



# State of Oregon Carbon Reduction Strategy

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## TABLE OF CONTENTS

ACKNOWLEDGEMENTS .....	2
EXECUTIVE SUMMARY .....	4
INTRODUCTION.....	6
OREGON GREENHOUSE GAS EMISSION REDUCTION TARGETS.....	8
STATE EMISSIONS REDUCTION TARGETS.....	8
REGIONAL EMISSION REDUCTION TARGETS.....	9
STATEWIDE TRANSPORTATION STRATEGY .....	10
STRATEGIES AND PROJECTS TO REDUCE GREENHOUSE GAS EMISSIONS .....	14
ODOT POLICIES AND PLANS .....	14
ODOT PROJECTS AND STRATEGIES .....	18
STATE AGENCY PROJECTS AND STRATEGIES.....	28
REGIONAL AND LOCAL PROJECTS AND STRATEGIES.....	31
OREGON CARBON REDUCTION PROGRAM.....	36
CONSULTATION PROCESS .....	36
STRATEGIES AND PRIORITIES .....	37
PROJECT SELECTION AND ENGAGEMENT .....	39
EQUITY AND JUSTICE <sup>40</sup> .....	42
APPENDIX A: CARBON REDUCTION PROGRAM PROJECT LIST .....	44
APPENDIX B: SMALL URBAN AND RURAL MATERIALS.....	50
APPENDIX C: SUMMARY OF OREGON’S CLIMATE CHANGE RELATED LEGISLATION .....	73

## EXECUTIVE SUMMARY

The Oregon Carbon Reduction Strategy was developed in response to new requirements in the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law requires each state, in consultation with any Metropolitan Planning Organization designated within the state, to develop a carbon reduction strategy and update the strategy every four years. The Bipartisan Infrastructure Law requires carbon reduction strategies to “support efforts and identify projects and strategies to support the reduction of transportation emissions.”<sup>1</sup>

In Oregon, greenhouse gas emissions from transportation accounted for approximately 35% of total emissions in 2021 and represent the largest sector of emissions. Oregon’s best available climate change projections indicate that average annual temperatures will increase 5°F by the 2050s and 8.2°F by the 2080s because of human influenced climate change. Climate change has already begun to exacerbate impacts to the natural and human environments in Oregon such as increased flooding and wildfires.

Oregon has been engaged in reducing emissions for almost two decades. This history has provided the state with a wealth of policy, programs, and projects that are turning the tide and reducing emissions across the state. While the state has made significant progress, more work is still needed to achieve Oregon’s emissions reduction targets of 80% below 1990 levels by 2050.<sup>2</sup>

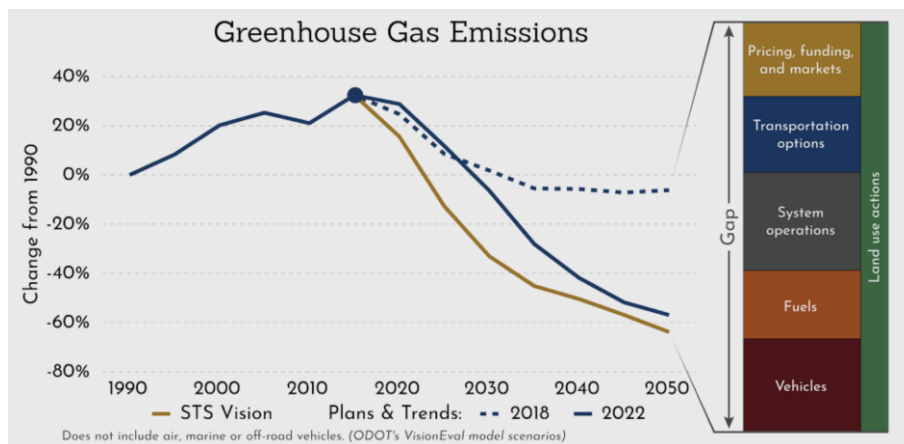


Figure 1: 2023 Estimated Greenhouse Gas Emissions Reductions from the Oregon Transportation Emissions Website<sup>3</sup>

The Oregon Carbon Reduction Strategy is based on the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*. The Statewide Transportation Strategy examines ways that the transportation sector can reduce greenhouse gas emissions and help achieve Oregon’s greenhouse gas reduction goals. The document contains a broad range of strategies and actions for reducing transportation emissions that modeling and analysis have shown to have measurable greenhouse gas reduction results. Oregon continues to monitor the Statewide Transportation Strategy to ensure its effectiveness and has incorporated it into the 2023 Oregon Transportation Plan which will guide investments in Oregon from now until 2050.

<sup>1</sup> [23 U.S.C. 175\(d\)](#)

<sup>2</sup> [Executive Order 20-04](#)

<sup>3</sup> [Oregon Transportation Emissions Website](#)

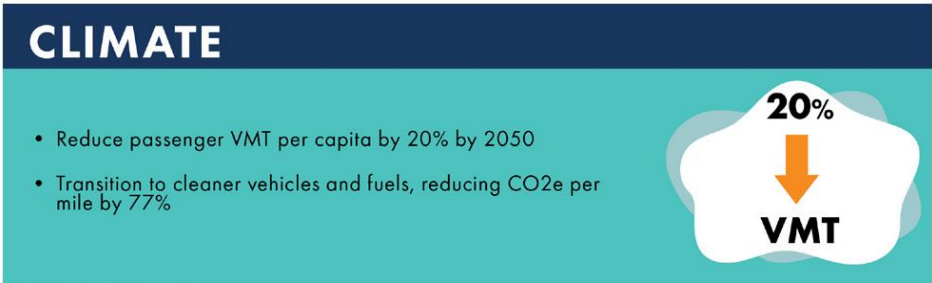


Figure 2: Oregon Transportation Plan Greenhouse Gas Emissions Performance Targets

The Bipartisan Infrastructure Law provided additional funding for projects that reduce transportation related greenhouse gas emissions. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026. These funds are allocated by federal formula to Transportation Management Areas, Small Urban and Rural areas, and Statewide projects.

As required by federal regulations, the Oregon Department of Transportation (ODOT) coordinated with the state’s transportation management areas and consulted with Oregon’s regional planning organizations to develop strategies and priorities for the Carbon Reduction Program. ODOT conducted a call for projects in 2023 for the Small Urban and Rural funding. Transportation Management Areas identified projects for their share of the funding. ODOT conducted an internal project selection process for the Statewide funding.

Projects selected to date for Carbon Reduction Program funding meet the program’s key goal of reducing transportation related greenhouse gas emissions. In addition, ODOT has worked to ensure that the projects selected meet equity goals of the Carbon Reduction Program known as the Justice40 Initiative, which aims to have 40% of funds benefit “disadvantaged communities.” Over 65% of Oregon’s Carbon Reduction Program funds allocated to date will support projects that meet the disadvantaged community requirement and support ODOT’s equity goals.

Oregon’s Carbon Reduction Strategy identifies strategies and projects that the state is taking, providing the Federal Highway Administration with an understanding of the depth and breadth of efforts currently underway in Oregon to reduce transportation related greenhouse gas emissions.



Figure 3: Cherriots Transit



Figure 4: Cyclists near Oregon's Coast

## INTRODUCTION

Oregon is experiencing extreme weather events and climate change related consequences that are projected to become more widespread and severe in the coming decades. Drier and hotter conditions will intensify wildfire risk. Fires will be more frequent, larger, and more destructive. Floods will be more frequent and severe, and their “footprint” will expand in and beyond areas currently affected. Winter weather conditions and atmospheric river events already cause significant safety concerns and contribute to transportation delays and closures. These are expected to become more intense, increasingly variable, and harder to predict.

Oregon’s best available climate change projections indicate that average annual temperatures will increase 5°F by the 2050s and 8.2°F by the 2080s. Temperature increases will be most pronounced in the summer, when temperatures are projected to increase by 6.3°F by mid-century and 10.2°F by the 2080s. This level of warming is expected to exacerbate impacts to the natural and human environments that have already started to manifest in the state.<sup>4</sup>

Burning fossil fuels for transportation produces greenhouse gas emissions. In Oregon, greenhouse gas emissions from transportation were about 35% of total emissions in 2021 and represent the largest sector of emissions.<sup>5</sup> Oregon has been engaged in reducing emissions for almost two decades. This history has provided the state with a wealth of policy, programs, and projects that are turning the tide and reducing emissions across the state. While significant progress has been made, more work is needed to achieve Oregon’s emissions reduction targets of 80% below 1990 levels by 2050.<sup>6</sup> ODOT and other state agencies are committed to achieving these goals and meeting Oregon’s legislative mandates.

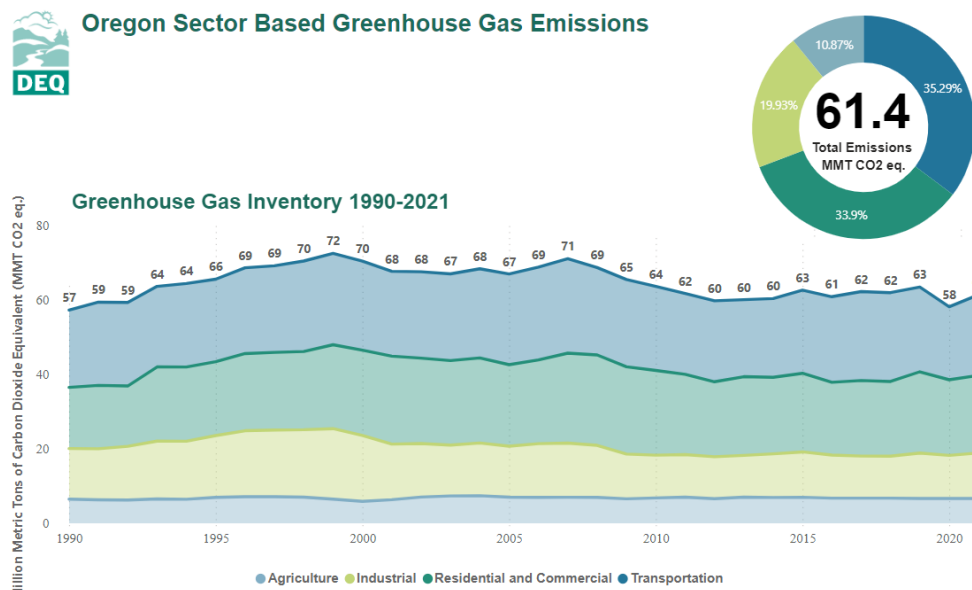


Figure 5: Oregon Greenhouse Gas Emissions by Sector 1990-2021

<sup>4</sup> [Sixth Oregon Climate Assessment \(2023\)](#)

<sup>5</sup> [Oregon Greenhouse Gas Sector-Based Inventory Data](#)

<sup>6</sup> [Executive Order 20-04](#)

To reduce transportation greenhouse gas emissions and achieve Oregon’s emission reduction goals, ODOT developed the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*. The Statewide Transportation Strategy, or STS, is Oregon’s roadmap for reducing emissions from the transportation sector. It contains a broad collection of actions that modeling and analysis have shown to have measurable greenhouse gas emission reduction results. The STS was incorporated into the Oregon Transportation Plan, ODOT’s long range transportation plan.

This Carbon Reduction Strategy is based on the emissions reduction strategies contained in the Statewide Transportation Strategy and includes projects being conducted across the state. ODOT envisions that this carbon reduction strategy will serve as a reporting mechanism to the Federal Highway Administration to summarize Oregon’s progress on reducing greenhouse gas emissions, and it will not replace existing statewide policies and plans.

The Oregon Carbon Reduction Strategy was developed in response to new requirements in the Bipartisan Infrastructure Law which was signed into law on November 15, 2021.<sup>7</sup> The Bipartisan Infrastructure Law requires each state, in consultation with any Metropolitan Planning Organization designated within the state, to develop a carbon reduction strategy not later than 2 years after enactment and update the strategy every 4 years. Carbon reduction strategies are required to “support efforts and identify projects and strategies to support the reduction of transportation emissions.”<sup>8</sup>

The Bipartisan Infrastructure Law also provides guidance that a carbon reduction strategy should include projects and strategies for safe, reliable, and cost-effective options to:

- Reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the state or an area served by the relevant Metropolitan Planning Organization.
- Facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes.
- Facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches.

The Bipartisan Infrastructure Law provided additional funding for projects that reduce transportation greenhouse gas emissions. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years from fiscal year 2022-2026. These funds are allocated by federal formula to Transportation Management Areas, Small Urban and Rural areas, and Statewide projects. More information on how Oregon is spending these funds is provided in the Oregon Carbon Reduction Program section of this document.

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<sup>7</sup> [Bipartisan Infrastructure Law](#)

<sup>8</sup> [23 U.S.C. 175\(d\)](#)

## OREGON GREENHOUSE GAS EMISSION REDUCTION TARGETS

This section outlines Oregon’s greenhouse gas emissions targets at both the statewide and regional levels. The state continues to adjust and implement strategies and projects that achieve the targets through a variety of legislation, executive action, programs, policies, and rulemakings. Through continued monitoring of the Statewide Transportation Strategy, the state seeks to provide transparency on its progress towards meeting its targets, as well as provide policy makers an understanding of where more action is needed.

### STATE EMISSIONS REDUCTION TARGETS

In December 2004, the Oregon Governor’s Advisory Group on Global Warming issued a report calling for immediate and significant action to address global warming, to reduce Oregon’s exposure to the risks of global warming and to begin to prepare for the effects of global warming.<sup>9</sup> The advisory group identified 46 specific recommendations to achieve measurable reductions in the state’s greenhouse gas emissions. Transportation recommendations included low emission vehicle standards, transportation and land use integration, tax credits for low emissions vehicles, transit improvements, and many others. Today many of these actions have become a reality, for example the report recommended greenhouse gas emissions targets that were adopted in 2007 through House Bill 3543.

*“The Legislative Assembly declares that it is the policy of this state for state and local governments, businesses, nonprofit organizations and individual residents to prepare for the effects of global warming and by doing so, prevent and reduce the social, economic and environmental effects of global warming.” House Bill 3543 (2007)*

The emissions targets in House bill 3543 were incorporated into ORS 468A.205 which states:

- a) By 2010, arrest the growth of Oregon’s greenhouse gas emissions and begin to reduce greenhouse gas emissions.
- b) By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.
- c) By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.

Subsequent legislation has had a significant impact on reducing emissions from Oregon’s transportation sector. Actions initiated by legislation include but are not limited to, the creation of Oregon’s Global Warming Commission, planning and installation of the West Coast Electric Highway, land use planning rules and greenhouse gas targets for metropolitan areas, low carbon fuel standards, the development of the Statewide Transportation Strategy, phasing out of coal from electricity production, a vehicle mile traveled fee program, a statewide electric vehicle rebate program, and many more. More information on Oregon’s climate related legislation can be found in Appendix C. Monitoring and reporting on the targets for the transportation sector is described below in the Statewide Transportation Strategy section.

Supporting Oregon’s climate legislation are several executive orders that have expanded the scope of work being undertaken to reduce greenhouse gas emissions. Executive Order 17-21 (2017)<sup>10</sup> set a goal

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<sup>9</sup> [Oregon Strategy for Greenhouse Gas Reductions \(2004\)](#)

<sup>10</sup> [Executive Order 17-21](#)



of 50,000 registered electric vehicles in Oregon by 2020. The order also directed the Department of Administrative Services and the Oregon Department of Energy to install vehicle chargers for state vehicles in public parking lots and to purchase electric vehicles in bulk.

Executive Order 20-04 (2020)<sup>11</sup> was a wide-reaching directive requiring action from multiple agencies. In addition, it updated the state's greenhouse gas emissions targets to 45% below 1990 levels by 2035 and 80% below 1990 emissions levels by 2050. It has accelerated work at ODOT and other state agencies. Examples of required action include but are not limited to:

- Directing state agencies to facilitate and prioritize the reduction of greenhouse gas emissions in their processes including rulemaking, planning, budgets, investments, and policy decisions.
- Directing the Environmental Quality Commission and the Oregon Department of Environmental Quality to expedite certain standards and procedures related to low carbon fuels and electricity production. It also capped emissions from certain stationary sources and transportation fuels.
- Providing additional direction to the Public Utility Commission to support transportation electrification and further decarbonize the utility sector.
- Directing the Oregon Transportation Commission, the Land Conservation and Development Commission, Environmental Quality Commission, and Oregon Department of Energy to implement the Statewide Transportation Strategy, establish greenhouse gas emissions performance metrics, and amend the Transportation Planning Rule for metropolitan planning areas to meet greenhouse gas emissions goals.
- Directing ODOT to develop a statewide transportation electrification infrastructure needs analysis and apply a greenhouse gas emission analysis to the Statewide Transportation Improvement Program.

Subsequent rule makings by the Department of Environmental Quality have also set reduction targets for fuels through the Climate Protection Program (90% by 2050), and Clean Fuels Programs (10% reduction in 2025, a 20% reduction in 2030, and a 37% reduction in 2035). More information on these programs is provided in the section on state agency projects and strategies.

## REGIONAL EMISSION REDUCTION TARGETS

In 2011, the Land Conservation and Development Commission adopted administrative rules (OAR 660-044) that set transportation greenhouse gas emission reduction targets for Oregon's metropolitan areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer). The targets are a component of the state's emissions reduction goals directed by the legislature. The rules ask metropolitan areas to evaluate what changes to local and regional land use and transportation plans and programs would be needed to reduce greenhouse gas emissions from light vehicle travel per capita.

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<sup>11</sup> [Executive Order 20-04](#)

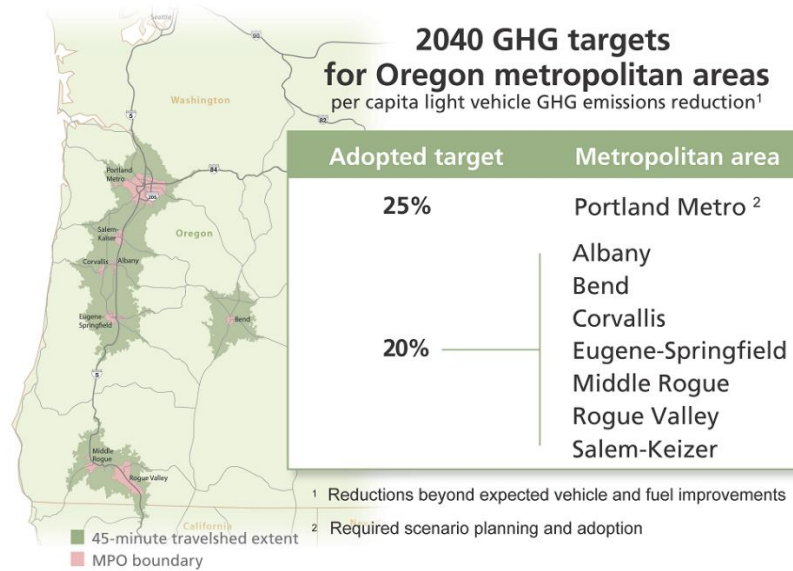


Figure 6: 2040 GHG Targets for Oregon Metropolitan Areas<sup>12</sup>

In April 2023, the Land Conservation and Development Commission adopted amendments to the greenhouse gas reduction target rules that guide regional and local planning activities for these metropolitan areas. The rules require communities to update their local transportation and land use plans to help achieve the emissions reduction targets. Additionally, Metro, the metropolitan planning organization for the Portland Metropolitan Area, is required to adopt a Regional Transportation Plan in which the projected vehicle miles traveled per capita of the financially constrained project list is consistent with the region’s metropolitan greenhouse gas reduction target.

