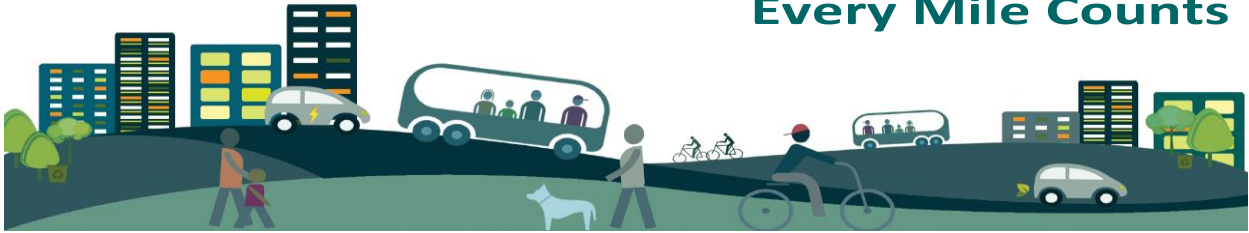


Every Mile Counts



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

PURPOSE

This document is an update to the collaborative Statewide Transportation Strategy (STS) Multi-Agency Implementation Work Plan for the agencies of Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and Department of Energy (DOE) to reduce greenhouse gas (GHG) emissions from the transportation sector. The work plan is a coordinated strategic plan to reduce transportation related emissions that seeks to align federal, state, and local efforts. The basis for the work plan is the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* (STS). The STS is Oregon’s carbon reduction roadmap for transportation and includes a variety of strategies for substantially reducing GHG emissions.

This update to the work plan covers 2023-2024, it builds upon and expands the emissions reductions actions contained in the 2020-2022 STS Multi-Agency Implementation Work Plan. The four agencies are committed to undertaking the actions and tasks described herein in support of reducing statewide GHG emissions from transportation while improving equitable outcomes. The agencies will continue to meet regularly and update the work plan with continued and new actions to reduce transportation’s carbon footprint, and to demonstrate an ongoing long-term commitment to reducing transportation emissions and addressing the climate crisis.

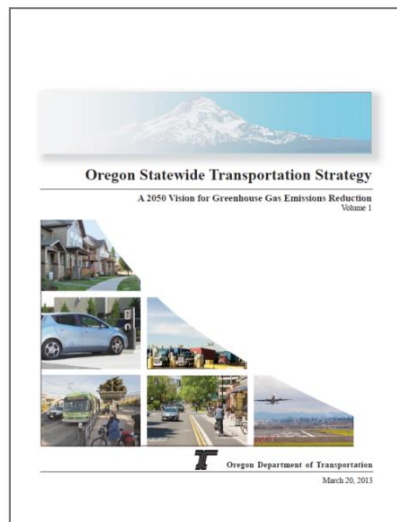
STATEWIDE TRANSPORTATION STRATEGY

The [Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction](#) (STS) 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: DLCD, DEQ, and DOE. This collaboration was essential to identifying actions that cross agency authorities. In addition, actions that fall under the authority of local jurisdictions, businesses, and the public to

implement were identified and resulted in a comprehensive approach to GHG emission reduction for transportation.

Six categories of strategies and 133 elements were identified in the STS. The categories included:

