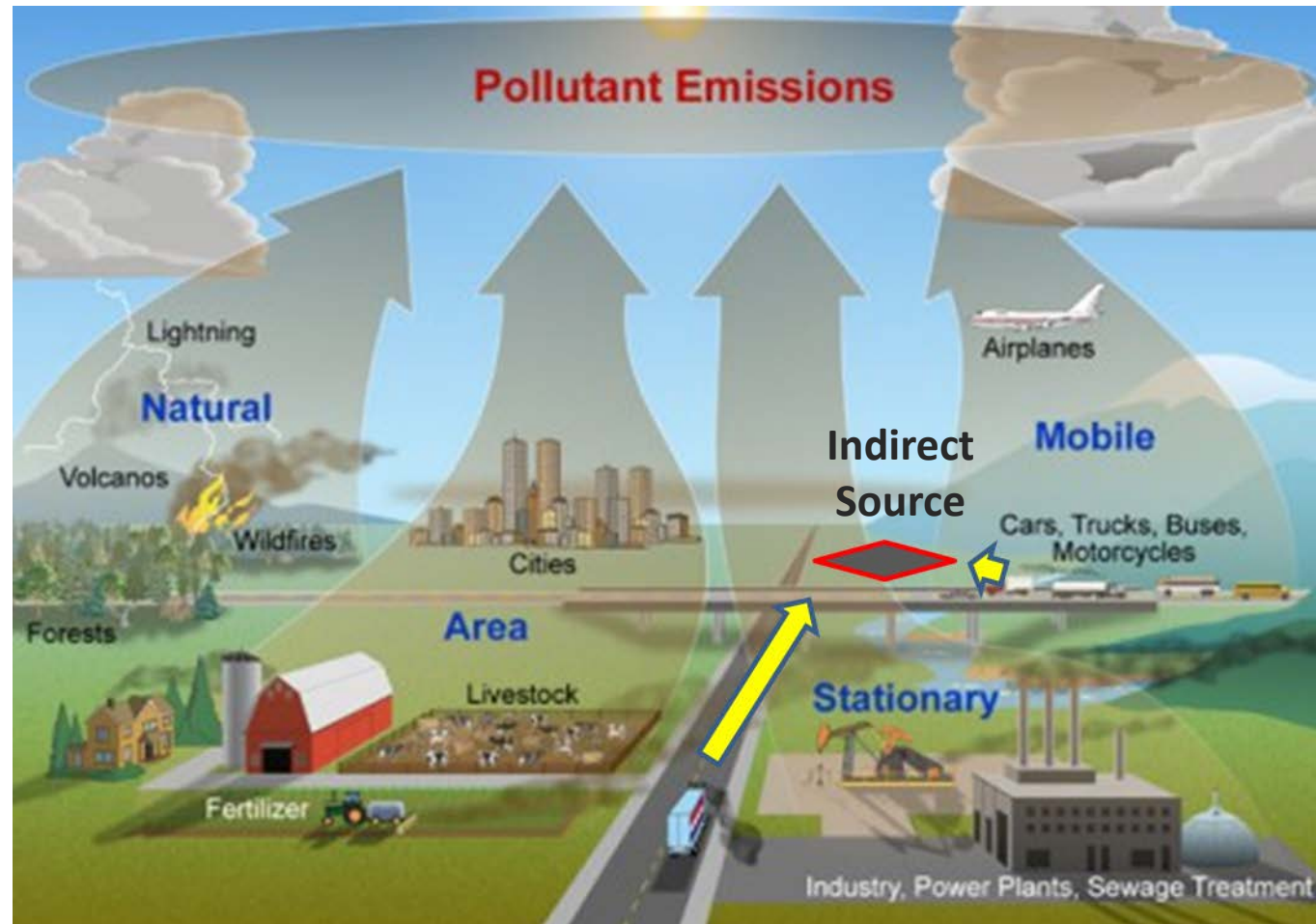


Image credit: National Park Service, 2017, modified by DEQ

Involvement Opportunities: Commute Rule

- Research and data sharing
- Rule advisory committee
- Public comment