## STATEWIDE TRANSPORTATION STRATEGY

The *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reductions* serves as the roadmap for reducing transportation sector greenhouse gas emissions in Oregon.<sup>13</sup> The document contains a broad range of strategies and actions for reducing emissions that modeling and analysis have shown to have measurable greenhouse gas reduction results. The Statewide Transportation Strategy is the basis for Oregon’s Carbon Reduction Strategy under the Bipartisan Infrastructure Law.

The Statewide Transportation Strategy includes six categories and over one hundred strategies for reducing greenhouse gas emissions. Below are the six categories of strategies included in the plan. A more detailed listing of the individual strategies can be

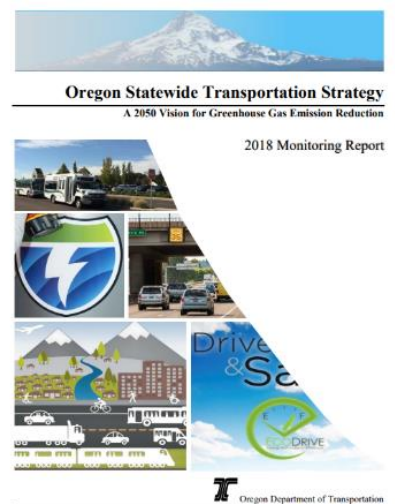


Figure 7: Statewide Transportation Strategy Monitoring Report

<sup>12</sup> [Department of Land Conservation and Development : Land Use and Transportation Planning for Climate Change : Climate Change : State of Oregon](#)

<sup>13</sup> [Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reductions \(2013\)](#)

found in the Statewide Transportation Strategy Technical Appendices.<sup>14</sup> Details on how these strategies were incorporated into Oregon’s Carbon Reduction Program are included in the Carbon Reduction Program section below.

- **Vehicle and Engine Technology Advancements** - Strategies in this category increase the operating efficiency of multiple transportation modes through transition to more fuel-efficient vehicles, improvements in engine technologies, and other technological advances.
- **Fuel Technology Advancements** - Strategies in this category increase the operating efficiency of fuel-powered transportation modes through transitions to fuels that produce fewer greenhouse gas emissions or have a lower lifecycle carbon intensity.
- **Enhanced System and Operations Performance** - Strategies in this category improve the efficiency of the transportation system and operations through technology, infrastructure investment, and operations management.
- **Transportation Options** - Strategies in this category increase opportunities for travelers and shippers to use transportation modes that are more energy efficient and produce fewer emissions.
- **Efficient Land Use** - Strategies in this category promote more efficient movement throughout the transportation system by supporting compact growth and development. This development pattern reduces travel distances and increases opportunities for using lower energy and zero energy transportation modes.
- **Pricing and Funding Mechanisms** - Strategies in this category support a transition to more sustainable funding sources to maintain and operate the transportation system, pay for environmental costs of climate change, and provide market incentives for developing and implementing efficient ways to reduce emissions.

The Statewide Transportation Strategy examined all components of the transportation system including ground passenger and commercial services transportation, freight movement, and air passenger travel. Within each of these travel markets, transportation and land use options were explored to find the most effective mix of options for reducing greenhouse gas emissions with the fewest negative impacts. As of 2022, strategies from the three travel markets combined were projected to achieve a 60% reduction in greenhouse gas emissions from 1990 levels.

Of note, reducing greenhouse gas emissions from ODOT operations and construction projects was not included in the Statewide Transportation Strategy. ODOT has since completed the *Oregon Department of Transportation Operational Greenhouse Gas Reductions: Best Practices & Recommendations* report in 2022.<sup>15</sup> The report includes over 40 recommendations that reduce the agency’s greenhouse gas emissions and has been incorporated into the Oregon Transportation Plan – more information is provided below.

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<sup>14</sup> [Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reductions – Technical Appendices \(2013\)](#)

<sup>15</sup> [Oregon Department of Transportation Operational Greenhouse Gas Reductions: Best Practices & Recommendations](#)

In 2018, ODOT completed the Statewide Transportation Strategy 2018 Monitoring Report to review its progress implementing the Statewide Transportation Strategy.<sup>16</sup> Projects completed include the completion of the West Coast Electric Highway, the development of Oregon’s road user fee program – OReGO,<sup>17</sup> scenario development completion by the state’s largest metropolitan planning organizations, the Oregon Transportation Options Plan,<sup>18</sup> and the Oregon Bicycle and Pedestrian Plan.<sup>19</sup> The 2018 Monitoring Report showed the state had a long way to go in meeting its greenhouse gas emissions targets. Internal and external plans and trends, including fuel prices, conversion to new vehicles, and driving trends, challenged greenhouse gas reduction expectations.

In 2023, ODOT completed an updated analysis of Oregon’s progress towards implementation of the Statewide Transportation Strategy and reported the results on a new Oregon Transportation Emissions monitoring website.<sup>20</sup> The 2022 data revealed Oregon is much closer to achieving the 2050 goal. This effort showed areas where Oregon is on track as well as areas where more work needs to be done for each of the six Statewide Transportation Strategy categories.

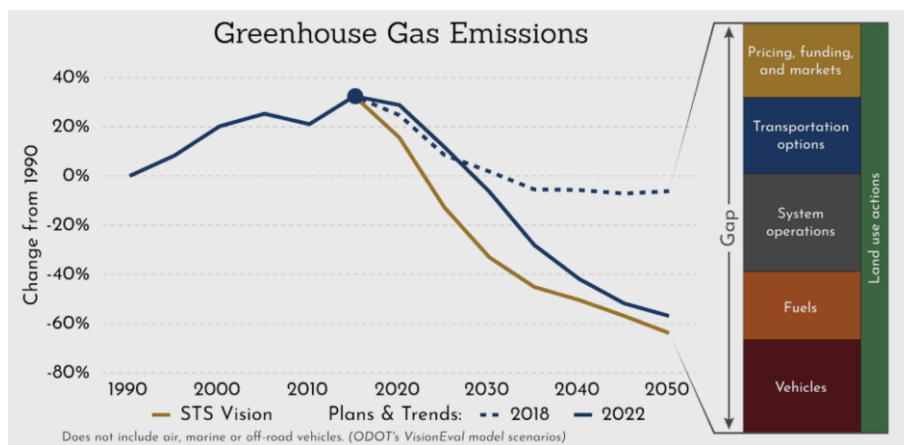


Figure 8: 2023 Estimated Greenhouse Gas Emissions Reductions from the Oregon Transportation Emissions Website<sup>21</sup>

The 2023 analysis showed that Oregon has the most work to do in reducing vehicle miles traveled per capita as compared to reducing emissions per vehicle mile traveled. ODOT and other state agencies are currently involved in land use and transportation planning activities that will support additional gains related to vehicle miles traveled, however trends suggest reducing vehicle miles traveled per capita will require additional policy changes and investments.

<sup>16</sup> [Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reductions – 2018 Monitoring Report](#)

<sup>17</sup> [OReGO](#)

<sup>18</sup> [Oregon Transportation Options Plan](#)

<sup>19</sup> [Oregon Bicycle and Pedestrian Plan](#)

<sup>20</sup> [Oregon Transportation Emissions Website](#)

<sup>21</sup> [Oregon Transportation Emissions Website](#)

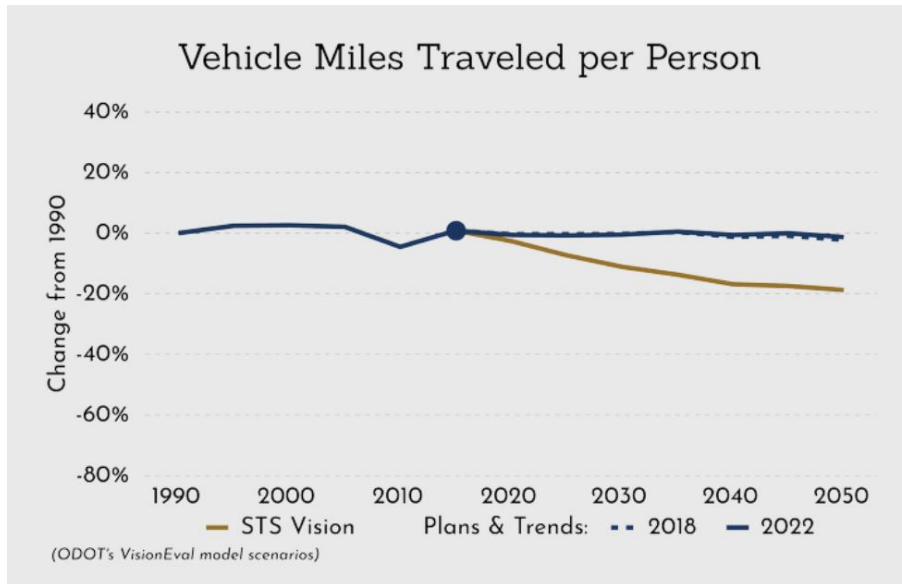


Figure 9: 2023 Estimated Vehicle Miles Traveled Per Person from the Oregon Transportation Emissions Website

Oregon has made significant progress on cleaning up each mile due to the policy and legislative direction that will accelerate the electrification of light duty vehicles. However, more work still needs to be done to reduce emissions from medium and heavy-duty vehicles.

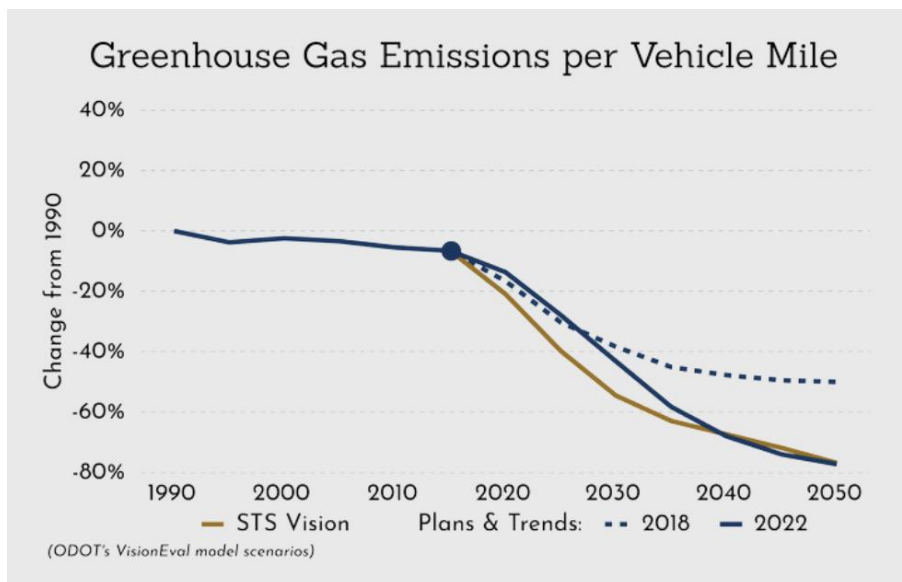


Figure 10: 2023 Estimated Greenhouse Gas Emissions Per Vehicle Mile from the Oregon Transportation Emissions Website

The Statewide Transportation Strategy will continue to be monitored and adjusted over time. While there are challenges and unknowns ahead that will require continuous adaptation and development of additional creative solutions, the groundwork established in the Statewide Transportation Strategy provides a firm base from which to build. ODOT and other state agencies will continue to implement the strategies for reducing greenhouse gas emissions within the strategy and to monitor its implementation.

## STRATEGIES AND PROJECTS TO REDUCE GREENHOUSE GAS EMISSIONS

ODOT and other state agencies have embedded goals and policies for reducing emissions in multiple policy documents, rules, and regulations. This section provides a broad overview of the major policies and projects currently influencing emission reduction activities in Oregon. It is not a comprehensive list of all the actions the state is pursuing.

### ODOT POLICIES AND PLANS

The Statewide Transportation Strategy is supported by other ODOT plans that integrate climate policy into the agency’s policy framework. ODOT is committed to incorporating considerations for climate, safety, and equity throughout its planning, engagement, and project delivery processes.

#### *Oregon Transportation Plan*

The 2023 Oregon Transportation Plan sets the long-term transportation policy for the state.<sup>22</sup> It informs investment decisions by ODOT and regional and local governments regarding all transportation modes. The plan sets policies, goals, strategies, and implementing actions for managing the state's transportation system and transportation investments for the next 20 to 25 years, shaping Oregon's transportation system through the year 2050.

The Oregon Transportation Plan outlines how investments in the transportation system can influence desired policy outcomes. An exploratory scenario planning process was used to test over 4,000 different combinations of investments to identify the mix that best advances the collective goals of the plan. From these combinations four different funding scenarios were created to understand how transportation investments can lead to different policy outcomes to address known needs.

The Oregon Transportation Plan acknowledges that “reductions in greenhouse gas emissions are needed through mitigation actions to help achieve Oregon’s climate goals and decarbonize the transportation system.” In addition, it highlights many of the climate challenges that the transportation sector will face including “wildfires, floods, and landslides” and the efforts that will be needed to adapt the transportation system to better withstand or recover quickly from these events.

The Oregon Transportation Plan includes specific goals that focus on emissions reductions, adaptation measures, and decision-making frameworks that prioritize climate supportive investments before constructing capacity enhancements that would lead to additional emissions. It includes Key Performance Targets for climate, with a 20% reduction for vehicle miles traveled per capita and a reduction in greenhouse gas emissions from vehicles by 77%. These indicators are designed to help track the progress of OTP implementation by monitoring progress toward key outcomes. In addition, The Statewide Transportation Strategy has been incorporated into the Oregon Transportation Plan

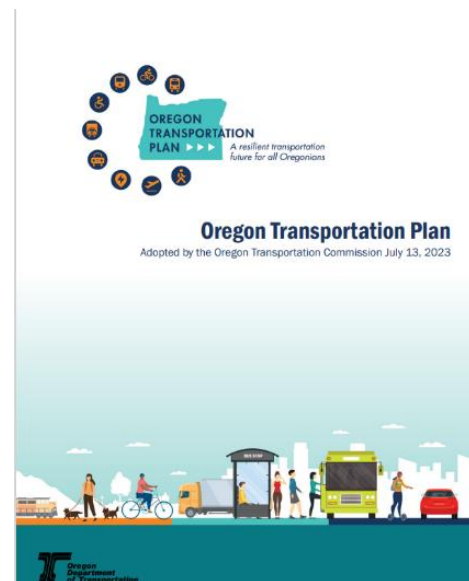


Figure 11: Oregon Transportation Plan

<sup>22</sup> [2023 Oregon Transportation Plan](#)

by reference in “Policy SC.1.1: Implement the Oregon Statewide Transportation Strategy to realize statewide greenhouse gas emissions reduction targets.”

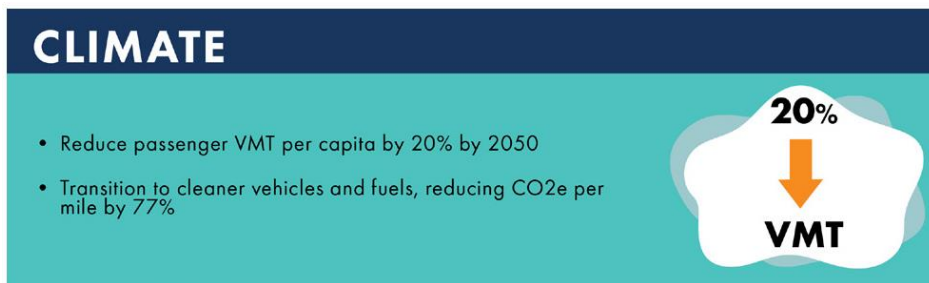


Figure 12: 2023 Oregon Transportation Plan Key Performance Targets

The Oregon Transportation Plan will be implemented through updates to ODOT’s Strategic Action Plan and other near-term plans and actions. The 2021-2023 Strategic Action Plan included specific actions around reducing carbon emissions, electrifying the transportation system, implementing road usage charges, and improving access to public transportation.<sup>23</sup>

#### ODOT Modal and Topic Plans

As the long-range transportation system plan for the state, the Oregon Transportation Plan functions as the “umbrella plan” over the statewide mode and topic plans such as the Oregon Bicycle and Pedestrian Plan, the Oregon Public Transportation Plan, Oregon Transportation Safety Plan, Oregon Freight Plan, Oregon Highway Plan, Oregon State Rail Plan, Oregon Transportation Options Plan, and the Oregon Aviation Plan. The statewide mode and topic plans refine and apply Oregon Transportation Plan policy to specific modes or topics and guide state, regional, and local investment decisions for the parts of the transportation system that they address. Many statewide modal and topic plans have been updated in recent years. ODOT will reevaluate the most effective way to incorporate new Oregon Transportation Plan policies as future modal and topic plans are considered for updates. Projects that are identified in these plans are funded through a variety of state and federal sources. Federally funded projects are included in the State Transportation Improvement Program.



Figure 13: ODOT Modal and Topic Plans

#### 2021-2026 Climate Action Plan

The 2021-2026 Climate Action Plan<sup>24</sup> provides a 5-year snapshot of the projects in progress to implement the Statewide Transportation Strategy and address the impacts of climate change and extreme weather on Oregon’s transportation system. The plan includes actions ODOT is currently taking to reduce greenhouse gas emissions, address climate justice, and make the transportation system more resilient to extreme weather events. The Climate Action Plan consolidates existing and planned efforts

<sup>23</sup> [2021-2023 Strategic Action Plan: Revised January 2023](#)

<sup>24</sup> [2021-2026 Climate Action Plan](#)

across the agency into a strategic approach to help Oregon achieve a cleaner transportation future and provides a framework for the agency to continue the work moving forward.

The final mix of strategies and projects contained in the Climate Action Plan reflect the feedback provided through the plans outreach activities balanced with ODOT's ongoing commitments to multimodal transportation, equity, safety, and the economy. In total, 59 actions were combined into ten groups, including:

- Policy & Investment
- Managing Demand
- Electrification
- Pricing
- System Efficiency
- Clean Vehicles and Fuels
- Adaptation
- Sustainability
- Agency Partnerships
- Monitoring and Data

Many of the projects and strategies included in the Climate Action Plan have been completed or are currently being implemented.

### *ODOT Equity and Climate Justice Initiatives*

ODOT's Strategic Action Plan highlights the agency's commitment to serve all Oregonians and increase opportunities for Oregon's black, indigenous, people of color, and women-owned residents and businesses. Equity is one of the agency's three priorities in ODOT's Strategic Action Plan and the Oregon Transportation Plan and is closely linked to the agency's climate goals. ODOT's focus on equity ensures that the agency looks beyond merely improving the system to improving the quality of life of every Oregonian.



Figure 14: ODOT Equity Impact Statement

Climate justice requires acknowledgment that past and current policies, practices, and investments may exacerbate differing social, economic, public health and other adverse effects on communities throughout the state. It seeks to eradicate or mitigate these adverse effects on marginalized and underserved communities as much as possible. Modernizing the transportation system in Oregon offers important opportunities to address climate justice while improving outcomes for all Oregonians.