- **Vehicle and Engine Technology Advancements** – Strategies in this category focus on a transition to more fuel-efficient vehicles, improvements in engine technologies, and other technological advancements. Example elements include Zero Emission Vehicle (ZEV) programs, electric vehicle charging infrastructure, and fleet turnover to a greater share of electric or low carbon fuel vehicles.
- **Fuel Technology Advancements** – This category focuses on cleaner and less carbon-intensive fuels.
- **Systems and Operations Performance** – Strategies in this category focus on reducing stops, starts and idling through technology, infrastructure investment, and operations management. Example elements include in-car displays that notify the driver of their fuel efficiency as they travel, providing real time information on crashes and delays, promoting vehicle-to-vehicle communications, and supporting autonomous vehicles.
- **Transportation Options** – Strategies in this category focus on managing travel demand and encouraging a shift to transportation modes that produce fewer emissions and provide for the more efficient movement of people and goods. Example elements include providing park-and-ride facilities, promoting ride-matching services, adding biking and walking infrastructure, enhancing passenger rail services, and a significant growth in public transportation service.
- **Efficient Land Use** – Strategies in this category focus on infill and mixed-use development in urban areas to reduce demand for vehicle travel, expand non-auto travel mode choices for Oregonians, and enhance the effectiveness of public transportation and other modal options. Example elements include supporting mixed-use development, limited expansion of urban growth boundaries, and development of urban consolidation centers for freight.
- **Pricing Funding and Markets** – This category addresses the true financial, social, health, and environmental costs of using the transportation system and pricing mechanisms for incentivizing less travel or travel on more energy efficient modes. Example elements include transitioning to a user or mileage based fee, adding a carbon fee, promoting pay-as-you-drive insurance programs, and diversification of Oregon’s economy.



Together, STS strategies aid the state in achieving its GHG emission reduction goal to reduce overall emissions by 75 percent below 1990 levels by 2050. The STS vision achieves a 60 percent total reduction by 2050, which equates to around 80 percent per capita (Figure 1).

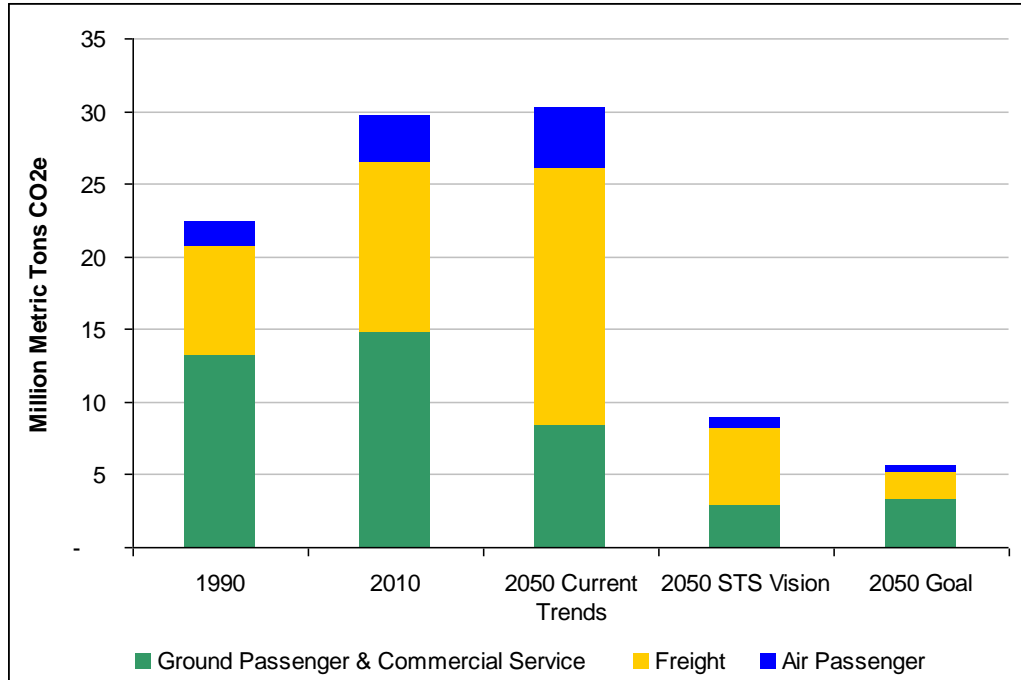


Figure 1: Projected Statewide Transportation Sector GHG Emissions (*Statewide Transportation Strategy 2013*)

In 2018 ODOT documented progress in implementing the actions and in achieving the STS overall. Although progress was made on several of the actions, overall GHG emissions from transportation have increased in recent years. Longer term, emissions are expected to reduce but there is a significant gap between today’s plans and trends and the STS vision in 2050. Thus Oregon is not on the right path to meet Oregon’s goals for reducing GHG emissions and the STS vision. Although the plans and trends of today do not meet the STS vision, some progress has been made and the gap is achievable. The 2018 STS Monitoring Report found that the STS strategies are still the right actions to help meet Oregon’s GHG reduction goals but more work is needed. With continued strong land use policies as well as increased investments and supporting policies in pricing, transportation options, systems and operations, and fuels and vehicles, Oregon can close the gap to meet the STS vision.

