WHAT WE HAVE ACCOMPLISHED TOGETHER

State agencies took important steps in 2021 to reduce emissions from our top polluting sector and transition Oregon toward a healthier, more equitable, zero-emissions transportation future. Major victories include:

- The EQC adopted two Clean Truck Rules that will speed the transition to electric and cleaner medium and heavy duty vehicles by phasing out polluting diesel engines in favor of zero-emissions trucks, buses, vans, and more. In doing so, these rules will improve public health by reducing harmful diesel pollution and support green job growth.

- ODOT finalized its Transportation Electrification Infrastructure Needs Analysis (TEINA), which highlights gaps in electric vehicle charging infrastructure and proposes solutions to help accelerate widespread transportation electrification in Oregon. The report underscores the need for continued collaboration among stakeholders to quickly and equitably deploy public charging infrastructure around the state.

- The EQC adopted new rules to accelerate transportation electrification under the Oregon Clean Fuels Program, which will help incentivize the electrification of vehicle fleets, encourage the use of renewable energy, and prioritize transportation electrification investments in environmental justice communities.

IMPLEMENTATION STATUS

DLCD is expected to complete its Climate-Friendly and Equitable Communities rulemaking in mid-2022. OCAP advocates have pushed to strengthen the proposed rules, which will require larger jurisdictions to plan for higher density communities that allow people to meet their needs without being dependent on a private car.

DEQ has initiated a rulemaking to expand Oregon’s successful Clean Fuels Program to reduce the carbon intensity of transportation fuels by at least 25% by 2035. OCAP advocates are pushing DEQ to adopt stronger reduction targets to better achieve Oregon’s climate goals.

KEY DATA

$21.1 billion in net societal benefits and nearly 84,000 respiratory illnesses avoided by 2050 with the adoption of DEQ’s Clean Truck Rules.

5x increase needed in the number of public electric vehicle charging ports by 2025, and a 44x increase by 2035.

$1.2 billion in federal funding for transportation coming to Oregon, including $52 million to expand electric vehicle charging, $82 million for carbon reduction, and $412 million in discretionary funding.
The PUC is continuing work on its Transportation Electrification (TE) Investment Framework, a decision-making tool to help increase TE investments in a way that better balances the needs of the public and ratepayers more broadly. OCAP advocates continue to provide input on how to prioritize equitable TE investments.

The OTC is considering how to invest new federal funding in Oregon. OCAP advocates are calling for investments that reduce climate pollution, prioritize historically underinvested communities, and promote economic and social mobility through expanded transportation access.

OPPORTUNITIES FOR PROGRESS

With a number of transportation-focused rule-making processes and decision-points upcoming, there are many near-term opportunities for our state decision-makers to demonstrate their commitment to prioritizing equitable outcomes and reducing emissions from our biggest polluting sector. In the coming months, the OCAP coalition will advocate to ensure:

The DEQ develops and EQC adopts an ambitious Clean Fuels Program expansion to significantly reduce the carbon intensity of our transportation fuels.

The OTC invests new federal funding to maximize climate and equity outcomes, by prioritizing investments in public transit, pedestrian, micro-mobility, and equitable electrification infrastructure.

The Governor and DEQ advance new rules establishing requirements for zero-emission light-duty vehicle sales by 2030.

The legislature adopts an ambitious 2023 transportation package with strong equity and climate focus.

Regional coordination of the ODOT tolling program in the Portland Metro Region to focus on managing the system for demand, and using the revenue for improving climate and equity outcomes.

Legislators rely on TEINA recommendations to make policy and budget decisions that support robust and equitable public car and truck charging infrastructure across Oregon.

“The era of freeway expansions must end and we must collectively work towards providing Oregonians with safer, greener, and more human-scale ways of getting to where they need to go.”

- Oregon State Representative WInsvey Campos