ODOT's equity goals focus on workforce diversity and opportunities for advancement, expanding economic opportunities for minority groups, climate equity, and creating more representative public engagement processes. ODOT's Office of Equity and Civil Rights is working to ensure equity and civil rights are integral to ODOT's work to fulfill the agency's mission. Some of the strategies and projects that are currently underway include:

- The Equitable Engagement Compensation Program which pays participants for their time spent in engagement activities with ODOT like advisory committees, focus groups, workshops, and evaluation panels.
- Building a diverse workforce, supported by equitable operations and policies, and establishing an informed culture that delivers authentic inclusivity.
- Promoting economic opportunity for people in Oregon through transportation investments, including working with businesses owned by people who identify as Black, Indigenous, Latino/a/x, Asian, Pacific Islander, Native, Tribal, people of color, women, or others who have been marginalized through institutional and structural oppression.
- Utilizing the viewpoints of those who reside in communities ODOT serves and are likely to be affected by the agency's decisions and investments.
- Investing in the protection of marginalized communities from environmental hazards.
- Developing mapping tools such as the Social Equity Index<sup>25</sup> to provide agency staff the information they need to make informed decisions.
- Creating a web-based social equity engagement toolkit. Projects and programs will use the toolkit to identify purpose, participants, engagement approach, timeline, and evaluation methods.

ODOT's equity work aligns closely with the federal Justice40 initiative to direct 40% of funding from certain programs to disadvantaged communities. Through its implementation of the Carbon Reduction Program, ODOT has included equity in the scoring criteria for the Carbon Reduction Program and provided applicants with links to ODOT and FHWA Justice40 resources. Outcomes of the project selection process indicate that over 65% of the funding allocated to date will benefit these communities. More information is included in the Carbon Reduction Program section of this strategy. Additional efforts are currently underway to ensure that equity is considered in all ODOT's project selection processes.

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<sup>25</sup> [Oregon Social Equity Index Web App](#)

## ODOT PROJECTS AND STRATEGIES

The following projects and strategies provide a broad overview of ODOT’s work to reduce emissions from the transportation sector and implement the policies discussed above. Additional information on many of these activities can be found in ODOT’s Climate Action Plan, 2021-2023 Strategic Action Plan, and on ODOT’s website.

### REDUCING EMISSIONS PER VEHICLE MILE

Strategies and projects in this section facilitate use of vehicles and fuels that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes.

#### *Electric Vehicle Charging*

ODOT has committed to spending \$100 million over the next five years for public vehicle charging along major roads and in Oregon’s communities. About two-thirds of the funding will come from the National Electric Vehicle Infrastructure Formula Program with additional funding being provided by the Carbon Reduction Program and other sources.

The ODOT Climate Office, in partnership with the Oregon Department of Energy, completed the Transportation Electrification Infrastructure Needs Analysis study in 2021 to identify the charging needs and gaps across Oregon.<sup>26</sup> The study includes goals for the electrification sector around equity, public benefits, utility upgrades needed, and policy direction. The study also includes electrification scenarios for different transportation sectors to 2035.

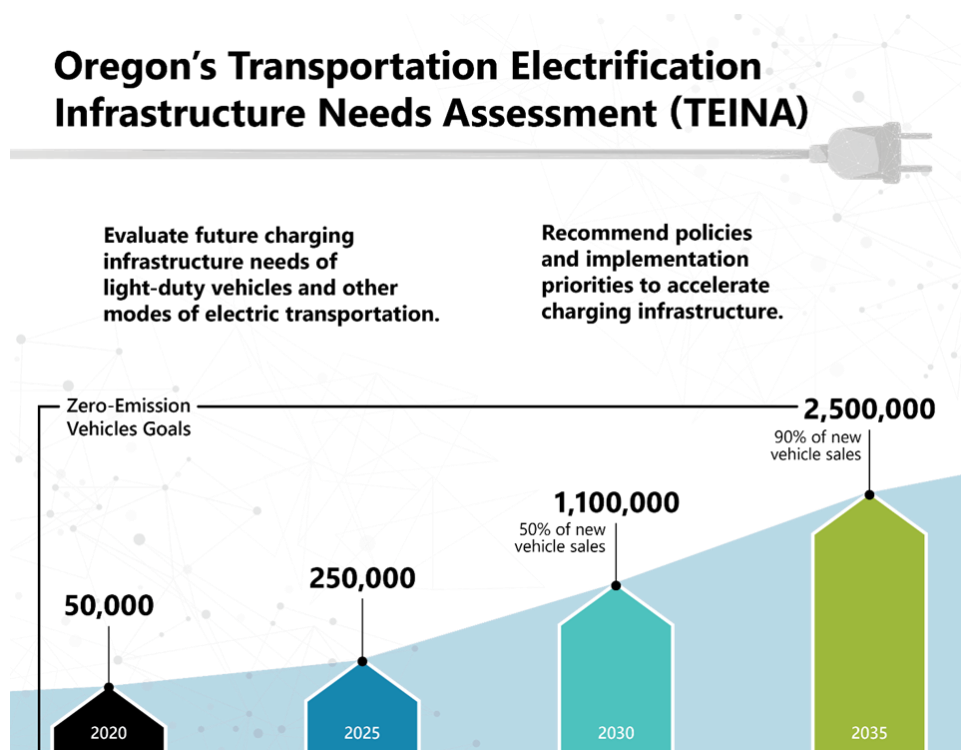


Figure 15: Transportation Electrification Infrastructure Needs Analysis Vehicle Adoption Goals

<sup>26</sup> [Transportation Electrification Infrastructure Needs Analysis \(2022\)](#)

To support implementation, the ODOT Climate Office has developed a Community Charging Rebates Program that will provide funding to public and private entities for the purchase and installation of charging infrastructure in these communities.<sup>27</sup> A minimum of 70% of the total funding will be reserved for projects within rural and disadvantaged communities. Rebates can be awarded to charging stations installed at public parking sites and multi-family housing.

The Federal Highway Administration designates national highways and interstates as Alternative Fuel Corridors to improve the mobility of alternative fuel vehicles (electric, hydrogen, propane, natural gas). ODOT has nominated and received approval for: I-5 (hydrogen, electric, propane), I-84 (electric), US 101 (electric), US 97 (electric), US 20 (electric), and US 26 (electric).

Building off the Transportation Electrification Infrastructure Needs Analysis, ODOT developed the Oregon National Electric Vehicle Plan<sup>28</sup> in 2022, which was approved by Federal Highway Administration. Over the course of the five-year National Electric Vehicle Infrastructure program, ODOT anticipates using the \$65 million in total funding to develop approximately 65 fast charging stations across Oregon’s roadways, totaling a minimum of 260 charging ports. These will be developed in phases over 5 years and cover most of the major highways in the state.



Figure 16:ODOT NEVI Implementation Plan

The National Electric Vehicle Infrastructure program will expand upon existing electric vehicle charging work in Oregon including the West Coast Electric Highway.<sup>29</sup> The West Coast Electric Highway is an extensive network of electric vehicle DC fast charging stations located every 25 to 50 miles along Interstate 5, Highway 99, and other major roadways in British Columbia, Washington, Oregon, and

<sup>27</sup> [Community Charging Rebate Program](#)

<sup>28</sup> [Oregon National Electric Vehicle Plan](#)

<sup>29</sup> [West Coast Electric Highway](#)

California. The West Coast Electric Highway was completed in 2013 and is privately owned and operated.

Many utilities providers in Oregon are also exploring ways they can support electric vehicle adoption. Current activities include advice on home electric vehicle chargers, expanding public charging networks, and rebate programs. Over a dozen public electric utilities in Oregon offer rebates for vehicle chargers and installation; for example, income qualified Portland General Electric customers can receive up to \$5,000 for electrical panel replacements, chargers, and installation.

### *Zero Emissions Vehicles*

Oregon House Bill 2017 required state agencies to transition their fleets to zero emission vehicles with 100% of new vehicle purchases being electric by 2025, wherever feasible. ODOT and other agencies have begun to implement this requirement, but a lack of dedicated funding and market availability of suitable vehicles have slowed progress. ODOT intends to use Carbon Reduction Program funding to purchase vehicles to support this effort but current uncertainties around the Build America, Buy America provisions may limit opportunities.



*Figure 17: ODOT Fleet Ford Lightning*

### *Hydrogen*

As part of the Transportation Electrification Infrastructure Needs Analysis, ODOT developed a Hydrogen Pathway Study<sup>30</sup> which considers an additional scenario in which a percentage of Oregon's zero-emissions vehicle sales are met by hydrogen fuel cell electric vehicles. The study assesses the fueling infrastructure needs to support this potential fleet of hydrogen cars, trucks, and buses. ODOT is exploring additional funding sources including federal grants and partnerships to expand the deployment of clean hydrogen fueling in Oregon.

## **REDUCING VEHICLE MILES TRAVELED**

Strategies and projects in this category reduce traffic congestion and emissions by facilitating the use of travel modes that result in lower transportation emissions. These include alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips.

### *Public Transportation*

Oregonians take 130 million rides on public transportation every year. Public transportation in Oregon encompasses a diverse set of services and providers, including fixed route bus service, demand response service, intercity transit to passenger rail, bus rapid transit, and light rail. Services respond to the needs of individual communities, considering unique constraints and characteristics, such as population, development patterns, prior investment decisions, and available funding.

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<sup>30</sup> [Hydrogen Pathway Study](#)

The Oregon Public Transportation Plan<sup>31</sup> establishes statewide policies and strategies relating to traditional public transportation modes. It also considers how these modes relate to services such as taxis, transportation network companies (such as Uber and Lyft), carsharing, carpooling, and vanpooling. It addresses transportation services provided throughout Oregon by public agencies (including cities, counties, tribal governments, and transit or transportation districts) and private sector entities such as intercity bus contractors.

ODOT's Public Transportation Division helps public transportation providers across the state to purchase and maintain buses and bus facilities. In 2023, ODOT expects to award approximately \$21 million in federal funding through its mid-cycle solicitation which includes Surface Transportation Block Group flex, 5304, 5307, 5310, 5311, and 5339 funding. The Statewide Transportation Improvement Fund (STIF) program was established by Oregon House Bill 2017 and uses a statewide employee payroll tax to provide a dedicated source of funding for improving, maintaining, and expanding public transportation. 5304 Statewide planning grants are used for planning projects. The Mass Transit Vehicle Replacement 5307 Urbanized Area Formula Grants can be used for capital and operating assistance. Program, 5311 Formula Grants for Rural Areas Program, and the 5339 Bus and Bus Facilities Program offer funding for vehicles and services benefitting the public. The state-supported Special Transportation Fund and Federal Transit Administration 5310 Enhanced Mobility Program offer funding for vehicles and services benefitting seniors and individuals with disabilities.



*Figure 18: Trimet Red Line*

Oregon Executive Order 17-21 directs ODOT to work with other state agencies to “develop tools, information, and best practices to assist transit agencies when making decisions about zero emission vehicle bus technology adoption in transit fleets.” In response, ODOT led the creation of the Guide to Transit Electrification<sup>32</sup> and the Electric and Alternative Fuel Transit Bus Lifecycle Cost Analysis Tool.<sup>33</sup> These multi-agency tools will be used to support the purchasing and operations of additional low carbon transit vehicles.

The Net Zero Pilot Project, to be completed in 2023, is providing consultation services to transit agencies to reduce greenhouse gas emissions from their operations. The Net Zero Pilot Project will create a baseline inventory of scope 1, scope 2, and certain scope 3 greenhouse gas emissions for five transit providers. In addition, it will develop individualized plans and resources for emissions reductions for each agency.

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<sup>31</sup> [Oregon Public Transportation Plan](#)

<sup>32</sup> [Transit Electrification Guide](#)

<sup>33</sup> [Oregon Transit Vehicle Lifecycle Cost Analysis Tool](#)

### *Transportation Options*

The ODOT Transportation Options program focuses on implementation of the Oregon Transportation Options Plan,<sup>34</sup> including managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low-income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more.

Examples of Transportation Option implementation strategies and projects include:

- Administration of federal grant funds and collaboration on transportation option program priorities with local transportation options partner programs. These programs are often housed within a local transit agency, city, county, or Metropolitan Planning Organization.
- Support congestion mitigation for major Oregon Department of Transportation construction projects, safety corridors, and congestion points. The Transportation Options Program supports ODOT Regional offices in providing outreach and education around specific issues or projects to reduce impacts and delays and/or promote safety.
- Management of the statewide ride matching database, Get There, to help people connect with carpools, vanpools, and other travel options.
- Management of the annual event, Get There Challenge.
- Expansion of ODOT funded vanpools using Carbon Reduction Program funding.

### *Active Transportation*

The Oregon Pedestrian and Bicycle Program provides resources to help ODOT achieve its mission to “provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive.” The goals of the Pedestrian and Bicycle Program are to reduce crashes involving people walking and biking, eliminate crashes that result in injuries and deaths, and promote walking and biking to improve health and safety. This program supports implementation of the Oregon Bicycle and Pedestrian Plan<sup>35</sup> and the Active Transportation Needs Inventory.<sup>36</sup> The Pedestrian and Bicycle Program works to ensure pedestrian and bicycle infrastructure is incorporated into ODOT’s roadway projects and supports complete streets implementation.

Oregon’s Community Paths program is a competitive grant program that invests in biking and walking facilities that are “off system,” meaning facilities that are not primarily on or along a roadway. Off system facilities include segments that traverse a park, connections between housing developments, routes along greenways, and routes old rail lines. The Community Paths program conducts a call for projects every two years using a combination of state and federal funding. In 2022, \$32.9 million in state and federal funding was made available for these projects.

“Safe Routes to School” refers to efforts that improve, educate, or encourage children safely walking, rolling by mobility device, or biking to school. The Oregon Department of Transportation has two main types of Safe Routes to School programs, construction and education, and conducts regular solicitations

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<sup>34</sup> [Oregon Transportation Options Plan](#)

<sup>35</sup> [Oregon Bicycle and Pedestrian Plan](#)

<sup>36</sup> [Active Transportation Needs Inventory](#)

using federal and state funding. The next call for projects will be in 2024 and is expected to include approximately \$26 million for construction and \$2 million for education.

### *Micromobility*

In addition to electrifying cars, trucks, and buses, ODOT works to reduce the number of miles driven in Oregon by encouraging trips to be taken by transit, biking, and walking. In recent years, more Oregonians are choosing e-micromobility devices for their commute, errands, or moving goods and freight. Examples of these devices include electric bikes and scooters. ODOT conducted the *Electric Micromobility in Oregon: A TEINA Supplemental Report* in 2023.<sup>37</sup> The report outlines actions that operators and government agencies can take to support expansion of micromobility in Oregon. One of the report's key findings is that a lack of adequate infrastructure often is a persistent barrier to adoption of e-micromobility. In addition to this report, ODOT has expanded its staffing capacity to support micromobility efforts across the state and is funding several micromobility projects through the Carbon Reduction Program.

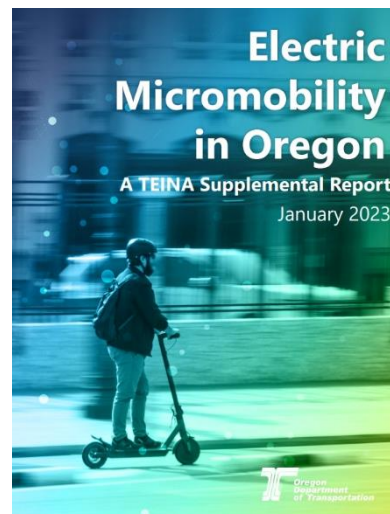


Figure 19: *Electric Micromobility in Oregon: A TEINA Supplemental Report*

### *Innovative Mobility Program*

The Innovative Mobility Program is a new ODOT initiative that will improve access to public transportation, reduce the number of trips Oregonians make by car, and reduce greenhouse gas emissions. The Innovative Mobility Program has a special focus on equity and helping historically excluded groups get to where they need to go more quickly, cheaply, and safely. The Innovative Mobility Program is funded by the Bipartisan Infrastructure Law as well as state of Oregon dollars. The program has a total of \$20 million for grants and contracts from 2022-27.

### *Planning for Climate-Friendly & Equitable Communities*

The ODOT Climate-Friendly and Equitable Communities program strengthens transportation and land use planning in Oregon's metropolitan areas with populations over 50,000 people. The program requires communities to update their local transportation and land use plans to help achieve their regional greenhouse gas reduction targets. ODOT, in partnership with the Department of Land Conservation and Development, will provide funding and technical support for local jurisdiction implementation efforts. ODOT supports Climate-Friendly & Equitable Communities program implementation through coordinated initiatives to conduct regional planning and update local transportation system plans. In 2023, ODOT received 25 applications for transportation system planning projects through its Transportation and Growth Management Program and will fund between \$2-2.5 million in planning activities.

## **SYSTEM OPERATIONS**

These strategies and projects seek to improve the operations of the transportation system and efficiency for all modes through technology, infrastructure investments, and operations management.

<sup>37</sup> [Electric Micromobility in Oregon: A TEINA Supplemental Report \(2023\)](#)

### *Intelligent Transportation Systems*

ODOT continues to implement numerous intelligent transportation system applications to improve both the safety and efficiency of the transportation system. These efficiency improvements support reductions in emissions by reducing congestion and incidents on the system. ODOT is funding several signal prioritization projects through the Carbon Reduction Program.

Examples of Intelligent Transportation System programs and projects currently underway in Oregon include:

- Traffic incident management to clear traffic incidents as safely and quickly as possible. ODOT's dedicated incident responder program includes 28 ODOT responders deployed in areas of the state that have the highest frequency of incidents.
- Real time information that offers the traveling public options to avoid delays associated with incidents, construction, and other hazards on the system. ODOT's TripCheck traveler information website received over 17 million visits in 2020.
- Advanced traffic signal operations to reduce vehicle idling and emissions along signalized corridors. ODOT is working to upgrade ODOT traffic signal controllers to new advanced transportation controllers. The data provided by the new controllers can be used to objectively measure signal operations performance and aid in signal timing optimization.

### **PRICING, FUNDING, AND MARKETS**

Strategies and projects in this category support a transition to more sustainable funding sources to maintain and operate the transportation system, pay for the environmental costs of climate change, and provide market incentives for developing and implementing efficient ways to reduce emissions.

#### *Oregon Toll Program*

Oregon House Bill 2017 directed the Oregon Transportation Commission to pursue and implement tolls on I-5 and I-205 in the Portland Metro region to help manage traffic congestion.<sup>38</sup> Toll revenues will help fund transportation projects in the Portland metropolitan area and maintain and improve the region's multimodal transportation system. Tolling was expected to begin in 2024 but due to community input it is now anticipated to start in late 2026.

#### *OReGO*

ODOT successfully launched OReGO, a pay-per mile system, in 2015. OReGO demonstrates a new way to fund road maintenance, preservation, and improvements.<sup>39</sup> Currently, Oregonians pay a fuel tax to fund road preservation and improvement projects.



**OReGO**

However, as cars, SUVs, and trucks get more fuel efficient, or run on electricity, revenue for the gas tax has plummeted. With OReGO, Oregonians pay for the miles they drive instead of gallons consumed. The system is functioning effectively with about 800 volunteer drivers and 2,100 vehicles enrolled to date.