2020-2022 Work Plan

This work plan builds upon and continues emissions reduction actions in the 2020-2022 STS Multi-Agency Implementation Work Plan. The 2020-2022 STS Multi-Agency Implementation Work Plan focused on the objectives of Reduce Vehicle Miles Traveled Per Capita, Support Use of Cleaner Vehicles and Fuels, and Consider GHG Emissions in Decision-Making. To support these objectives the work plan contained ten emissions reduction actions that required cooperation across two or more of the agencies to complete. The STS Multi-Agency Implementation Work Plan and the multi-agency partnership is a long-term commitment; some actions were completed as scheduled, while some actions are moving to next steps.

2020-2022 Work Plan Outcomes

Transportation Electrification Infrastructure Needs Analysis (TEINA)

The TEINA study was designed to evaluate charging infrastructure needs to meet the light-duty zero emission vehicle adoption goals articulated under 2019 Oregon Senate Bill 1044 (Senate Bill 1044) while also examining charging needs for other vehicle types and use cases. Charging needs of rural drivers, and those residing in historically marginalized communities, were of particular note. Additionally, the study recommended policies and implementation priorities needed to accelerate infrastructure deployment, with special emphasis on the near-term to ensure Oregon sets an appropriate pace to achieve all of its midterm and longer-term milestones. The study found drivers in disadvantaged communities are more likely to need access to shared fast charging stations. However, private charging networks often do not prioritize locations in disadvantaged communities for deployments. Thus, these charging stations may be candidates to be built and operated by utilities or other municipal agencies. Additionally, some multi-unit dwellings may be reasonably anticipated to build overnight charging facilities on site for their residents.

Climate Friendly and Equitable Communities (CFEC) Rulemaking

The Climate Friendly and Equitable Communities rulemaking significantly strengthened Oregon's rules about transportation and housing planning in the eight areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, Salem/Keizer). Rulemaking focused 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. In July of 2022, the Oregon Land Conservation and Development Commission adopted the CFEC rules.

Advanced Clean Trucks Rule

The Advanced Clean Trucks Rule requires medium- and heavy-duty vehicle manufacturers to sell zero emission vehicles (ZEVs) as a certain percentage of sales, beginning with the 2025 vehicle model year. Manufacturers must increase their zero-emission truck sales depending upon the class size of the truck. The rule also included a one-time reporting requirement for certain businesses that operate one or more facilities in Oregon that own, operate or dispatch certain minimum numbers of trucks. It also requires certain state, local, and government agencies, and businesses, to report information on fleet vehicle usage and location data. Electrification of MHD vehicles is needed to avoid the worst effects of climate change and improve air quality and health outcomes, especially in frontline and overburdened communities. At the same time, many underserved communities, including rural communities, lack access to clean and reliable transportation options. Given the extended turnover times associated with MHD vehicles the rules will ensure clean vehicles are being produced now and will be available for purchase in the

future. The heightened production of zero emission trucks could also lead to an increase in jobs in manufacturing and for businesses related to the ZEV component supply chain.

WORK PLAN OBJECTIVES FOR 2023-2024

The overall objective of the STS multi-agency implementation effort and this work program is for the four state agencies to support realization of the STS vision and to work together cooperatively to help reduce Oregon’s GHG emissions from transportation. State agencies can only support a fraction of the work needed to realize the STS vision but can implement key enabling strategies that support broader electrification of vehicles in the state, transition to cleaner fuels, and transportation demand management, to name a few. Thus, the actions identified in this document will not significantly reduce emissions by themselves but are the foundational elements to moving in the right direction.