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<sup>38</sup> [Oregon Toll Program](#)

<sup>39</sup> [OReGO](#)



OReGO drivers of electric and high-mpg vehicles (40 mpg or better) can save money on registration while they are enrolled in Oregon's road usage charge program. Typically, drivers pay two to four years' worth of registration fees in advance when purchasing a car or renewing their registration. Electric and high-mpg vehicle fees increased in 2020 and 2022 and the combined up-front registration fee often amounts to hundreds of dollars. However, if drivers are enrolled in OReGO, electric and high-mpg vehicle owners do not have to pay the registration fee increases. Instead, they pay just the base registration (\$43 per year) plus the road charge of 1.9 cents per mile. Development of the program is ongoing.

## RESILIENCE AND ADAPTATION

The effort to build a more resilient transportation system is ongoing, aided by research from ODOT, its partners, and tribal representatives and through operations projects detailed in the next section.

### *Climate Adaptation & Resilience Roadmap*

In 2022 ODOT completed the *Climate Adaptation and Resilience Roadmap*.<sup>40</sup> The roadmap includes strategies and implementation actions that will help ODOT institutionalize climate resilience across the agency. The roadmap includes strategies that will change the way the agency plans for, invests in, builds, manages, maintains, and supports the multi-modal transportation system. The roadmap incorporates results from ODOT's statewide climate hazards risk analysis, drawing from corridor-scale risk maps of the state highway system. This information is used to inform project planning and prioritization by investing in transportation projects at high climate risk locations. The roadmap builds off other work at ODOT including the 2014 Climate Change Vulnerability Assessment and Adaptation Options Study,<sup>41</sup> and the 2012 Climate Change Adaptation Strategy Report.<sup>42</sup> Finally, the Roadmap also has been accepted by FHWA as the Resilience Improvement Plan to meet the requirements of the PROTECT funding program which was also created by the Bipartisan Infrastructure Law.

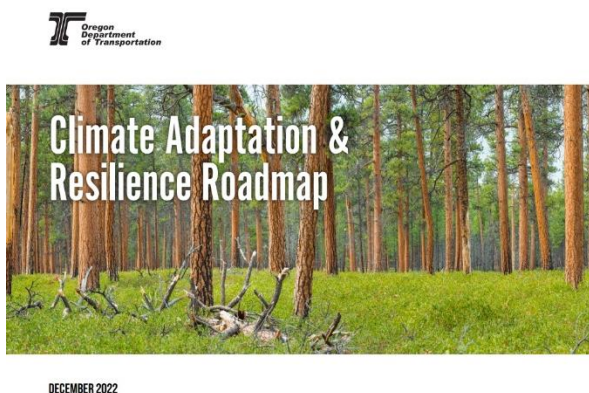


Figure 20: ODOT Climate Adaptation and Resilience Roadmap

## ODOT OPERATIONS

Considerations of ODOT's operational greenhouse gas emissions were not included in the Statewide Transportation Strategy. ODOT has since established an operational emissions baseline and recommendations and is funding a pilot project to accelerate the use of low-carbon materials.

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<sup>40</sup> [Climate Adaptation and Resilience Roadmap](#)

<sup>41</sup> [Climate Change Vulnerability Assessment and Adaptation Options Study](#)

<sup>42</sup> [ODOT's Climate Change Adaptation Strategy Report](#)

### *Operational Greenhouse Gas Reductions: Best Practices & Recommendations*

In 2015, ODOT updated its Sustainability Plan<sup>43</sup> which addresses the management of the agency's internal operations, including building energy use, fleet fuel use, and greenhouse gas emissions. The plan is used by ODOT managers and staff for decision-making, purchasing, construction, operations, and maintenance of facilities as well as other daily routine activities.

Building off the Sustainability Plan, ODOT developed the *Oregon Department of Transportation Operational Greenhouse Gas Reductions: Best Practices & Recommendations* report in 2022.<sup>44</sup> The report includes a multi-year greenhouse gas inventory to better understand the agency's baseline emissions and, in parallel, explore the market availability, costs and operational feasibility of various best practices to reduce greenhouse gas emissions. The key findings were that ODOT's largest source of "owned" greenhouse gas emissions are:

- Diesel and gasoline use by heavy trucks (56%) and pickup trucks (22%) for highway maintenance and operations.
- Electricity use in ODOT's buildings and highway system operations (e.g., streetlights).

Other important sources of "upstream" emissions are the production of asphalt, concrete pavement, cement products, and the fuels used by contractors working on ODOT's behalf. Based on the inventory, ODOT's Sustainability Program is partnering with divisions across the agency to implement over 40 recommendations that reduce the agency's greenhouse gas emissions.

To support this strategy ODOT will be implementing a pilot project using Carbon Reduction Program funds to test the use of various low carbon materials on projects eligible for funding through the Carbon Reduction Program. This project will support the Carbon Reduction Program focus to consider the "use of materials used in the construction of transportation facilities."

Oregon House Bill 4139 requires ODOT to collect environmental product declarations for materials used to construct and maintain the state transportation system (i.e., asphalt, cement concrete, steel). Environmental product declarations are like nutrition labels for food products, they state the environmental impacts of a product to aid in greenhouse gas accounting and product selection. ODOT's Sustainability Program is developing a process for utilizing environmental product declarations in future ODOT projects.

### **EMISSIONS ANALYSIS AND MONITORING**

The success of Oregon's climate mitigation program efforts, both at the state and local levels, rely on analytic capabilities that frame important strategic discussions. This leads to changes in decision-making and tracking progress toward greenhouse gas reduction goals. ODOT and other state agencies have developed multiple tools for supporting greenhouse gas emissions analysis and monitoring.

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<sup>43</sup> [ODOT Sustainability Plan Volume II](#)

<sup>44</sup> [Oregon Department of Transportation Operational Greenhouse Gas Reductions: Best Practices & Recommendations](#)

### *Statewide Transportation Improvement Program Greenhouse Gas Emissions Evaluation*

Oregon Executive Order 20-04 directed ODOT to develop and apply a process for evaluating the greenhouse gas implications of transportation projects in the Statewide Transportation Improvement Program, ODOT’s capital improvement plan for state and federally funded projects.<sup>45</sup> The ODOT Climate Office developed an analysis process for multiple phases of the Statewide Transportation Improvement Program decision-making process.

The 2024-27 Statewide Transportation Improvement Program invests more in projects that support beneficial emissions outcomes – compared to its predecessor the 2021-24 Statewide Transportation Improvement Program. These include new state and federal investments in public transportation, active transportation and electrification. Compared to 2021-24, the 2024-27 Statewide Transportation Improvement Program is modeled to result in a -0.52 MMT (million metric tons) reduction across user emissions out to 2050 and emissions embodied in materials.

The office continues to work to integrate climate considerations into project design and selection processes. For example, work is ongoing to incorporate climate considerations into the selection and scoping process for the 2027-30 Statewide Transportation Improvement Program.

### *VisionEval Implementation & Enhancements*

VisionEval is ODOT’s primary modeling tool that supports climate related analysis.<sup>46</sup> It is an open-source project to model transportation and land use solutions.<sup>47</sup> ODOT will update VisionEval in the future as additional research is completed. For example, ODOT plans to expand opportunities for true cost pricing for multi-modal projects to better incorporate the costs of greenhouse gas emissions into project evaluation through a new true cost pricing tool.

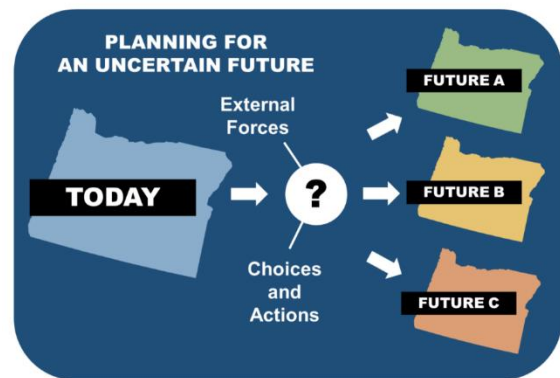


Figure 21: : VisionEval Planning for an Uncertain Future

<sup>45</sup> [OTC STIP lens two Pager FINAL.pdf \(oregon.gov\)](#)

<sup>46</sup> [About VisionEval · VisionEval](#)

<sup>47</sup> [RSPM\\_v4VE.pub \(oregon.gov\)](#)

## STATE AGENCY PROJECTS AND STRATEGIES

ODOT's emission reduction work is supported and enhanced by the work of other state agencies. These agencies have rule making authority over land use, fuels, and energy production/consumption within the state.

### DEPARTMENT OF ENVIRONMENTAL QUALITY

The Oregon Department of Environmental Quality works to provide a healthy, sustainable environment that supports a diverse economy and oversees several programs that reduce transportation emissions. The agency also conducts rulemaking around clean cars and fuels.



#### *Climate Protection Program*

The Climate Protection Program<sup>48</sup> will dramatically reduce Oregon's greenhouse gas emissions in Oregon over the next thirty years. The program began in 2022 and sets a declining limit on greenhouse gas emissions from fossil fuels used throughout Oregon through 2050. The program includes diesel, gasoline, natural gas, and propane used in transportation, residential, commercial, and industrial settings. The program's goal is to reduce greenhouse gas emissions from those fuels by 90% by 2050.

#### *Vehicle Rebates*

Oregon has rebates for both light, medium, and heavy-duty electric vehicles. The Oregon Clean Vehicle Rebate Program<sup>49</sup> was developed in 2017 via Oregon House Bill 2017 and has issued over 25,000 rebates for electric vehicles. The program is run by the Oregon Department of Environmental Quality and includes two rebate programs based on income. Qualified applicants can save up to \$7,500 in rebates on a newly purchased or leased electric vehicle.

The rebates have proven to be very popular, and in early 2023, the Department of Environmental Quality announced it would temporarily suspend the Oregon Clean Vehicle Rebate Program as of May 1, 2023, because available funding for the program had run out. The program is expected to resume in early 2024 when it receives its next funding allotment.<sup>50</sup>

Oregon House Bill 3409 passed in 2023 created a new rebate for medium and heavy-duty vehicles.<sup>51</sup> Details for this program are not yet available.

#### *Clean Vehicles Rulemakings*

The Advanced Clean Cars and Advanced Clean Cars II rulemakings are central to the Department of Environmental Quality's efforts to reduce air pollution and transportation-related greenhouse gas emissions in Oregon.

The Oregon Advanced Clean Cars program requires auto manufacturers to deliver to Oregon a certain percentage of zero emission passenger cars, SUVs, and light-duty trucks through the 2025 model year. It

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<sup>48</sup> [Department of Environmental Quality : Climate Protection Program](#)

<sup>49</sup> [Oregon Clean Vehicle Rebate Program](#)

<sup>50</sup> [Oregon DEQ to temporarily suspend Oregon Clean Vehicle Rebate Program as of May 1](#)

<sup>51</sup> [HB3409 \(oregonlegislature.gov\)](#)

will require auto manufacturers to deliver 100% new zero emission battery electric and plug-in hybrid electric vehicles by 2035. The rules also include updates to the program to ensure new gasoline and diesel vehicles sold through 2024 have the cleanest emissions possible.

The Department of Environmental Quality has also adopted California’s Advanced Clean Trucks Rule, which supports the state’s efforts to reduce harmful diesel engine exhaust and transportation-related greenhouse gas emissions.

*Clean Fuels Program*

The Clean Fuels Program<sup>52</sup> is reducing the carbon intensity of Oregon’s transportation fuels by establishing annual standards that decrease over time. The program began in 2016 and the standards decline incrementally each year, with five-year milestones to achieve a 10% reduction in 2025, a 20% reduction in 2030 and a 37% reduction in 2035. The program encourages the growth of other alternative fuel industries in Oregon. The Department of Environmental Quality requires fuel providers to show that the volume and type of fuel they supply for use in Oregon meets the carbon intensity level, or standard, for that year. Fuel standards have been developed for gasoline and gasoline substitutes or alternatives, diesel and diesel substitutes or alternatives, and for alternative jet fuel.

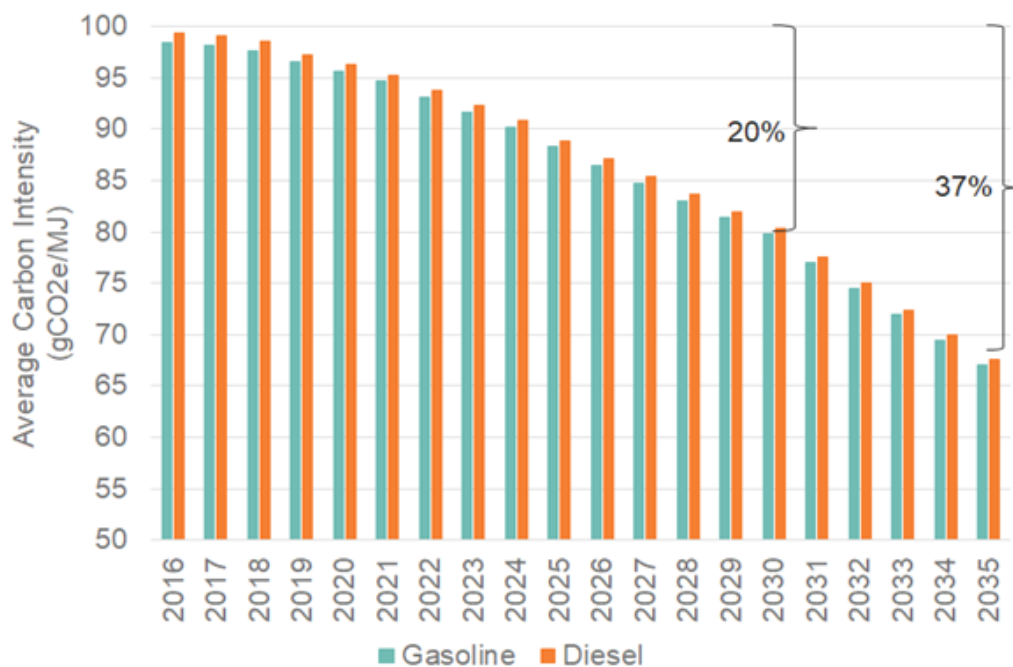


Figure 22: Average Carbon Intensity Allowed under the Department of Environmental Quality Clean Fuels Program

**DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT**

The Oregon Department of Land Conservation and Development is a state agency that works in partnership with local governments, and state and federal agencies to address the land use needs of the public, communities, regions, and the state.



<sup>52</sup> [Oregon Clean Fuels Program](#)

### *Climate Friendly and Equitable Communities*

Oregon Department of Land Conservation and Development leads the Climate-Friendly and Equitable Communities<sup>53</sup> program, which strengthens Oregon's transportation and housing planning in metropolitan areas with populations over 50,000 people. The program requires communities to update their local transportation and land use plans to help achieve regional greenhouse gas reduction targets, and ensure Oregonians have safe, comfortable ways to get around, and don't have to drive long distances just to meet their daily needs. The program also aims to improve equity, and help community transportation, housing, and planning serve all Oregonians.

### **DEPARTMENT OF ENERGY**

The Oregon Department of Energy supports reducing emissions from the transportation sector by conducting analysis, regulating, and providing technical assistance to reduce emissions from the electrical grid. They also ensure there will be adequate grid capacity for Oregon's electric vehicle future.



### *Interagency Zero Emission Vehicle Interagency Working Group*

The Zero-Emission Vehicle Interagency Working Group is a collaborative of state agencies led by ODOT and Oregon Department of Energy that fosters interagency activities to improve energy efficiency and support the adoption of zero emissions vehicles. The working group includes the ODOT, Oregon Department of Energy, Public Utility Commission, Department of Administrative Services, and Department of Environmental Quality. The group works to tackle cost, infrastructure, technology, equity, and information gaps to help accelerate the transition to zero emission vehicles.

### *Renewable Hydrogen in Oregon*

Interest in production and use of renewable hydrogen in Oregon is growing for a few reasons. The region has plentiful renewable electricity resources, new federal grants and tax credits are available, and the state and regional have climate and clean energy goals that support hydrogen. Potential renewable hydrogen projects have been proposed across the state, namely along the I-5 corridor, the coast, and along the Columbia River/I-84 corridor.

### **EVERY MILE COUNTS**

Every Mile Counts is a multi-agency partnership between ODOT, Department of Land Conservation and Development, Department of Environmental Quality, and Department of Energy to collaborate on actions to implement the Statewide Transportation Strategy to reduce greenhouse gas emissions from transportation and bring Oregon closer to achieving the emission reduction goals. The four agencies worked together to develop a Statewide Transportation Strategy Multi-Agency Implementation Work Plan for 2023-2024 to make progress toward the strategy's vision.<sup>54</sup>

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<sup>53</sup> [Climate Friendly and Equitable Communities Rulemaking](#)

<sup>54</sup> [STS Interagency Work Plan DRAFT 3-31-2020](#)

## REGIONAL AND LOCAL PROJECTS AND STRATEGIES

Statewide projects and strategies are supported at the regional level by Oregon’s metropolitan planning organizations, cities, and counties. These agencies have conducted their own planning, initiated projects, and coordinate programs to reduce greenhouse gas emissions. The intent of including this section is to provide FHWA with an understanding of how state, local, and regional actions are working together to reduce greenhouse gas emissions.

### PORTLAND METROPOLITAN REGION

The Portland metropolitan region is engaged in dozens of regional and local strategies and projects to reduce greenhouse gas emissions from the transportation sector. The most significant action is the implementation of the region’s Climate Smart Strategy, which was adopted in December 2014. Relying on eight key actions, the Portland region and its partners have pursued numerous projects supported by the strategy to improve community design, transit, active transportation, traveler information, incentives, and system management.



Since adopting the Climate Smart Strategy, the region has undertaken the following activities:

- Updated the Regional Transportation Plan (2014, 2018, and upcoming 2023), including updating the climate goal, objectives, policies, and investment priorities, and improved climate modeling tools and methods to align with state target rule evaluation methods and planning requirements.
- Sought and accepted leadership role and grant administration responsibilities for EPA’s Climate Pollution Reduction Planning Grant.
- Adopted an updated Regional Transportation System Management and Operations Strategy new Regional Travel Options Strategy.
- Supported regional efforts to secure needed funding to build planned transportation investments and advocated for increased funding for carbon reducing transportation projects.
- Prioritized funds allocated through the Regional Flexible Funds Allocation Process toward more effective climate smart investments.
- Expanded and refined several regional grant programs to include criteria which emphasize funding climate smart investments and projects, including the Regional Travel Options Grant Program, the 2040 Planning and Development Grant program, and the Transit Oriented Development Program.

In addition, the region coordinated with state partners to update regional greenhouse gas emissions analysis methods and report on implementation of the Climate Smart Strategy for the purposes of monitoring progress. The updated evaluation helps to clarify actions for the region to take credit for and further supports efforts to track progress to meet the state’s climate goals.

Local communities in the Portland region have also demonstrated leadership in developing localized strategies and policies to reduce greenhouse gas emissions and mitigate the impacts of climate change. At least a third of the region’s cities and counties have adopted local climate action plans including:

- City of Milwaukie’s Community Climate Action Plan

- TriMet’s Climate Action Plan
- City of Portland’s Climate Emergency Workplan and Pathways to net-zero carbon by 2050
- City of Beaverton’s Climate Action Plan
- Sustainability and Climate Action Plan for Lake Oswego
- Clackamas County’s Climate Action Plan
- City of Tigard’s Climate Action Report
- Multnomah County Climate Action Plan, 2020 Progress Report, and Climate Justice Plan
- Metro Climate Smart Strategy

### **SALEM-KEIZER AREA TRANSPORTATION STUDY REGION**

Governments in the Salem-Keizer Area Transportation Study planning area are pursuing a range of plans, strategies, and projects to reduce greenhouse gas emissions and increase climate resilience.



Salem City Council adopted greenhouse gas emissions reduction goals in October 2020, which include reducing city wide greenhouse gas emissions 50% by 2035 and making Salem carbon neutral by 2050. Subsequently, in February 2022, the city of Salem adopted a Climate Action Plan which defines a list of 183 strategies in eight general categories (including 42 land use and transportation strategies) to accomplish greenhouse gas reduction goals. The Climate Action Plan identifies potential partners for implementation of climate strategies and sets up a framework for tracking progress.

In July 2022, the “*Our Salem*” Comprehensive Plan update, which guides future growth of the city, was adopted to reflect community goals including a substantial increase in mixed use neighborhoods, reduction in vehicle miles traveled, and continued support for non-automotive travel modes such as active transportation and transit.

Recent accomplishments include:

- Constructing the Minto Brown bicycle/pedestrian bridge.
- The 2023 construction of the Union Street Family Friendly Bikeway.
- A switch to LED streetlights.
- A grant to complete the Pringle Creek walking and bike path.
- Planning level inventories of sidewalk and bikeway infrastructure.

Salem plans to construct multiple projects that feature protected bike lanes or separated bike paths in the next 4 years. The city’s \$300 million community improvement bond included \$157 million for streets, sidewalks, and bicycle facilities projects, with most of these projects for active transportation (as called out in the Climate Action Plan). Outside the Salem city limits, the Metropolitan Planning Organization, City of Turner and Marion County are investing in new sidewalks, bike facilities, pedestrian safety crossings, and interconnected signals.

In Keizer, the establishment of the River-Cherry Overlay District implements the land use principles of the Keizer Revitalization Plan. The overlay district promotes efficient use of land and urban services; creates a mixture of land uses that encourages employment and housing options near one another; and



encourages pedestrian-oriented development. The transportation focus is an example of ongoing progress to complete the area’s sidewalk and bicycle networks, including several recent and under construction projects co-funded by the city.

The Salem Area Mass Transit District (also known as Cherriots) formalized its commitment to reducing greenhouse gas emissions with the adoption of a Climate Action Plan in April 2022. Cherriots has committed to replacing its entire fleet with zero-emissions vehicles, such as battery-electric buses, by 2040. Cherriots is investing in electrification with ten battery electric buses acquired and ten more expected to arrive in 2024. In addition, Cherriots is currently working to equip intersections and buses with GPS receivers to optimize movement with priority traffic signals for buses along congested corridors. The Cherriots 2022 Long Range Plan describes the district’s vision for expanding service, developing new transit centers, creating superstops and mobility hubs, and expanding its regional transit service to more cities and neighboring counties.

### **CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION REGION**

Oregon’s 2009 Jobs and Transportation Act required the Central Lane Metropolitan Planning Organization, which serves the Eugene Springfield area, to conduct scenario planning. Through the scenario planning process, the community looked at what might happen in the region if current transportation policies were continued, and what might happen if different policies – like encouraging greater use of transit – were considered.



The scenario planning project identified a preferred scenario for the region that contains strategies for reducing greenhouse gas emissions from transportation, however the region was not required to implement their chosen scenario. While this planning effort was not binding it continues to inform other local and regional efforts. For example, the planning organization incorporated greenhouse gas emissions as a factor in awarding projects through their transportation improvement program and in their Congestion Management Plan development. The Central Lane Metropolitan Planning Organization also considers greenhouse gas emissions when distributing funding and coordinating projects related to transit, active transportation, and transportation demand management within the area.

Eugene’s Community Climate Action Plan 2.0 serves as Eugene's roadmap to achieve the goals identified in their Climate Recovery Ordinance.<sup>55</sup> The ordinance requires a reduction in fossil fuel use by 50% by 2030 compared to 2010 usage, and a reduction in greenhouse gas emissions by 7.6% annually. The plan focuses specifically on actions that community partners have committed to working on that will help the community reach its climate goals most quickly.

In February 2020, the Lane County Board of Commissioners passed a board order that instructed staff to begin developing a Climate Action Plan.<sup>56</sup> After completing a greenhouse gas inventory, county staff used the results to inform the development of this operational climate action plan and to establish related goals for emission reductions and specific actions. These actions have the potential to reduce emissions by 66% MT CO<sub>2</sub>e in 2030 and put the county on track for a net-zero Emissions by 2050.

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<sup>55</sup> [Eugene's Climate Action Plan 2.0](#)

<sup>56</sup> [Lane-County CAP-Ops Approved](#)

## **BEND METROPOLITAN PLANNING ORGANIZATION REGION**

The Bend Community Climate Action Plan was approved by the Bend City Council in December 2019. The plan includes a set of strategies and projects that will achieve fossil fuel reduction goals established by the City Council. Those goals are to reduce community-wide fossil fuel use by 40% by 2030 and 70% by 2050. The plan's emissions inventory shows that transportation accounts for 36% of greenhouse gas emissions.



The plan identifies actions to incentivize businesses and residents to reduce greenhouse gas emissions and fossil fuel use. Examples include:

- The City of Bend is developing an electric vehicle readiness plan, studying opportunities to convert public agency fleets to electric and alternative fuels, and purchasing electric vehicles.
- E-bike rebates from a Pacific Power grant program to provide vouchers for e-bikes to low-income residents.
- A transportation bond approved by voters in November 2020 which includes \$43.7 million for bicycle and pedestrian projects and \$8 million for transit capital projects.
- Cascades East Transit is studying the feasibility of alternative fuel vehicles, installing new shelters at high use stops, implementing a new summer shuttle to access Mt. Bachelor, and expanding service along two new routes.

## **ALBANY AREA METROPOLITAN PLANNING ORGANIZATION REGION**

The Albany Area Regional Transportation Plan was adopted in 2018. The plan builds upon local transportation system plans and addresses regional transportation needs over a 20-year period. The plan includes policies and goals which, along with a travel demand model and local input, help to prioritize transportation investments. Greenhouse gas emissions were one of three indicators used to compare the environmental impacts of the plan. Actions in the plan that support reducing greenhouse gas emissions include expanding transit and active transportation facilities, and investments in intelligent transportation systems.



The City of Albany is currently implementing the Climate Friendly and Equitable Communities rules from the state.<sup>57</sup> The rule requires Albany to adopt parking maximums instead of minimums and designate Climate Friendly Areas. In 2024, the city will determine what amendments to the development code and zoning maps may be needed to comply with the rules to establish the new Climate Friendly Areas.

## **CORVALLIS METROPOLITAN PLANNING ORGANIZATION REGION**

The Corvallis Area Metropolitan Planning Organization adopted its 2043 Regional Transportation Plan in 2022. The plan includes goals and objectives to prioritize projects and actions that will minimize the impact of climate change, support climate adaptation, and improve the resilience of the regional



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<sup>57</sup> [Climate-Friendly and Equitable Communities Project \(cityofalbany.net\)](https://www.cityofalbany.net/Climate-Friendly-and-Equitable-Communities-Project)

transportation system. These include tracking performance measures, implementing climate impact monitoring, and promoting travel demand management and active transportation.

The City of Corvallis Climate Action Plan was adopted in December 2016. The plan includes a comprehensive list of goals, greenhouse gas reduction targets, and high-priority mitigation and adaptation strategies and actions for both the City of Corvallis as well as the greater community. Strategies and actions are grouped into six strategy areas which include land use and transportation strategies such as transportation demand management, active transportation, carbon pricing, electrification of vehicles, transit, and adaptation to floods, fires, and heat impacts.

In 2022, the Corvallis City Council allocated funds from the Council discretionary fund to create a one-time Green Grants program to fund projects and initiatives that move the dial on climate change.<sup>58</sup> The funds may be used by applicants for programs and projects that address the community actions in the Corvallis Climate Action Plan.

Corvallis also operates the Climate Action Revolving Loan Program. This program is designed to assist not-for-profit, cooperative, and governmental educational institutions in their efforts to implement energy efficiency and/or energy conservation projects at their own facilities or in the community. Loans awarded under this program have interest rates deferred for two years. Any remaining balance after two years is subject to a 1.5% annual interest rate.

### **ROGUE VALLEY METROPOLITAN REGION**

The Rogue Valley is home to two metropolitan planning organizations: the Middle Rogue Metropolitan Planning Organization, which is centered around the Grants Pass Urbanized Area, and the Rogue Valley Metropolitan



Planning Organization which is centered around the Medford/Central Point Urbanized Area. Both metropolitan planning organizations promote transit initiatives and fund bicycle and pedestrian projects which support reductions in greenhouse gas emissions and vehicle miles traveled. Examples of projects that reduce greenhouse gas emissions include:

- The Rogue Valley Council of Governments recently completed an analysis of Climate Friendly and Equitable Areas for many of the local jurisdictions.
- Recent completion of the Rogue Valley Transportation District’s Master Plan and the Jackson County Active Transportation Plan.
- The Middle Rogue Metropolitan Planning Organization funded the Josephine Community Transit’s efforts to transition to electric vehicles.
- The Middle Rogue Metropolitan Planning Organization has an initiative to build a transit hub in downtown Grants Pass.

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<sup>58</sup> [Green Grants | Corvallis Oregon](#)

## OREGON CARBON REDUCTION PROGRAM

The Carbon Reduction Program<sup>59</sup> is a new federal program created by the Bipartisan Infrastructure Law that will provide Oregon \$82 million over five years to fund projects that reduce greenhouse gas emissions from on-road transportation. The program divides the funding among three distinct geographic areas according to federal definitions: Transportation Management Areas (TMA), Statewide projects, and Small Urban and Rural areas.

The program can fund a wide range of project types that reduce on-road emissions from transportation, including but not limited to active transportation, intelligent transportation systems, transportation demand management, electric vehicles, and charging infrastructure. The Carbon Reduction Program also requires ODOT to develop this carbon reduction strategy.

Table 1: Carbon Reduction Program FY 22-26

Urbanized Area	Total FY 22-26
TMA's (Portland, Eugene, and Salem)	\$28.5 million
Small Urban and Rural Areas	\$24.1 million
Statewide	\$29.8 million
Total:	\$82.4 million

## CONSULTATION PROCESS

As required by federal regulations, ODOT coordinated with the state's transportation management areas and consulted with Oregon's regional planning organizations by convening a consultation group. The group met over a dozen times during 2022 and 2023. The consultation group consisted of metropolitan planning organizations, Transportation Management Areas, and other state partners to inform the development of the program and strategy.

Table 2: Consultation Group Members

Metro (Portland Area TMA)	Middle Rogue MPO
Salem Keizer Area Transportation Study (Salem-Keizer Area TMA)	Bend MPO
Central Lane MPO (Eugene-Springfield Area TMA)	Association of Oregon Counties
Albany MPO	League of Oregon Cities
Corvallis MPO	Oregon Environmental Council
Rogue Valley MPO	

The consultation group developed strategies and priorities to guide the implementation of Oregon's Carbon Reduction Program based on the Statewide Transportation Strategy. ODOT and the consultation group reviewed the six Statewide Transportation Strategy categories to identify emissions reduction

<sup>59</sup> [FHWA Carbon Reduction Program Fact Sheet](#)

actions that were consistent with the eligible project types outlined by the Carbon Reduction Program. The consultation group then worked collaboratively to refine these elements into a set of strategies and priorities to guide the program. Of the six strategies included in the Statewide Transportation Strategy, five of them were incorporated into the Carbon Reduction Program strategies and priorities. Land Use was not incorporated as a strategy since Carbon Reduction Program funds must be used for on road emissions reductions.

These strategies and priorities guided project identification and selection for all funding components of the program. They were used by the Transportation Management Agencies to identify projects through their existing processes as described below. In addition, ODOT incorporated them into the application materials for the Small Urban and Rural and Statewide project selection processes.

Following development of the program strategies and priorities, a smaller subset of the consultation group representing the Non-Transportation Management Area Metropolitan Planning Organizations developed project scoring criteria for the Small Urban and Rural funding. ODOT also used these scoring criteria to identify projects for the Statewide funding component.

After project selection, the consultation group reviewed the identified projects, and the FHWA Carbon Reduction Program eligible project types. The consultation group also contributed to the development of the Oregon Carbon Reduction Strategy, reviewing the document, commenting on content, and providing information for the sections on regional and local strategies and projects.

## STRATEGIES AND PRIORITIES

Projects selected for Carbon Reduction Program funding were required to support one or more of the priority areas identified in the strategies and priorities to be considered eligible for funding under the program. The consultation group concentrated on reducing transportation greenhouse gas emissions, while meeting other state and partner mandates and goals.

The strategies and priorities were used during outreach for the program and during projects selection. They supported ODOT and the transportation management agencies in narrowing the types of projects that would be funded by the program from the broad list of federal eligible project types. For example, during the application process for the Small Urban and Rural Call for Projects, applicants had to mark which strategy and priority their project supported.

Table 3: Carbon Reduction Program Strategies and Priorities

STRATEGIES	PRIORITIES
<b>Vehicle and Fuel Technology</b>	
<p><b>Increase the operating efficiency of multiple transportation modes through transitions to more fuel-efficient vehicles, fuels that produce fewer greenhouse gas emissions or have lower carbon intensity, and improvements in engine technologies.</b></p>	<ul style="list-style-type: none"> <li>• Increase adoption of fuel-efficient vehicle technologies and shift to alternative fuels that produce less emissions, including renewable diesel.</li> <li>• Increase availability of electric vehicle charging infrastructure, expand the charging network, and identify opportunities for new EV charging corridors.</li> <li>• Support transit or public fleets to transition to electric vehicles or low emission fuels.</li> </ul>
<b>Transportation Options</b>	
<p><b>Encourage a shift to transportation modes that produce fewer emissions and provide for more efficient movement of people and goods.</b></p>	<ul style="list-style-type: none"> <li>• Expand public transportation service, increase connectivity to transit stops, and improve operations to make transit service more efficient, including vanpool programs.</li> <li>• Implement transportation demand management programs that make it easier for people to choose transportation options consistent with local and state transportation demand management plans.</li> <li>• Invest in strategic infrastructure to close gaps in priority active transportation and public transit networks, and increase safety and connectivity for users.</li> <li>• Support shared mobility, including bikeshare, electric bikes and scooters, and other micromobility vehicles.</li> </ul>
<b>System Operations</b>	
<p><b>Improve the operations of the transportation system and efficiency for all modes through technology, infrastructure investments, and operations management.</b></p>	<ul style="list-style-type: none"> <li>• Invest in traffic management and intersection technologies that reduce emissions, improve system efficiency, and increase safety for vulnerable users.</li> <li>• Expand intelligent transportation system technologies to reduce emissions and maximize efficiency of the existing system.</li> <li>• Reduce greenhouse gas emissions from agency operations, materials, and fuels, such as lower carbon materials, renewable energy, fleets, and fuels.</li> </ul>
<b>Pricing</b>	
<p><b>Identify sustainable funding sources to maintain and operate the transportation system, provide market incentives for developing and implementing efficient ways to reduce emissions, and to help pay for environmental costs.</b></p>	<ul style="list-style-type: none"> <li>• Support methods to price roadway systems accordingly to balance demand, fund maintenance and operations, and reinvest in transportation options with considerations for equity impacts, location, and recovering costs from environmental impacts.</li> </ul>

## PROJECT SELECTION AND ENGAGEMENT

Project identification for each geographic area was conducted separately. Transportation Management Areas identified projects for their share of the funding. ODOT conducted a call for projects in 2023 for the Small Urban and Rural funding. ODOT conducted an internal project selection process for the Statewide funding.

### Transportation Management Areas

Transportation management areas (the urbanized areas of Portland, Eugene and Salem) conducted their own outreach and project selection processes to determine which projects were allocated. The agencies used the strategies and priorities developed for the program by the consultation group to guide their processes. Oregon's three transportation management areas each followed their own internal processes for selecting projects.

#### *Metro (Portland Area TMA)*

The allocation process for the Metro Carbon Reduction Program funds began at the end of 2022. Metro staff presented to the agency's policy committees and the Metro Council in January of 2023 regarding the availability of funding and the federal policy and rules associated with the funds. Metro informed partners that it planned award all five years of funding in one allocation process. In lieu of an open competitive solicitation process, it was decided that Metro would lead the development of proposals to allocate the Carbon Reduction Program funds, after gathering input from partners.

The Portland region elected to utilize the Climate Smart Strategy as the guiding policy framework for the allocation of Carbon Reduction Program funds to build a set of allocation proposals. The varied mix of strategies outlined in the Climate Smart Strategy provided a wide span of options to invest and create allocation proposals for Carbon Reduction Program.

After consideration of the Carbon Reduction Program strategies and priorities and federal Carbon Reduction Program funding eligibility requirements, the following three Climate Smart Strategy priorities were used for the draft proposal packages of projects for the funds.

- Make transit convenient, frequent, accessible, and affordable.
- Make biking and walking safe and convenient.
- Use technology to actively manage the transportation system.

Members of Metro's policy committees and the Metro Council provided feedback at their respective meetings in January, February, and April 2023 with suggestions and ideas for the Carbon Reduction Program allocation. Feedback and direction included identifying and prioritizing projects from the Climate Smart Strategy that could be most impactful and/or transformative in reducing emissions, as well as some specific project proposals. Metro staff took these comments and ideas into consideration when identifying elements of five different allocation package options.

The final recommendation for the allocation of the funds was made in May 2023 by the policy committees. The Metro Council adopted the recommended allocation of Carbon Reduction Program funds at their June 15, 2023 council meeting.

### *The Salem Keizer Area Transportation Study (Salem Keizer TMA)*

The Salem Keizer Area Transportation Study's utilizes a formal process to solicit and prioritize projects proposed for the Metropolitan Transportation Improvement Program. Project selection is done concurrently for all the regional funding sources available to the area, including Surface Transportation Block Grant-Urban, Congestion Mitigation and Air Quality, Transportation Alternatives, and Carbon Reduction Program.

For the recently adopted 2024-2029 Metropolitan Transportation Improvement Program, the process began in October 2021 with pre-applications submitted for early discussion on the merits of proposed projects, and ranking of low, medium, and high priorities for funding. Seventeen full applications were submitted with requests totaling more than \$50 million in federal funding.

In March 2022, planning organization staff launched a website with draft project applications and an interactive map to solicit public input prior to project selection. Information from the applications and a set of criteria related to the goals of the area's long-range plan were used to score and rank projects. These criteria included the projects' benefits to safety, equity, environment (reduction of greenhouse gas emissions), and other objectives.

Carbon Reduction funds were combined with Surface Transportation Block Grant-Urban, Congestion Mitigation and Air Quality, and Transportation Alternatives funds and programmed for three projects selected for inclusion in the Salem Keizer Area Transportation Study's Metropolitan Transportation Improvement Program that met federal eligibility and ODOT's Carbon Reduction Program strategies and priorities for use of the Carbon Reduction funds.