Greenhouse gas emissions from the transportation sector can be reduced through three different areas; driving less, reducing the carbon used in fuels, and electrifying vehicles. To implement the STS vision, agencies identified the following objectives for the 2023-2024 work plan:

- **Reduce Vehicle Miles Traveled Per Capita**



The predominant mode of transportation in Oregon, like elsewhere in the United States, is driving a vehicle. Vehicle miles traveled (VMT) has increased in recent years with more people moving to the state, but statewide per capita VMT has flattened. The current mix of vehicles on Oregon’s roadways is fairly dirty, making the emission profile of VMT a significant factor. Strategies that help to reduce VMT will help to in-turn reduce emissions, especially in the short-term. VMT can be reduced by strategies that reduce drive-alone trips and support people telecommuting, taking the bus, biking, walking, or similar modes of travel. Supportive land use efforts are needed to develop our urban and suburban communities so that homes, jobs, services and shopping are in close proximity.

- **Cleaner Fuels**



Even as per capita VMT has flattened out, it should be recognized that those trips need to be made in cleaner vehicles using cleaner fuels. Thus strategies that target lower emissions of fuels are essential to reduce transportation emission. This fact is evidenced by the 2018 STS Monitoring Report, which found that over half of the effort needed to achieve the STS vision is under vehicles and fuels. A holistic de-carbonization approach will not be a one-size-fits-all, but rather a combination of a greater proliferation of low-carbon fuels across all modes of transportation.

- **Transportation Electrification**



Electrifying our transportation system is a key strategy to reduce greenhouse gas emissions and move Oregon towards a cleaner future. Transitioning to electric vehicles — including e-bikes, cars and trucks, public transit, delivery vans and long-haul semis — is a complex effort that calls for strong public-private partnerships. It will also require significant public investments in public charging infrastructure. State agencies work to expand Oregon’s electric transportation infrastructure and make connections between the many groups needed to build and use this infrastructure. Agencies can help set a clear vision for that future and existing charging infrastructure, ensuring that it is equitable, reliable and meets rural and urban needs.

The STS objectives are balanced with other goals such as economic development and equity. Some in fact promote these goals, such as increased multi-modal options for all Oregonians, which has particular benefit to the one-third of Oregonians who are too young, old, infirmed, disabled or cannot afford to drive a car. Many of the actions identified in this document will have co-benefits far beyond GHG emissions reduction, such as improved health, and reduced traffic congestion.

Equity

Agencies will work to identify, address, and integrate diversity, climate justice and equity throughout STS implementation efforts.

- Climate Justice: the agencies recognize that the communities least responsible for climate change – such as black, indigenous, communities of color, low-income individuals, and people living with disabilities – are likely to be disproportionately impacted by climate change.
- The four agencies shall conduct priority community engagement and collaborate with these frontline communities when implementing the individual climate actions identified in this Work Plan.

The intent of engagement is to learn about the impacts of climate on frontline communities, and tailor implementation actions to address the disparities, barriers, issues, and opportunities these communities face.

PRIORITY EFFORTS FOR 2023-2024

All six categories of the STS were reviewed by the four state agencies when identifying actions. Categories requiring cross-agency collaboration were identified and were further narrowed based on the objectives described above, effectiveness in reducing emissions, and ability to implement in the near term. Actions were also identified to demonstrate state agency leadership on issues. Based on these factors and agency’s abilities to influence, the following four priority efforts were identified:

- **Transportation Electrification**

To help achieve the *Support Use of Clean Vehicles and Fuels* objective, transportation electrification was chosen as a focus area for the multi-agency work. Each of the four agencies have a part in supporting electric vehicle (EV) implementation. ODOT manages and leads state conversations around electrification, designates EV corridors, oversees the National Electric Vehicle infrastructure fast-charging investments on corridors throughout the state, and upgrades the West Coast Electric Highway; DOE has been charged with EV tracking and actions to enable electrification; DEQ implements the Zero Emission Vehicle (ZEV) program and the Clean Vehicle Rebate program that support EV adoption; and DLCD supports transportation electrification through land use provisions and model code on charging infrastructure.