### *Central Lane MPO (Eugene-Springfield TMA)*

The Central Lane Metropolitan Planning Organization uses a single process for allocating discretionary funds from the following federal programs: Surface Transportation Block Grant, Transportation Alternatives, Congestion Mitigation and Air Quality, Carbon Reduction Program, and the Highway Infrastructure Program that support the Regional Transportation Plan.

Prior to developing each funding cycle, the planning organization and its partner agencies plan a project solicitation through which applications are accepted, screened, prioritized, and finally recommended for funding. The planning organization's priorities for each cycle's discretionary federal funding is decided following public involvement and programmed into the Metropolitan Transportation Improvement Program as dedicated project-specific funding.

In May 2022, the Metropolitan Policy Committee approved an updated process and framework in preparation for the 2024-2027 Metropolitan Transportation Improvement Plan. The process included eight "primary funding considerations" which were aligned with the Carbon Reduction Program strategies and priorities.

The draft list of priority projects for the 2024-2027 Metropolitan Transportation Improvement Plan was released for a 30-day public comment period. Planning organization staff compiled public input and reviewed it with the Transportation Planning Committee. The Transportation Planning Committee recommend a final list of priority projects to the Metropolitan Policy Committee for approval. Once



Metropolitan Policy Committee approved the funding package, projects were incorporated into the Metropolitan Transportation Improvement Plan.

### **Small Urban and Rural Call for Projects**

Small urban and rural areas include counties, cities, rural areas, and tribal governments with populations less than 200,000. To distribute the funds, ODOT developed a grant program to distribute the federal funding for eligible projects in these areas.<sup>60</sup> ODOT worked with the consultation group to draft project selection criteria which were used in the program's application. ODOT conducted outreach and coordinated an open call for projects from February 28, 2023, to March 31, 2023. During this time, ODOT conducted webinars, distributed information through email, and presented to interested government partners.

To engage local governments and eligible applicants in the call for projects, ODOT conducted a variety of outreach efforts:

- ODOT used the email service Gov.Delivery to reach out to 11,550 email subscribers and achieved a 33% open rate. Audiences targeted include bicycle and pedestrian groups, the Area Commissions on Transportation, cities and counties, climate partners, public transit collaborators, and other parties interested in funding.
- ODOT presented the Carbon Reduction Program to each of the 12 Oregon Area Commissions on Transportation which are a key avenue of communication between ODOT and local governments.
- ODOT worked with the agency's tribal liaisons to make sure Tribal partners were aware of the opportunity and fielded questions from Tribes related to eligibility.
- ODOT hosted two webinars on the program and provided follow up "office hours" for applicants to answer their questions.
- ODOT presented on the program at the Oregon Active Transportation Summit.
- ODOT worked with Business Oregon to alert Oregon's ports about the funding opportunity and presented to interested ports about the program.
- ODOT communicated internally to staff in each of the five ODOT regions to spread the word on the program and provided partnership opportunities for applicants for projects that intersected on state right of way.
- ODOT presented to several county transportation technical advisory committees.

Applications received were scored, screened for eligibility and deliverability issues, and reviewed by the consultation group to ensure they met the program's strategies and priorities. Final project lists were included with this carbon reduction strategy for review by the Oregon Transportation Commission. \$12.5 million was awarded in 2023. A second round of funding will be distributed in 2024 for the remaining Small Urban and Rural funds.

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<sup>60</sup> [Oregon Department of Transportation : Carbon Reduction Program : Climate Office : State of Oregon](#)

## Statewide

Statewide projects were identified through an internal project identification process by ODOT. ODOT used the strategies and priorities and selection criteria developed by the consultation group to determine which projects should be selected. To ensure broad awareness of the Statewide funding opportunity, ODOT conducted numerous presentations and meetings with internal program areas, regional planning staff, and executive leadership.

- The ODOT met with internal staff from each of ODOT's five regions to inform them of the opportunity and discuss possible projects.
- Staff presented to several internal working groups including transit providers, operational staff, and area managers.
- ODOT conducted dozens of meetings with program area project leads (Urban Mobility Office, Innovative Mobility Program, Micromobility Program, Transportation Demand Management Program, transit, bicycle and pedestrian, fleet, operations, intelligent transportation systems, freight, etc.) to inform them, discuss project concepts, and confirm eligibility of projects.

Projects were identified that aligned with statewide priorities including the Statewide Transportation Strategy, commitments for electrical vehicle charging and input received during ODOT's National Electric Vehicle Infrastructure program outreach, Climate Friendly and Equitable Communities implementation, and others. ODOT's regional staff also reached out to locals to identify possible projects located along state right of way that could be funded through the program. In total \$17.8 million was allocated of the total \$29.8 million. The remaining funding will be allocated to projects in 2024 through a second solicitation.

## EQUITY AND JUSTICE40

The Federal Government Justice40 Initiative has made it a goal that 40% of the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. The Carbon Reduction Program is subject to the Justice40 goal and ODOT strongly supports this goal as it aligns with ODOT's existing equity initiatives. As mentioned above, ODOT has adopted equity as one of the three priorities of the 2021-2023 Strategic Action Plan and the recently adopted Oregon Transportation Plan.

To achieve equity and Justice40 goals, the consultation group incorporated equity into the scoring criteria for the Statewide and Small Urban and Rural funding processes. In addition, ODOT presented on the benefits of equity and available tools during outreach activities for the program. For example, ODOT provided information on the Oregon Social Equity Index and ODOT's Social Equity White Paper. In addition, equity was discussed throughout the outreach process as a key goal of the program and applicants were encouraged to consider equity during the project identification, engagement, and delivery process.

ODOT worked directly through the agency's tribal liaisons to connect with Oregon's nine Tribes to ensure they were aware of the funding. Of the 23 applications received through the first round of the Small Urban and Rural Call for Projects, ODOT received three tribal applications. ODOT also presented to the Tribes about the Carbon Reduction Program at a recent Tribal Climate Office Workshop, and the

agency will continue to engage with them ahead of the second Small Urban and Rural Call for Projects in 2024. Tribes expressed interest in electric vehicles and charging infrastructure but were concerned about the remote nature of their communities and lack of expertise to maintain and operate electric vehicles and charging networks.

ODOT estimates that more than 65% of the funding from the Carbon Reduction Program funds allocated to date will benefit disadvantaged communities as defined by the Climate and Economic Justice Screening Tool. Some funds are being allocated to programs that do not yet have locations determined. ODOT anticipates the total percentage of funding that benefits disadvantaged communities will exceed the current estimate once final locations are determined.

**APPENDIX A: CARBON REDUCTION PROGRAM PROJECT LIST**

Table 4: Transportation Management Area Carbon Reduction Program Projects

Transportation Management Area	Project Name	Project Description	Total Cost	CRP Funding	Justice40
Central Lane MPO	Pedestrian and Bicycle Bridge: Ruby Ave-Sterling Dr	Planning for a pedestrian and bicycle bridge across the Randy Papé Beltline from Ruby Ave to Sterling Dr, connecting the Santa Clara and River Road neighborhoods.	\$700,000	\$200,000	Yes
Central Lane MPO	Bike Share Planning and Expansion 2022	Funding to support PeaceHealth Rides (bike share) program for 2022 and 2023; enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners to provide and promote transportation options and reduce greenhouse gas emissions.	\$72,440	\$65,000	No
Central Lane MPO	Moving Ahead Design Refinement LTD	This project includes implementation planning, design refinement, and environmental review along key transit corridors. Corridors included are Highway 99, River Road, Coburg Road, and Martin Luther King Jr. Boulevard. Project may include elements such as enhanced crossings, protected bike lanes, roadway redesigns. This planning work will lead to increased safety and access to transit and services.	\$1,225,900	\$1,100,000	Yes
Central Lane MPO	Laura St Upgrade	Upgrade Laura Street (MP 0.12 to MP 0.39) to urban standards to create a road that provides safe facilities for all users, avoid further costly pavement treatments, and facilitate the transfer of facility from Lane County to City of Springfield. Upgrade includes sidewalks, curbs, storm water treatment and bike lanes.	\$4,906,999	\$245,632	Yes
Central Lane MPO	Springfield Transportation System Planning 2024	Transportation planning work to include updates to Springfield's Transportation System Plan to develop design concepts to facilitate pedestrian and bicycle projects.	\$334,336	\$300,000	No
Central Lane MPO	Walking and Biking Network Improvements	Project includes two portable temporary rapid flashing beacons, crossing on Mohawk Blvd south of I St, crossing on 5th St north of Q St, flashing beacons at Pioneer Parkway East and West at E St, at Thurston Rd at 69th St, and EWEB path crossing enhancements with refuge islands at 5th and 19th Streets; sidewalk rehabilitation at various locations	\$4,358,968	\$1,943,656	Yes
Salem Keizer Area Transportation Study	Traffic Signal Interconnects	Project will connect signals on Silverton Rd. (Brown to Cordon, Lancaster to 45th), Lancaster Drive (Silverton Rd. to Hayesville Dr.), Cordon Rd. (Silverton to Mill Creek Corporate Center.)	\$2,990,178	\$573,153	No
Salem Keizer Area Transportation Study	Hayesville Dr: NE Portland Rd - Fuhrer St	Add bike lanes and sidewalks and enhance the transit stops on both sides of Hayesville Drive to increase safety and promote active transportation and transit.	\$10,495,966	\$593,151	Yes

Salem Keizer Area Transportation Study	Connecticut Ave: Macleay Rd to Rickey St	Complete bicycle facilities and sidewalks along Connecticut Avenue SE between Macleay Road/Pennsylvania Avenue and Rickey Street/Macleay Road to improve safety.	\$1,889,864	\$547,500	Yes
Metro	Tualatin Valley Highway Bus Rapid Transit	Conduct project development work for the Tualatin Valley Highway Bus Rapid Transit corridor. This work includes design, addressing National Environmental Protection Act requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement.	\$10,000,000	\$5,000,000	Yes
Metro	82nd Avenue Bus Rapid Transit	Conduct project development work for the 82nd Avenue Bus Rapid Transit corridor. This work includes design, addressing National Environmental Protection Act requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement.	\$10,000,000	\$5,000,000	Yes
Metro	Line 33 McLoughlin Transit Signal Priority	Expansion of next generation transit signal priority for TriMet's Line 33 McLoughlin Corridor frequent transit route. The project includes planning, preliminary engineering, construction (signal equipment, high-speed data communications and small transit access investments ) and a testing phase.	\$4,457,818	\$4,000,000	Yes
Metro	Transportation System Management & Operations	Conduct a grant allocation to select transportation system management and operations investments that improve the efficiency and safety of the existing transportation network and infrastructure. Examples include Next Generation Transit Signal Priority, increasing multimodal and/or shared-use mobility trips by enhancing Mobility on Demand platforms (e.g., TriMet trip planner), active demand management (e.g., real-time traveler information and incentives), technologies that provide safe access to transit and schools, and regional planning resulting in action plans for these projects, or a combination of these projects.	\$3,343,363	\$3,000,000	TBD

Table 5: Small Urban and Rural Carbon Reduction Program Projects

Small Urban and Rural Applicant	Project Name	Project Description	Total Cost	CRP Funding	Justice40
Sandy Transit	Sandy Operations Center Electrification	Update the Sandy Operations Center to meet the charging needs of 3 heavy duty transit vehicles. This project will include the installation of a new electric line extension and make-ready infrastructure costs for make-ready ports.	\$426,650	\$382,833	No
Sherman County	EV Pilot and Charging Infrastructure	This project will purchase electric fleet vehicles and chargers to support those vehicles.	\$413,133	\$370,704	Yes
City of Woodburn	Electric Bus Purchase and Route Expansion	Purchase of an electric bus and installation of charging equipment to support route expansion for Woodburn Transit System.	\$2,032,935	\$1,824,152	Yes
Confederated Tribes of Warm Springs	CTWS Solar Street Lights Project	The proposed project would install solar streetlighting structures on the collector streets to replace existing lighting.	\$2,019,445	\$2,019,445	Yes
Confederated Tribes of Grand Ronde	Grand Ronde Tribe Electric Vehicles and Chargers	Purchase four electric vehicles and install electric and solar EV Charging Stations in four areas along and/or near Grand Ronde Road.	\$778,544	\$698,588	Yes
City of Bend	City of Bend Mobility Points	The project will develop an initial network of four Mobility Points around the City. Mobility Point infrastructure will include bus shelters, e-bike-sharing stations and charging, bicycle parking, electric car-sharing vehicles and electric vehicle charging equipment.	\$1,210,917	\$1,086,556	No
City of Albany	Albany Electric Street Sweeper	Purchase of a new all-electric, zero emissions street sweeper and charging equipment.	\$859,320	\$739,082	Yes
Klamath County	EV Charging Stations	Project will install level 2 chargers and level 3 chargers at 10 locations in Klamath County to support local agency electric vehicle purchases.	\$1,850,000	\$1,658,800	Yes
Hood River County Transportation District	Hood River County Rural Mobility Project	This program will offer e-bike lending options located at 3 transit mobility hubs located in the City of Hood River.	\$227,227	\$203,891	No
Rogue Valley Transportation District/ ODOT Region 3	OR99: Transit Signal Upgrades	Upgrade signals on OR99 from the South end of Ashland to Exit 35, north of Central Point to provide vehicle to infrastructure communication and improve transit efficiency and reliability.	\$437,000	\$391,783	Yes
City of Corvallis	Corvallis Electric Path Sweeper	Purchase of a small electric street sweeper to maintain bicycle and pedestrian facilities.	\$331,000	\$300,000	No
Port of Toledo	Port of Toledo EV Fleet and Chargers	The project will replace four gas vehicles with electric vehicles, install level 2 chargers at Port owned facilities, and install public, level 3, electric vehicle charging station at the Port Marina.	\$858,236	\$770,094	No
City of Sisters	Cascade Avenue Electric Vehicle Charging	Installation of parking spaces and level 2 electric vehicle charging ports with covered solar carports.	\$254,403	\$228,275	No
Gilliam County	Gilliam County EV Chargers	Project will install level 2 charging ports and level 3 DC fast chargers.	\$925,035	\$812,518	Yes

Benton County	US20: Multiuse Path Planning Study	Planning and design for an off-highway multiuse path that would connect north Albany to Corvallis along US20.	\$1,200,000	\$1,076,760	Yes
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Table 6: Statewide Carbon Reduction Program Projects

Project Name	Project Description	Total Cost	CRP Funding	Justice40
NEVI Enhancements: Medium and Heavy-Duty Charging Infrastructure	Expand planned NEVI sites for light duty vehicles with fast charging stations for medium and heavy-duty vehicles at intervals to be located along either I-5, I-84, US 20, or US 97.	\$4,900,000	\$4,396,770	TBD
ODOT Fleet Electric Vehicle Purchase	Procure 15 battery electric vehicles including two SUVs, five sedans and eight pick-up trucks.	\$982,719	\$881,794	Some Locations
Statewide Vanpool Expansion	Provide additional vanpools for shared commute trip solutions to reduce vehicle miles traveled and greenhouse gas emissions.	\$3,890,000	\$1,440,000	Yes
ODOT Fleet Charging Equipment	Install 11 level 2 dual-head charging stations, 2 direct current fast chargers and make-ready infrastructure for an additional 51 level 2 stations and 8 fast chargers.	\$1,795,353	\$1,610,970	Some Locations
Low Emission Materials Construction Pilot	The project will apply incremental costs to Carbon Reduction Program eligible projects to test the use of low carbon materials and study the outcomes.	\$1,300,000	\$1,100,000	TBD
Incident Response Preservation	This project funds the preservation of three dedicated Incident Response units in the 25-27 Biennium. Incident Response can have a profound impact in the agency's ability to clear traffic incidents quickly thus reducing congestion and associated greenhouse gas emissions.	\$1,000,000	\$897,300	No
TriMet Zero Emission Buses	Purchase of 3 zero emission buses for TriMET.	\$3,375,579	\$3,000,000	Yes
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes
R1 Signal System Coordination Project	The project will include making improvements to 62 signalized intersections throughout 5 corridors to allow for coordinated signal timing. Corridors include: Tualatin Valley Hwy between 20th Ave and 26th Ave, SW 72nd Ave at OR217 interchange, Tualatin Valley Hwy downtown Hillsboro, Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St, and Pacific Hwy between SW 64th Ave and SW Fischer Rd.	\$999,300	\$897,300	Some Locations
E-Micro-mobility Pilot Program	Provide capital funding for electric micromobility (e-micromobility) lending libraries in 4-6 communities with limited or no access to shared micromobility systems.	\$1,000,000	\$897,300	TBD

**APPENDIX B: SMALL URBAN AND RURAL MATERIALS**



# Carbon Reduction Program

## Small Urban and Rural Application

### OVERVIEW

Review ODOT's Small Urban and Rural Program Guidance document for allowable project types and eligibility. In general all projects must:

- Reduce transportation greenhouse gas emissions
- Meet Carbon Reduction Program eligibility criteria
- Be deliverable with federal funding
- Support an existing statewide, regional, or local plan
- Provide required local match
- Strive to meet Justice40 goals that 40% of benefits accrue to disadvantaged communities

### PROJECT INFORMATION

Please use STIP naming conventions for the project title: [ODOT'S PROJECT NAMING CONVENTION](#)

Project Title:			
Agency (Applicant):			
Address:			
Primary Contact:			
Contact Title:			
Email:			
Telephone:		MPO (if Applicable):	
Congressional District:		ODOT Region:	
County:		ACT:	

### PROJECT CATEGORY

<input type="checkbox"/>	<b>Vehicle and Fuel Technology:</b> Increase the operating efficiency of multiple transportation modes through transitions to more fuel-efficient vehicles, fuels that produce fewer GHG emissions or have lower carbon intensity, and improvements in engine technologies.
<input type="checkbox"/>	<b>Transportation Options:</b> Encourage a shift to transportation modes that produce fewer emissions and provide for more efficient movement of people and goods.
<input type="checkbox"/>	<b>System Operations:</b> Improve the operations of the transportation system and efficiency for all modes through technology, infrastructure investments, and operations management.
<input type="checkbox"/>	<b>Pricing:</b> Identify sustainable funding sources to maintain and operate the transportation system, provide market incentives for developing and implementing efficient ways to reduce emissions, and to help pay for environmental costs.

Project is:	<input type="checkbox"/> Infrastructure, <input type="checkbox"/> Non-Infrastructure, <input type="checkbox"/> Hybrid
Project is located on:	<input type="checkbox"/> Interstate, <input type="checkbox"/> State Highway, <input type="checkbox"/> Local Roadway, <input type="checkbox"/> Off Street Path, <input type="checkbox"/> Other, <input type="checkbox"/> N/A



# Climate Reduction Program

## Small Urban and Rural Application

**DETAILED COST ESTIMATE**

Provide a cost estimate, including match (10.27%), for eligible components. **Attach additional sheets with an estimated project budget.**

Phase	Year Phase Starts	Total:	CRP	Other Federal	Local	Non-Fed
Project Development						
Design/Engineering						
Right of Way						
Construction						
Operating Assistance						
Other						
<b>Total:</b>						

Duration of Project Funding (Years): \_\_\_\_\_ Expected first year of billing: \_\_\_\_\_

**EXPECTED COST SCHEDULE**

ODOT reserves the right to adjust fiscal year allocations in coordination with the applicant based on received projects and available funding.

	Year 1	Year 2	Year 3	Year 4	Year 5	Total:
CRP						
Other Federal						
Local						
Non-Fed						
<b>Total:</b>						



# Climate Reduction Program

## Small Urban and Rural Application

PROJECT DELIVERY			
Project Delivery:	Certified Local Public Agency: <input type="checkbox"/>	ODOT: <input type="checkbox"/>	
Detail any CRP ineligible components and how they are funded:			
Provide source of all local/non-federal funds including match:			
STIP PROJECT DESCRIPTION			
Please use STIP Project Description conventions for the project description (Max 1000 characters): <a href="#">ODOT'S PROJECT NAMING CONVENTION</a>			
AREA POPULATION			
Urban Area Population:	<input type="checkbox"/> 200,000-50,000	<input type="checkbox"/> 49,999-5,000	<input type="checkbox"/> <5,000
PROJECT LOCATION			
If the project has more than one location, attach a list with your supporting documentation that includes the following data for each location.			
On System Location			
Milepost from:		To:	
Route:		Bridge #:	
Off System Location			
Begin Lat:		End Lat:	
Begin Long:		End Long:	

# Climate Reduction Program

## Small Urban and Rural Application

CARBON REDUCTION PROGRAM PRIORITIES			
Mark the priority or priorities that your project supports. Enter percentages as a decimal.			
Vehicle and Fuel Technology:		Percentage of Project Cost:	
<input type="checkbox"/>	Increase adoption of fuel-efficient vehicle technologies and shift to alternative fuels that produce less emissions, including renewable diesel.		
<input type="checkbox"/>	Increase availability of electric (EV) charging infrastructure, expand the charging network, and identify opportunities for new EV charging corridors.		
<input type="checkbox"/>	Support transit and public fleets to transition to electric vehicles or low emission fuels.		
Transportation Options:		Percentage of Project Cost:	
<input type="checkbox"/>	Expand public transportation service, increase connectivity to transit stops, and improve operations to make transit service more efficient, including vanpool programs.		
<input type="checkbox"/>	Implement Transportation Demand Management programs that make it easier for people to choose transportation options consistent with local and state transportation demand management plans.		
<input type="checkbox"/>	Invest in strategic infrastructure to close gaps in priority active transportation and public transit networks and increase safety and connectivity for users.		
<input type="checkbox"/>	Support shared mobility, including bike-share, electric bikes and scooters, and other micro-mobility vehicles.		
System Operations:		Percentage of Project Cost:	
<input type="checkbox"/>	Invest in traffic management and intersection technologies that reduce emissions, improve system efficiency, and increase safety for vulnerable users.		
<input type="checkbox"/>	Expand intelligent transportation system (ITS) technologies to reduce emissions and maximize efficiency of the existing system.		
<input type="checkbox"/>	Reduce greenhouse gas emissions from agency operations, materials, and fuels, such as lower carbon materials, renewable energy, fleets, and fuels.		
Pricing:		Percentage of Project Cost:	
<input type="checkbox"/>	Support methods to price roadway systems accordingly to balance demand, fund maintenance and operations, and reinvest in transportation choices with considerations for equity impacts, location, and recovering costs from environmental impacts.		
Non-CRP Eligible Components:		Percentage of Project Cost:	
PLAN IMPLEMENTATION			
Provide a link to the plan or policy containing the proposed project:	(Hyperlink)	Pg. #:	

# Climate Reduction Program

## Small Urban and Rural Application

### PROJECT NARRATIVE

Provide a narrative description of your project. **Attach a scope of work and schedule with your supporting documentation.** (Max 3,000 characters)

# Climate Reduction Program

## Small Urban and Rural Application

### EVALUTATION CRITERIA

**Climate Benefit (60 points)** Does the project effectively reduce greenhouse gas emissions from transportation?

Will the project result in a direct reduction of transportation greenhouse gas emissions, or will the project lead to mode shift or the use of less carbon intensive transportation options? *Projects that can show a more direct or a highly probable reduction (rather than potential reduction) will receive more points. Projects that incorporate carbon reduction strategies during construction only or as a minor component of a larger project will be considered for those components only. ODOT will consider funding these projects if they are part of pilot programs that will lead to systemic changes in the agency's project delivery process. The agency must explain why the larger project budget is not sufficient to incorporate these components without CRP funding. (Max 2000 characters)*



# Climate Reduction Program

## Small Urban and Rural Application

Explain when emissions reductions from the project will occur. Will emissions reductions happen quickly or be achieved over a longer time frame? Will the emission reductions be monitored and reported? *Projects that deliver the reductions sooner and that show benefit over a longer time frame will receive more points.* (Max 1000 characters)

**Local Support and Engagement (10 points)** What is the level of community commitment and support for the project? *Please attach or link relevant supporting documentation and plan citations. Letters of support from local jurisdictions, community groups, and other local agencies may also be used as supporting documentation.*

What community engagement efforts informed development or identification of the project? Is support demonstrated from relevant partners? (Max 1000 characters)



# Climate Reduction Program

## Small Urban and Rural Application

How will the community know the desired outcomes were achieved (Max 750 characters)?

**Equity (10 points)** Does this project mitigate impacts from emissions or reduce barriers and increase benefits to historically disadvantaged communities? Geographic and demographic considerations, individual project elements, and Justice40 benefits will be considered. *Please attach or link any relevant supporting documentation and plans. ODOT Social Equity Index and other tools are available.*

Does the project provide benefits to communities identified by Justice40 criteria? How will this project provide benefits to historically disadvantaged community members? (Max 1500 characters)

# Climate Reduction Program

## Small Urban and Rural Application

**Opportunities and Innovation (10 Points)** Will this project provide for new opportunities to reduce emissions, include innovative components, expand multimodal or micromobility options, or target parts of the sector that have been slower to decarbonize?

Does this funding create opportunities for future investments and actions that expand the initial emissions reduction benefits? Does the project or application build off or support other effective carbon reduction projects? (Max 1000 characters)

Will this project create or encourage emissions reductions beyond what are already expected through existing plans, projects, and funding opportunities? (Max 1000 characters)



# Climate Reduction Program

## Small Urban and Rural Application

**Project Readiness (10 Points)** Does the agency have a plan for implementation, construction and/or maintenance of the project?

Does the applicant and local jurisdiction guarantee any required staff time, operations, and maintenance for the project after completion? (Max 1000 characters)

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What is the certainty from a cost and risk perspective? Are there uncertainties including, but not limited to; right of way acquisition; bridge, structure, or rail impacts; environmental review; utility relocation or drainage modifications; supply chain; and overall feasibility? (Max 1000 characters)

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# Climate Reduction Program

## Small Urban and Rural Application

### SUMITTAL INSTRUCTIONS

1. Download the application document.
2. Rename it: **2023 CRP\_[Agency Name]\_[Application Title]**
3. Fill out the application and save it as a PDF.
4. Combine all supporting information into a separate PDF. Title it: **2023 CRP\_[Agency Name]\_[Application Title]\_Supporting Documentation.**
5. Email both files (2) to the ODOT Program Coordinator (rye.baerg@odot.oregon.gov) using Subject Line: **2023 CRP [Agency Name] [Application Title].**
6. Upon receipt of the supporting documentation and application, ODOT will email you a confirmation.

### SUPPORTING INFORMATION

Check all applicable documents that are being provided as part of your application.

- Map showing project location (if applicable)
- List of additional locations if more than one (if applicable)
- Project cost estimate (required)
- Scope of work and schedule (required)
- Buy America waiver request (if applicable)
- Additional quantitative or qualitative emissions analysis information (optional)
- Letters of Support (optional)
- Other supporting documentation that may support successful award (optional)

### AGENCY SUBMISSION

By signing this document, you certify that your agency has the legal authority to enter into an intergovernmental agreement with ODOT if your project is selected.

Agency:		
	Name	Electronic Signature
	Title	Date

### ODOT REGIONAL REVIEW

ODOT Regional Manger review and signature is required if ODOT will be delivering the project (non-certified local public agencies) or if the project is located on State right of way.

ODOT:		
	Name	Electronic Signature
	Title	Date



# CARBON REDUCTION PROGRAM

## SMALL URBAN AND RURAL APPLICATION GUIDELINES

### OVERVIEW

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act or IIJA) was signed into law. The BIL authorizes a new Carbon Reduction Program (CRP) to reduce transportation greenhouse gas emissions.<sup>1</sup> Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years. These funds are allocated by federal formula to Transportation Management Areas (TMAs), Small Urban and Rural areas, and Statewide projects.

Table 1: Carbon Reduction Program FY 22-26

Urbanized Area	Total FY 22-26 <sup>2</sup>
TMA's (Portland, Eugene, and Salem)	\$28.5 million
Small Urban and Rural Areas	\$24.1 million
Statewide	\$29.8 million
<b>Total:</b>	<b>\$82.4 million</b>

The Carbon Reduction Program requires ODOT to develop a Carbon Reduction Strategy in consultation with metropolitan planning organizations (MPOs) designated within the State. The Carbon Reduction Strategy is required to identify strategies and projects for reducing emissions from the transportation sector. To inform the development of the strategy, the Climate Office convened a Consultation Group over the course of 2022 consisting of metropolitan planning organizations, Transportation Management Areas, and stakeholders. The Consultation Group developed key strategies and priorities and project scoring criteria for the Carbon Reduction Program. The strategies and priorities are based on the Statewide Transportation Strategy - A 2050 Vision for Greenhouse Gas Emissions Reduction,<sup>3</sup> Oregon's roadmap to achieving the state's greenhouse gas reduction goals.

Project identification will occur in three stages. Transportation Management Areas will identify projects for their funds based on the Carbon Reduction Program strategies and priorities and existing outreach processes. ODOT will utilize a competitive selection process to identify projects for the Small Urban and Rural areas using the strategies and priorities and project scoring criteria. ODOT will coordinate internally to identify and scope projects for the Statewide funding. ODOT will submit the Carbon Reduction Strategy to FHWA for approval with projects identified for Carbon Reduction Program funding by November 15, 2023.

<sup>1</sup> [Carbon Reduction Program](#)

<sup>2</sup> All dollar amounts are estimates and are subject to change..

<sup>3</sup> [Statewide Transportation Strategy - A 2050 Vision for Greenhouse Gas Emissions Reduction](#)



## SMALL URBAN AND RURAL AREAS CALL FOR PROJECTS

ODOT will conduct a Call for Projects in 2023 for the Small Urban and Rural area funding. Projects selected will reduce transportation greenhouse gas emissions and implement the Statewide Transportation Strategy. Projects will be consistent with the Carbon Reduction Program and the FHWA eligibility criteria. ODOT will make approximately \$13 million of the Small Urban and Rural area funding available through the 2023 Call for Projects. A second Call for Projects will be issued in 2024 for the remaining Small Urban and Rural area funding.

Funding by geographic region is based on federal formulas. See the Small Urban and Rural Carbon Reduction Program Funding table below. For areas with populations between 200,000-50,000, funding is split based on urbanized area. The funds not assigned to a specific urbanized area are split into two portions and can be spent anywhere in the state that meets the population requirements. The first is for areas with populations between 49,999-5,000. The second is for areas with populations of less than 5,000.

*Table 2: Small Urban and Rural Carbon Reduction Funding for FY 22-26 by Area*

Urbanized/Rural Area	Estimated FY 22-26 Available Funding <sup>4</sup>
<b>Albany Area</b>	\$739,082
<b>Bend Area</b>	\$1,086,556
<b>Corvallis Area</b>	\$809,568
<b>Grants Pass Area</b>	\$655,092
<b>Rogue Valley Area</b>	\$1,997,966
<b>Population Areas 50,000-5000</b>	\$8,323,211
<b>Population Areas &lt;5,000</b>	\$10,319,183

The Small Urban and Rural Call for Projects will open on February 28, 2023 and close on May 31, 2023 at 5:00 p.m. ODOT Climate Office staff will conduct the Call for Projects and score submitted applications. During the Call for Projects, Climate Office staff will be available to support interested applicants in refining project concepts to meet the program’s criteria. Applicants will be notified of the outcomes of their applications in fall of 2023. Following notification, Climate Office staff will work with the ODOT Program and Funding Services unit to program successful projects into the STIP and develop Intergovernmental Governmental Agreements.

## CARBON REDUCTION STRATEGY

The Carbon Reduction Program Strategies and Priorities table presented below includes key strategies and priorities identified by the Consultation Group to guide the implementation of the Carbon Reduction Program in Oregon. Projects must support one or more of the priority areas to be considered eligible for funding. Projects funded through the Small Urban and Rural Call for Projects should support the implementation of state, regional and local plans. Project applicants are encouraged to become

<sup>4</sup> All dollar amounts are estimates and are subject to change.



familiar with ODOT policies and priorities, especially if their project will be located on or involve ODOT right of way.

Table 3: Carbon Reduction Program Strategies and Priorities

Strategies	Priorities
<p><b>Vehicle and Fuel Technology</b></p> <p><i>Increase the operating efficiency of multiple transportation modes through transitions to more fuel-efficient vehicles, fuels that produce fewer GHG emissions or have lower carbon intensity, and improvements in engine technologies.</i></p>	<ul style="list-style-type: none"> <li>• Increase adoption of fuel-efficient vehicle technologies and shift to alternative fuels that produce less emissions, including renewable diesel.</li> <li>• Increase availability of electric (EV) charging infrastructure, expand the charging network, and identify opportunities for new EV charging corridors.</li> <li>• Support transit or public fleets to transition to electric vehicles or low emission fuels.</li> </ul>
<p><b>Transportation Options</b></p> <p><i>Encourage a shift to transportation modes that produce fewer emissions and provide for more efficient movement of people and goods.</i></p>	<ul style="list-style-type: none"> <li>• Expand public transportation service, increase connectivity to transit stops, and improve operations to make transit service more efficient, including vanpool programs.</li> <li>• Implement Transportation Demand Management programs that make it easier for people to choose transportation options consistent with local and state transportation demand management plans.</li> <li>• Invest in strategic infrastructure to close gaps in priority active transportation and public transit networks, and increase safety and connectivity for users.</li> <li>• Support shared mobility, including bike-share, electric bikes and scooters, and other micro-mobility vehicles.</li> </ul>
<p><b>System Operations</b></p> <p><i>Improve the operations of the transportation system and efficiency for all modes through technology, infrastructure investments, and operations management.</i></p>	<ul style="list-style-type: none"> <li>• Invest in traffic management and intersection technologies that reduce emissions, improve system efficiency, and increase safety for vulnerable users.</li> <li>• Expand intelligent transportation system (ITS) technologies to reduce emissions and maximize efficiency of the existing system.</li> <li>• Reduce greenhouse gas emissions from agency operations, materials, and fuels, such as lower carbon materials, renewable energy, fleets, and fuels.</li> </ul>
<p><b>Pricing</b></p> <p><i>Identify sustainable funding sources to maintain and operate the transportation system, provide market incentives for developing and implementing efficient ways to reduce emissions, and to help pay for environmental costs.</i></p>	<ul style="list-style-type: none"> <li>• Support methods to price roadway systems accordingly to balance demand, fund maintenance and operations, and reinvest in transportation choices with considerations for equity impacts, location, and recovering costs from environmental impacts.</li> </ul>





## PROJECT SELECTION CRITERIA

Project selection criteria for scoring the Small Urban and Rural Call for Projects were developed based on the federal Carbon Reduction Program requirements and goals of the Statewide Transportation Strategy. Projects will be scored by ODOT Climate Office staff using the selection criteria. Project applicants are encouraged to consult with ODOT Climate Office staff to ensure their projects meet the goals and criteria of the program.

Eligible projects will be evaluated on the following selection criteria:

1. **Climate Benefits (60 pts)** – Does the project effectively reduce greenhouse gas emissions from transportation?
  - a. Will the project result in a direct reduction of transportation greenhouse gas emissions, or will the project lead to mode shift or the use of less carbon intensive transportation options? *Projects that can show a more direct or a highly probable reduction (rather than potential reduction) will receive more points. Projects that incorporate carbon reduction strategies during construction only or as a minor component of a larger project will be considered for those components only. ODOT will consider funding these projects if they are part of pilot programs that will lead to systemic changes in the agency's project delivery process. The agency must explain why the larger project budget is not sufficient to incorporate these components without CRP funding.*
  - b. Explain when emissions reductions from the project will occur. Will emissions reductions happen quickly or be achieved over a longer time frame? Will the emission reductions be monitored and reported? *Projects that deliver the reductions sooner and that show benefit over a longer time frame will receive more points.*
2. **Local Support and Engagement (10 pts)** – What is the level of community commitment and support for the project? *Please attach or link relevant supporting documentation and plan citations. Letters of support from local jurisdictions, community groups, and other local agencies may also be used as supporting documentation.*
  - a. What community engagement efforts informed development or identification of the project? Is support demonstrated from relevant partners?
  - b. How will the community know the desired outcomes were achieved?
3. **Equity (10 pts)** – Does this project mitigate impacts from emissions or reduce barriers and increase benefits to historically disadvantaged communities? Geographic and demographic considerations, individual project elements, and Justice40 benefits will be considered. *Please attach or link any relevant supporting documentation and plans. The ODOT Social Equity Index and other tools are available.*
  - a. Does the project provide benefits to communities identified by Justice40 criteria? How will this project provide benefits to historically disadvantaged community members?



4. **Opportunities and Innovation (10 pts)** – Will this project provide for new opportunities to reduce emissions, include innovative components, expand multimodal or micromobility options, or target parts of the sector that have been slower to decarbonize?
  - a. Does this funding create opportunities for future investments and actions that expand the initial emissions reduction benefits? Does the project or application build off or support other effective carbon reduction projects?
  - b. Will this project create or encourage emissions reductions beyond what are already expected through existing plans, projects and funding opportunities?
  
5. **Project Readiness (10 pts)** – Does the agency have a plan for implementation, construction and/or maintenance of the project?
  - a. Does the applicant and local jurisdiction guarantee any required staff time, operations, and maintenance for the project after completion?
  - b. What is the certainty from a cost and risk perspective? Are there uncertainties including, but not limited to; right of way acquisition; bridge, structure, or rail impacts; environmental review; utility relocation or drainage modifications; supply chain; and overall feasibility?

## MATCH REQUIREMENTS

Projects will be delivered as federal-aid projects. There is a required 10.27% match from the awarded agency. The Federal share is 100% for projects within Indian Reservations, national parks, and monuments. Tribes may use Tribal Transportation Program funds for the match.<sup>5</sup>

## PROJECT SIZE

The funding available in Table 2 represents the total FY 22-26 funding for each Small Urban and Rural area through the Carbon Reduction Program. ODOT will provide funding for projects up to the amount available for each urbanized or rural area as noted in Table 2. Project costs for selected projects may exceed the limits in Table 2 but ODOT will not provide funding beyond what is available for each urbanized or rural area.

## FUNDING PROJECT COMPONENTS

Applicants looking to fund specific components using Carbon Reduction Funding are eligible to apply. However, as noted in the Project Selection Criteria, *“projects that incorporate carbon reduction strategies during construction only or as a minor component of a larger project will be considered for those components only.”* ODOT will consider funding components of larger projects if they are part of pilot programs that will lead to systemic change but does not expect to fund eligible components simply to help a larger project complete its funding package. The applicant must explain why the larger project

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<sup>5</sup> [Justice40 Non-Federal Match Flexibility - US Department of Transportation](#)



budget is not sufficient to incorporate these components without CRP funding. Oregon law and the American Disabilities Act already require the inclusion of bicycle and pedestrian facilities in many types of construction projects.