- **Cleaner Fuels**

Also furthering the objective of *Support Use of Clean Vehicles and Fuels*, the agencies are increasing use of lower-carbon fuels across urban and rural areas in the state. The Clean Fuels program and most actions fall primarily within the organizational responsibility of DEQ. DOE has definite supporting roles, and ODOT and DLCD provide ancillary support to most actions.

- **Transportation Options**

To directly *Reduce Vehicle Miles Traveled Per Capita* and promote alternative modes, transportation option strategies, also known as Transportation Demand Management, requiring agency collaboration is a focus area. DEQ with support from ODOT, 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. Additional demand management strategies are being explored.

- **Climate Friendly and Equitable Communities**

While state agencies need to consider GHG emissions in decision-making, it is also important for others to as well. Accordingly, DLCD has made amendments to the Transportation Planning Rules (TPR) to require local governments and metropolitan areas to meet GHG reduction targets in their plans. ODOT and DLCD will collaborate to identify and provide technical and financial support for local jurisdictions to meet the requirements.

WORK PROGRAM For 2023-2024

Staff developed a work program that details actions within each priority effort, including scope, timing, and roles and responsibilities. The work program includes actions above and beyond work underway or planned by the individual agencies, and represents a substantial effort toward reducing GHG emissions from transportation. Any funding or staffing needs beyond what can reasonably be made available are described later in this document. The actions identified were selected cooperatively among ODOT, DLCD, DEQ, and DOE and the agencies agree that the work program is achievable.

ACTIONS

Each of the actions identified further the Objectives set by the group and are organized under the Priority Efforts they serve. More information on each action, including more detailed scopes, task descriptions, roles and responsibilities, level of effort, and timing can be found in the Appendix.

Priority Effort: Transportation Options

Action: Commute Options Rulemaking

The Commute Options Rulemaking will 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. Employee Commute Options 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. 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 larger employers 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.

Phase / Tasks	Timeline	Cost	Role	Staff
Advisory Committee	5 months	N/A	DEQ - Lead	1.00 FTE
			ODOT - Support	0.10 FTE
Rulemaking	6 months	N/A	DEQ - Lead	2.00 FTE
			ODOT - Support	0.10 FTE

Priority Effort: Cleaner Fuels

Action: Expand the Clean Fuels Program

DEQ entered into a rulemaking process for the Clean Fuels Program, implementing the direction of Governor Brown's Executive Order. The formal rulemaking process began in 2021 and the Environmental Quality Commission acted on the proposed changes in September 2022. The adopted changes expand the Program by establishing targets beyond 2025 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. Efforts will also be focused on making state agencies aware of the Clean Fuels Program, broaden engagement, and support overall use of lower carbon fuels across state agencies. This work will be led by DEQ.

Phase / Tasks	Timeline	Cost	Role	Staff
Implement Low Carbon Fuel Standards	1 month	TBD	DEQ - Lead	0.25 FTE
State Agency Fuel Use	24 months	TBD	DEQ – Lead	0.25 FTE

Priority Effort: Transportation Electrification

Action: Interagency Zero Emission Vehicle (ZEV) Action Plan

The objective of this action 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, referred to as the ZAP. 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. ODOT, ODOE, DEQ, in coordination with other agencies, will develop a 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.

Phase / Tasks	Timeline	Cost	Role	Staff
Interagency ZEV Action Plan	3 months	N/A	ODOT - Lead	0.30 FTE
			DOE – Support	0.10 FTE
Implementation	Ongoing	TBD	ODOT – Lead	0.30 FTE
			DOE – Support	0.10 FTE
			DEQ - Support	
Final Report	2 months	N/A	ODOT - Lead	0.10 FTE
			DEQ - Support	0.10 FTE

Action: Zero Emission Vehicle Charging Infrastructure Deployment Strategy

This action 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. The ZEV Charging Infrastructure Deployment Strategy will develop a strategic plan for zero emission and 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”) completed 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.