## PROGRAMMING AND DELIVERY

ODOT will review applications to ensure they meet program eligibility requirements and the project selection criteria. In addition, ODOT will conduct a scope, schedule, and budget review of projects to assess whether projects can be delivered as proposed. Applicants are encouraged to consider recent market fluctuations, availability of project components, and other project risks when developing their project scopes, budgets, and schedules. Applicants will be notified of the outcomes of their applications in Fall 2023.

Following notification, ODOT will work to program successful projects into the Statewide Transportation Improvements Program (STIP) and develop Intergovernmental Governmental Agreements in accordance with all federal-aid requirements. Projects located within MPO boundaries will need to be programmed into the MPO's TIP following the MPO's outreach and public notice requirements. Obligation will occur after projects have been included in the STIP and agreements have been finalized. The obligation timeline can take, on average, 2-4 months from the initiation of a STIP amendment (adding a project) to the Notice to Proceed. MPO involvement extends this timeline by 1-3 months.

Certified Local Public Agencies will deliver their own projects in accordance with the rules and regulations for federal-aid projects and existing oversight agreements with ODOT. ODOT will deliver projects for applicants that are not certified Local Public Agencies to ensure all federal-aid requirements are met. Awards may be transferred to Federal Transit Administration (FTA) if appropriate. Local agencies are responsible for providing the local match and meeting ODOT reporting requirements for the funding. Construction timelines will vary depending on the staffing availability of the MPOs and ODOT Regions.

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws.<sup>6</sup> FHWA has provided guidance stating that many of the projects eligible for CRP funding may meet the requirements for Categorical Exclusions which could reduce project delivery time.<sup>7</sup>

## JUSTICE40 AND EQUITY

Federal-aid recipients, including recipients of Carbon Reduction Program funds, are responsible for involving the public, including traditionally underserved and underrepresented communities. "Underserved populations" include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and

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<sup>6</sup> [Carbon Reduction Program \(CRP\) Implementation Guidance \(dot.gov\)](#)

<sup>7</sup> [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America \(dot.gov\)](#)



receiving equitable benefits.<sup>8</sup> In addition, ODOT is seeking to fund CRP projects that support the federal Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities.<sup>9</sup>

ODOT has adopted equity as one of the three priorities of the [2021-2023 Strategic Action Plan](#). ODOT has produced a [Social Equity Index](#) which identifies historically excluded and underserved people within Oregon. In addition, ODOT has developed a [Social Equity White Paper](#) which outlines reasons for and strategies for including equity in the planning and project development process. Applicants are encouraged to use a Justice40 tool, ODOT equity tool, or their own equity tools for incorporating equity considerations into their project identification, engagement, and delivery processes.

## BUY AMERICA AND DAVIS-BACON

All projects funded under the program are treated as if they were located on a federal-aid highway. This requires the use of Davis-Bacon wage and Build America, Buy America Act requirements. FHWA has updated guidance around the Build America, Buy America Act to incorporate construction materials due to new provisions in the BIL.<sup>10</sup> Understanding Build America, Buy America Act considerations will be important during the project identification process. Projects considering the purchase of manufactured products and construction materials, such as components for charging stations, alternative fuels, new vehicle purchases, and the construction of facilities, should be aware that Build America, Buy America Act requirements may apply and coordinate with their regional ODOT office to determine affected components.

## FHWA ELIGIBLE ACTIVITIES

The federal list of FHWA eligible activities ([found here](#)) should be used to ensure program eligibility.<sup>11</sup> In addition, all projects selected through the Small Urban and Rural Call for Projects will be expected to support one or more of the strategies and priorities outlined above.

Carbon Reduction Program funds may be obligated for projects that support the reduction of transportation greenhouse gas emissions, including, but not limited to:

- Traffic monitoring, management, and control facilities
- Public transit projects
- Bike, pedestrian, and non-motorized facilities and micromobility projects<sup>12</sup>
- Advanced transportation and congestion management technologies

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<sup>8</sup> [FHWA's Environmental Justice Reference Guide](#)

<sup>9</sup> [Carbon Reduction Program \(CRP\) Implementation Guidance \(dot.gov\)](#)

<sup>10</sup> Memorandum for Heads of Executive Departments and Agencies: Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure: [M-22-11 \(whitehouse.gov\)](#)

<sup>11</sup> [Bipartisan Infrastructure Law - Carbon Reduction Program \(CRP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

<sup>12</sup> [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act \(dot.gov\)](#)



- Infrastructure-based intelligent transportation systems
- Energy efficient street lighting and traffic control devices
- Managing or shifting demand, including congestion pricing, tolling and transportation demand management strategies
- Alternative fuel projects, including public charging, hydrogen, natural gas and propane fueling and zero-emission equipment and vehicle purchases
- Diesel retrofits
- Projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity
- Projects that reduce transportation emissions at port facilities, including through the advancement of port electrification

## REQUIRED DOCUMENTS

Each applicant is required to submit the project application and a separate PDF including additional project information. These documents should not be merged as that will interfere with ODOT's ability to upload data from the application and perform analysis. Applicants should follow the instructions on the final page of the application regarding naming their files and submitting their documents to ODOT.

Additional documents that can be provided to support applications include:

- Map showing project location (if applicable)
- List of additional locations if more than one (if applicable)
- Project cost estimate (required)
- Scope of work and schedule (required)
- Buy America waiver request (if applicable)
- Additional quantitative or qualitative emissions analysis information (optional)
- Letters of Support (optional)
- Other supporting documentation that may support successful award (optional)

Applicants are encouraged to coordinate with ODOT Regions when developing their project concepts. Review and signature by an ODOT Region Manager<sup>13</sup> is required if ODOT will be delivering the project (for non-certified local public agencies) or if the project is located on State right of way. For ODOT delivered projects, applicants should check with their ODOT Region to ensure any necessary administration costs are included their budget estimates.

The cost estimate and scope of work for the project should include sufficient detail for each task. During scope development, applicants should consider risks for the project including but not limited to: right of way availability, utility relocation needs, availability of vehicles on the market, supply chain disruptions, inflation, etc. ODOT will not cover any expenses in excess of the project award.

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<sup>13</sup> [Oregon Department of Transportation: Region Contacts](#)



ODOT is not requiring applicants to quantify the expected greenhouse gas emission reductions from their projects. Applicants may do so if they wish to provide reviewers with a better understanding of the projects expected impacts. FHWA has a suite of estimation tools created for the CMAQ program that can be used to produce estimates for greenhouse gas emissions and other pollutants.<sup>14</sup>

## FREQUENTLY ASKED QUESTIONS

### 1. Who can apply for projects

Counties, cities, tribal governments, and local and state transportation agencies representing urbanized and rural areas with populations of less than 200,000 can apply for Carbon Reduction Program funds through the Small Urban and Rural Call for Projects.

### 2. How do I determine the population of my Urbanized Area?

ODOT will use the adjusted federal-aid Urbanized Area boundaries based on the 2010 Census for determining a project's eligibility.

### 3. When can contracting for the project begin?

Successful project applicants may not begin expending award funds until receiving a notice to proceed from ODOT. Non-certified local public agencies will work with ODOT regional offices to deliver their projects. Projects must be entered into the STIP, have an approved Intergovernmental Agreement, and have completed FHWA requirements to be obligated.

### 4. Can local governments use local forces to deliver projects?

Projects will need to follow federal requirements and approvals for delivery. This includes requests for local forces to deliver projects.

### 5. Is staff time allowed to be funded by CRP to administer the projects?

Time directly attributed to the project is allowed to be charged to the project for ODOT and certified agencies. For non-certified agencies, staff time is not reimbursed. Administration costs are not eligible for funding.

### 6. What is ODOT's role regarding oversight of the funding?

The ODOT Climate Office is responsible for developing the project selection criteria (in coordination with MPOs and stakeholders), conducting the Call for Projects, selecting projects and coordinating with ODOT Program and Funding Services division to coordinate programming projects into the STIP. ODOT Regions will provide oversight or delivery of the project to ensure that all federal-aid requirements are met.

### 7. Who should I contact with questions about CRP?

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<sup>14</sup> [Toolkit - CMAQ - Air Quality - Environment - FHWA \(dot.gov\)](#)



For general program questions please contact Rye Baerg ([rye.baerg@odot.oregon.gov](mailto:rye.baerg@odot.oregon.gov)). For project delivery questions, successful applicants will work with the Climate Office and the regional project delivery teams assigned to their projects. ODOT Regional contacts can be determined by connecting with the appropriate regional office for your agency. Contacts can be found here: [Oregon Department of Transportation: Region Contacts](#).

**8. Is there a minimum or maximum project size?**

No, there is no minimum or maximum project size. However, federal-aid funds do require a significant amount of oversight which may decrease the cost benefit ratio for smaller projects.

**9. How do I determine the urbanized area for my project?**

Applicants may use the Federal Aid Urban Boundaries area on [ODOT TransGIS](#) to help them understand the urban area boundaries for their project. A project that is located in more than one area should select the area where the majority of the project funds will spent.

**10. Do I need to include costs for ODOT delivery in my project budget?**

Yes, if ODOT will be delivering the project, delivery costs should be included in the project estimate and the local match should be adjusted to take this into account. Applicants should contact their ODOT regional office for advice related to delivery cost estimates.

**11. Are there specific guidelines for electric vehicles (EVs) and EV charging stations?**

Yes, FHWA recently released [new rules](#) on the requirements for EV charging stations for the NEVI program. The new rules apply to all FHWA funding including the Carbon Reduction Program. FHWA also recently released [a waiver](#) for EV charging stations for the Build America – Buy America (BABA) requirements. Applicants interested in EV charging stations should become familiar with these rules. ODOT is currently coordinating with FHWA and will update these guidelines when more information is available.

Electric vehicles may be acquired under the Carbon Reduction Program. These vehicles must meet federal standards for BABA provisions. Applicants are encouraged to contact ODOT and FHWA with specific questions related to available vehicles that meet the requirements.

**12. Is the match required to be a cash match?**

Non-cash match may be eligible to meet the program requirements. Applicants with specific match questions should contact the program coordinator.

**13. My jurisdiction is located within a TMA, can I apply for funding through this call for projects?**

No, funding through the Small Urban and Rural Call for Projects is only available for projects located in rural and urbanized areas with populations of less than 200,000. Projects within the TMAs (Portland, Eugene, and Salem) will be selected by the MPO. Interested jurisdictions should contact their MPO about funding opportunities.



**14. How long will the funding be available for our project if it is selected?**

ODOT will work with successful candidates to program their projects into the STIP. Projects are expected to begin no later than a year from selection to begin design. Some projects may need to move quickly for the obligation of funding to ensure funding is not lost due to federal law. Obligation of construction funding should occur no later than 2026.



## APPENDIX C: SUMMARY OF OREGON’S CLIMATE CHANGE RELATED LEGISLATION

- **House Bill 3543 (2007):**<sup>61</sup> Established the first greenhouse gas emissions targets for the state of Oregon, created the Oregon Global Warming Commission,<sup>62</sup> and launched the Oregon Climate Change Institute.<sup>63</sup> Initial targets called for a reduction of greenhouse gases of 10% by 2020 and a 75% reduction by 2050. The Oregon Global Warming Commission recommends ways to coordinate state and local efforts to reduce Oregon’s greenhouse gas emissions, and to help the state, local governments, businesses, and Oregonians prepare for the effects of climate change. The Oregon Global Warming Commission publishes the Oregon Climate Action Roadmap 2030 Recommendations<sup>64</sup> and the Transformational Integrated Greenhouse Gas Emissions Reduction Project Report.<sup>65</sup> These reports inform and influence policy set in Oregon across all sectors. The Oregon Climate Change Research Institute is comprised of a network of dozens of researchers and professionals at Oregon State University, Portland State University, the University of Oregon, and other universities, agencies, and organizations. The institute regularly publishes the Oregon Climate Assessment<sup>66</sup> which includes projections on a wide range of climate related impacts.
- **House Bill 2001 (2009):**<sup>67</sup> Directed the Department of Transportation and the Travel Information Council to develop a plan for installing electric vehicle recharging stations across the state. It also required metropolitan service districts and certain metropolitan planning organizations (the Portland Metro and Springfield-Eugene areas) to develop scenarios for achieving a reduction in greenhouse gas emissions for 2035 from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less.
- **House Bill 2186 (2009):**<sup>68</sup> Initiated studies of medium and heavy-duty trucks for aerodynamics and engine use while parked. In addition, it gave the Environmental Quality Commission the authority to adopt standards and requirements to reduce greenhouse gas emissions through low carbon fuel standards for gasoline, diesel and fuels used as substitutes for gasoline or diesel. Finally, it further expanded requirements for metropolitan planning organizations related to land use and transportation planning to reduce emissions by creating the Metropolitan Planning Organization Greenhouse Gas Emissions Task Force.
- **Senate Bill 1059 (2010):**<sup>69</sup> Directed the Oregon Transportation Commission to develop the Statewide Transportation Strategy to achieve the targets adopted in House Bill 3543 for the transportation sector. Senate Bill 1059 also directed the Department of Transportation and the Department of Land Conservation and Development to establish guidelines for developing and evaluating alternative

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<sup>61</sup> [House Bill 3543 \(2007\)](#)

<sup>62</sup> [Oregon Global Warming Commission](#)

<sup>63</sup> [Oregon Climate Change Research Institute](#)

<sup>64</sup> [Oregon Climate Reduction Roadmap to 2030 \(2023\)](#)

<sup>65</sup> [Transformational Integrated Greenhouse Gas Emissions Reduction Project Report \(2023\)](#)

<sup>66</sup> [Oregon Climate Assessments](#)

<sup>67</sup> [House Bill 2001](#)

<sup>68</sup> [House Bill 2186](#)

<sup>69</sup> [House Bill 1059](#)

land use and transportation scenarios to reduce greenhouse gas emissions. These agencies were also directed to adopt rules identifying a reduction target for greenhouse gas emissions caused by motor vehicles with a gross vehicle weight rating of 10,000 pounds or less to be met by each region served by a metropolitan planning organization.

- **Senate Bill 1547 (2015):**<sup>70</sup> Directed electric companies to eliminate coal-fired resources from their allocation of electricity and determined that transportation electrification is necessary to reduce meet Oregon’s greenhouse gas emissions reduction goals. This required the Public Utility Commission to direct each electric company to file applications for programs to accelerate transportation electrification. The bill also developed a new rule to allow for community solar projects that expand access to renewable energy.
- **House Bill 2017 (2017):**<sup>71</sup> Required state agencies to transition their fleets to zero emission vehicles, ODOT to inventory owned property for opportunities to reduce carbon, ODOT to conduct an emissions analysis as part of project selection, ODOT to develop a tolling program on I-205 and I-5, and ODOT to develop a new Mega Transportation Project Task Force. It also introduced new fees for high efficiency vehicles, increased fuel taxes by \$0.02 cents per year, created new taxes for selling motor vehicles and bicycles to fund transportation projects, created a new tax to fund transit projects, and created a new vehicle rebate program for electric vehicles.
- **Senate Bill 1044 (2019):**<sup>72</sup> Determined that transformation of the motor vehicle market must occur no later than 2035 and that programs and support must be provided to accelerate Oregonians’ purchase and use of zero-emission vehicles until greenhouse gas emissions from vehicles are declining at a rate consistent with this state’s greenhouse gas emissions reduction goals. The bill also required the Oregon Department of Energy to report back to the legislature if it determined that the state was not meeting certain electric vehicle sales targets. Finally, the bill set a target for 25% of vehicles purchased by state agencies to be zero-emissions light duty vehicles by 2025 whenever possible.
- **House Bill 2021 (2021):**<sup>73</sup> Requires retail electricity providers rely on non-emitting electricity in accordance clean energy targets up to 100% below baseline (2010-2012) by 2040. This will further support the cleaning of electricity used for charging electric vehicles.
- **House Bill 4139 (2022):**<sup>74</sup> Requires ODOT to develop an environmental declaration program to assess the greenhouse gas emissions attributable to covered materials used in construction and maintenance activities for the state’s transportation system. The bill also creates a Medium and Heavy-Duty Electrification Charging Fund to be managed by the Department of Environmental Quality.
- **House Bill 3409 (2023):**<sup>75</sup> Changed the name of the Oregon Global Warming Commission to the Oregon Climate Action Commission and expanded its membership around environmental justice and youth membership. It also included several additional actions around climate that would engage

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<sup>70</sup> [Senate Bill 1547](#)

<sup>71</sup> [House Bill 2017](#)

<sup>72</sup> [Senate Bill 1044](#)

<sup>73</sup> [House Bill 2021](#)

<sup>74</sup> [House Bill 4139](#)

<sup>75</sup> [House Bill 3409](#)

ODOT around green infrastructure within the agency's right of way. Finally, it created a new rebate program for medium and heavy-duty vehicles.

- **House Bill 2530 (2023):**<sup>76</sup> Created a definition for green hydrogen that has a carbon intensity that is equal to or less than the average carbon intensity of the electricity served in this state in the calendar year in which construction or expansion of the facility that produces the renewable hydrogen began.
- **Executive Order 17-21 (2017):**<sup>77</sup> Initiated a goal of 50,000 electric vehicles within the state by 2020. The order also directed the Department of Administrative Services and the Oregon Department of Energy to install vehicle chargers for state vehicles and in public parking lots and to purchase electric vehicles in bulk. In addition, it directed the Oregon Department of Environmental Quality to implement House Bill 2017 electric vehicle program, update the Clean Fuels Program, and align the zero-emissions vehicle program with California. Furthermore, it leveraged funding from the Volkswagen settlement to support vehicle electrification across the state.
- **Executive Order 20-04 (2020):**<sup>78</sup> Established more stringent greenhouse gas emissions reductions targets of 45% below 1990 levels by 2035 and 80% below 1990 emissions levels by 2050. It directed 16 state agencies to facilitate and prioritize the reduction of greenhouse gas emissions in their processes including rulemaking, planning, budgets, investments and policy decisions. It directed the Environmental Quality Commission and the Department of Environmental Quality to expedite certain standards and procedures related to low carbon fuels and electricity production and caped greenhouse gas emissions from certain stationary sources and transportation fuels. It also reemphasized the direction to the Public Utility Commission to support transportation electrification and further decarbonized the utility sector. It included direction to the Department of Administrative Services to develop a plan for state agencies to follow for procuring zero-emission vehicles and support the adoption of the goals of Senate Bill 1044. Directed the Oregon Transportation Commission, the Land Conservation and Development Commission, Environmental Quality Commission, and Oregon Department of Energy to implement the Statewide Transportation Strategy, establish greenhouse gas emissions performance metrics, and amend the Transportation Planning Rule for metropolitan planning areas to meet greenhouse gas emissions goals. Finally, it directed ODOT to develop a statewide transportation electrification infrastructure needs analysis and apply a greenhouse gas emission analysis to the Statewide Transportation Improvement Program.

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<sup>76</sup> [House Bill 2530](#)

<sup>77</sup> [Executive Order 17-21](#)

<sup>78</sup> [Executive Order 20-04](#)