Phase / Tasks	Timeline	Cost	Role	Staff
Zero Emission Vehicle Charging Infrastructure Deployment Strategy	12 months	\$250,000	ODOT - Lead	1.25 FTE
			DOE - Support	0.10 FTE

Action: Medium and Heavy-Duty Electric Vehicles

This action will address electrifying the medium and heavy-duty vehicle sector. It includes the following efforts:

- **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. The incentive 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.
- **Implement the 2021 Advanced Clean Truck Rule:** 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. Additionally, fleet owners, including government agencies, with 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.

Phase / Tasks	Timeline	Cost	Role	Staff
Medium and Heavy-Duty Electric Vehicle and Infrastructure Incentive Report	8 months	N/A	DEQ - Lead	0.20 FTE
			ODOT – Support	0.03 FTE
			DOE – Support	0.03 FTE
Implement the 2021 Advanced Clean Truck Rule	Ongoing	N/A	DEQ – Lead	0.30 FTE

Priority Effort: Climate Friendly and Equitable Communities

Action: Climate Friendly and Equitable Communities Implementation

This action will 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 land use and transportation plans. 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 working to reduce driving. For example, local governments will need to improve their plans to create walkable neighborhoods with diverse and affordable housing choices that are safe, equitable, sociable, and pleasant places, and the amount of driving is reduced. 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. 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.

Phase / Tasks	Timeline	Cost	Role	Staff
Parking and Land Use	24 months	N/A	DLCD – Lead	1.00 FTE
			ODOT – Support	0.25 FTE
Regional GHG Reduction Targets	24 months	\$2 Million	ODOT – Lead	1.00 FTE
			DLCD- Support	1.00 FTE
Transportation System Plan Updates	On going	\$15 Million*	ODOT – Lead	1.00 FTE
			DLCD – Support	0.50 FTE

** Costs and Staff FTE are above and beyond current resources, thus requiring additional funding.*

Action: Oregon Transportation Emissions Website

The agencies will develop an Oregon Transportation Emission website with appropriate tracking measures and indicators for STS implementation. 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”). This online information portal will leverage existing reports by various agencies, where possible, and updates that support decision-making cycles and future Every Mile Counts work plans. Ongoing reporting will capture both Actions and gaps for future multi-agency work. The monitoring will be developed, implemented and communicated across multiple agencies, expanding transparency with decision-makers and the public.

Phase / Tasks	Timeline	Cost	Role	Staff
Performance Measure Development	18 months	N/A	ODOT – Lead	0.50 FTE
			DLCD – Support	0.25 FTE
			DEQ – Support	0.25 FTE
			DOE – Support	0.25 FTE
<i>Framework Maintenance and Updates</i>	Ongoing	N/A	ODOT – Lead	0.50 FTE
			DLCD – Support	0.10 FTE
			DEQ – Support	0.10 FTE
			DOE – Support	0.10 FTE

TIMING

The actions described above will be sequenced over the next five years. Most actions will start in the next six months, while some of the work is set to start in about a year.

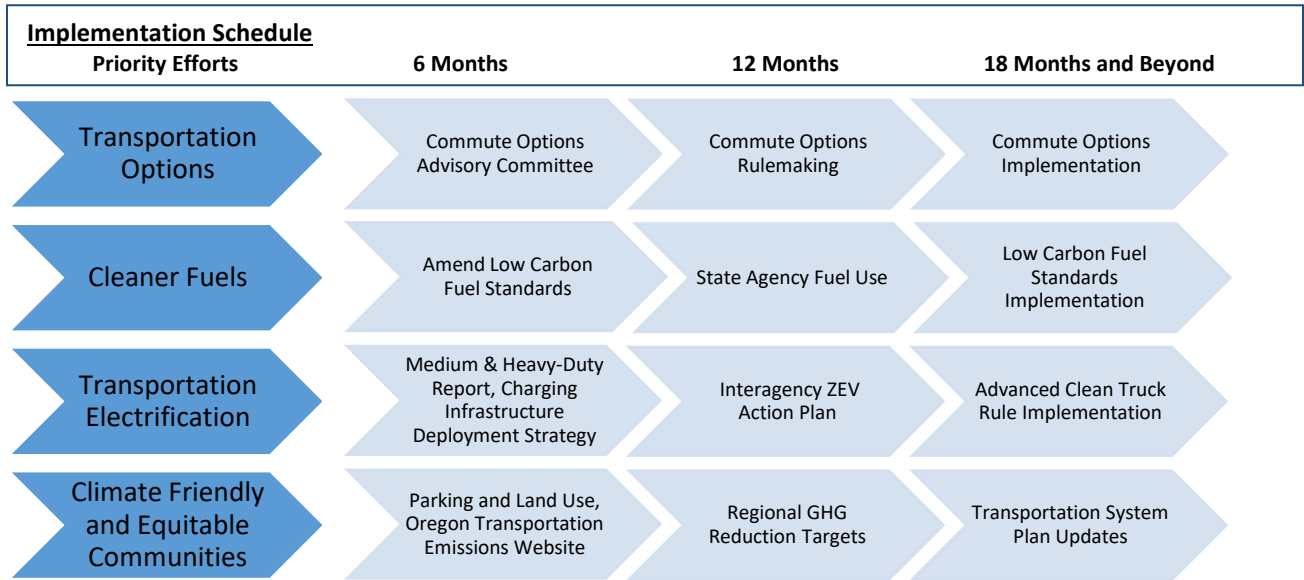


Figure 4: Timeline and Sequencing of STS Multi-Agency Implementation Actions

RESOURCE NEEDS

As shown in the timeline (Figure 4), much of the work is ongoing and medium term. Each agency will require at least 1-2 dedicated staff over this time period. This demonstrates an ongoing commitment across state agencies towards the achieving the STS vision and the GHG reduction goal.

Timelines are contingent of available resources. Specifically additional resource needs include:

- Trip Reduction Ordinance*

Additional staff are needed to implement and enforce the program once it is created and to provide statewide technical assistance to businesses. In addition, regular funding is needed to pass through to local transportation options providers to provide location-specific and hands-on technical support.
- Transportation Electrification*

Resources are needed to continue supporting local jurisdictions through the ZEV Charging Vehicle Deployment Strategy and to implement the ZEV Interagency Action Plan. For medium and heavy duty vehicles, resources will be needed to support implementation of new rules.
- Climate-Friendly and Equitable Communities*

Given other high profile rulemaking efforts and limited agency capacity, staffing and funding is needed to support local governments in implementation. ODOT will need to identify increased funding resources to complete local Transportation System Plan updates and regional GHG reduction planning. Ongoing costs for implementation are above and beyond current resources.

CONCLUSION

The seven actions identified in this work plan reflect efforts that require cooperation by two or more of the agencies, support STS implementation, and can help to achieve a cleaner transportation future for Oregon. There are many additional actions needed, which will be the focus of future joint work plans that ODOT, DOE, DLCD, and DEQ are committed to developing every two years. In addition, agencies are also pursuing or identifying climate actions which fall primarily under their implementation authority alone. The actions chosen for this work plan will be leveraged with and complement the other individual agency work. Efforts will also be needed by local jurisdictions, the private sector, and the public in order to see significant GHG emission reductions. The state agencies are working to enable a cleaner future and support market transitions. Progress will be tracked over time and adjustments made to focus on the most effective actions and those that best address frontline community disparities.

The four agencies have finalized their formal commitment to this work through the development of a Memorandum of Understanding (MOU). The MOU, this Work Plan, and more information about the multi-agency STS implementation efforts can be found on the Every Mile Counts website at: <https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>.