

Agenda
Mid-Willamette Valley Area
Commission on Transportation
(MWACT)

This meeting is a “hybrid” meeting: Staff and Committee members can choose to attend in person or over Zoom. **For MWACT members – Please RVSP (e-mail to lomoore@mwvcog.org), so we can best prepare for the MWACT meeting.**

The public may also attend in person or via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting is:

Join Zoom Meeting
<https://zoom.us/j/96840838274>

Meeting ID: 968 4083 8274

Or call +1 253 215 8782 US (Tacoma)
Meeting ID: 968 4083 8274

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact Karen Odenthal (503 540 1608)

Date: Thursday, April 6, 2023
Time: 3:30 p.m.
Place: MWVCOG Offices, 2nd floor
100 High Street SE, Salem

Online: (See information above for Zoom meeting.)
Phone: (503) 588 6177

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

3:30 p.m. Item 1. Call MWACT Meeting To Order Chair Ken Woods, Jr.

Welcome and Introductions

New MWACT members:

➤ Highway 99E/213 Corridor - Silverton Councilor April Newton

Approval of February 2, 2023 Meeting Summary

Public Comment

Comments from the Legislative Delegation

OTC Comments

Commission Discussion/Area Updates

3:45 p.m. Item 2. Election of Officers; Select Steering CommitteeKen Woods

MWACT's Operating Agreement includes the following: *"The Chair and Vice-Chair shall be elected by the MWACT membership annually, at the second meeting of each calendar year."*

Action:

1. Elect a Chair and a Vice Chair for the 2023 calendar year.
2. Select members of the Steering Committee. The Steering Committee consists of the chair and vice chair, the immediate past chair, ODOT member, and others as selected by the membership.

3:55 p.m. Item 3. Draft 2024-2027 Statewide Transportation Improvement Program; Public Comments Opportunity..... ODOT Staff

The Statewide Transportation Improvement Program (**STIP**) is the capital improvement plan for state and federally funded transportation projects. The STIP has more than \$3.3 billion in total state and federal funding. ODOT has developed the list of projects for the FY 2024-2027 STIP and has released the document for public comment.

An online open house (go to <https://odotopenhouse.org/or-draft-stip>) is available for the public to learn how the draft STIP has been developed, the categories of funding, and online maps showing projects and their descriptions.

Submit comments online by using the interactive web map found in the online open house page for "Projects in the Northwest", or follow the link below:

<https://geo.maps.arcgis.com/apps/instant/basic/index.html?appid=d0b4a636c54f48c699c6dd734770be2d>

Alternatively, you can access the comment form directly at the link below. Please note that project key numbers can be found on the interactive web map.

<https://forms.office.com/pages/responsepage.aspx?id=E9CwKLxGZEqNhhyKMc9ZDZs6LFseyLpOqYnlguN3JABUOFpHVDZWNzk1TUxNS1g3UFIMMIAXtZBISSQIQCN0PWcu>”

ODOT Region 2 has included the lists of projects in Polk, Marion, and Yamhill County. Also included is general information about the STIP such as percent of funds in each funding category. ***See attachments.***

Public Comment Opportunity: During this agenda items, the public is invited to share their comments about the draft STIP and specific projects included in the STIP with MWACT members and ODOT staff.

Action: Members of the public who are attending the meeting in person or online can provide their verbal and/or written comments about the draft STIP during this agenda item.

4:30 p.m. Item 4. Update on OR 22 (Rickreall to Doaks Ferry) Project Kumar Rethnasamy, ODOT

The last update by ODOT for this project was at an open house on November 16, 2022. ODOT Project manager, Kumar Rethnasamy, will present an update on current status of the project.

Action: Information item.

**5:00 p.m. Item 5. Carbon Reduction Program Funding Opportunity Rye Berg, ODOT Climate Office
Climate Program Coordinator**

The Carbon Reduction Program 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 transportation. A total of \$13 million is available for 2023 through the Small Urban and Rural call for projects. The call for projects will be open February 28 – May 31, 2023. See **attachment** for more details.

Action: Information item.

5:20 p.m. Item 6. Other Business.....Commission Staff

- ODOT has completed its work on a new draft **Oregon Transportation Plan (OTP)**. The OTP was last updated in 2006. This update will set the state's policy for all transportation investments for the next 20 to 25 years, shaping Oregon's transportation system through the year 2050. A fact sheet about the draft OTP is ***attached***.

A live webinar will be held on April 11th @ 12:00 p.m. and a Virtual Public Hearing on May 3rd @ 10:00 a.m.

The public comment period is open through May 12, 2023. Go to ODOT's webpage for more information about the Oregon Transportation Plan:

www.oregon.gov/odot/Planning/Pages/Oregon-Transportation-Plan-Update.aspx

5:30 p.m. Item 7. Adjournment Chair Ken Woods, Jr.

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)
MWVCOG Virtual Meeting
100 High St. SE, Suite 200
Salem, OR 97301
Thursday, February 2, 2023

**This meeting was a call-in meeting with people attending via Zoom.
Attendance is listed as follows:**

MWACT Members Present

Kevin Cameron, Marion County Board of Commissioners
Cathy Clark, 2022 Vice Chair, Keizer Mayor
Ian Davidson, SAMTD Board of Directors
Kathy Hadley, Polk County Private Sector
Tom Hammer, Yamhill County Private Sector
Anna Henson, ODOT Region 2
Frank Lonergan, I-5 Corridor, Woodburn Mayor
Kit Johnston, Yamhill County Board of Commissioners
Michael Langley, Confederated Tribes of the Grand Ronde
Della Seney, Hwy. 22E Corridor, Aumsville City Council
Mitch Teal, Marion County Private Sector
Cynthia Thompson, YCTA
Ken Woods, Jr., 2022 Chair, Dallas Mayor

MWACT Members Absent

99E/213 Corridor, Vacant
Lyle Mordhorst, Polk County Board of Commissioners
Trevor Phillips, Salem City Council
Yvette Potter, 99W/18/47 Corridor, Yamhill Mayor

Others Present

Mark Bernard, ODOT Region 2 Public Transit
Stephen Dobrinich, MWVCOG-SKATS Staff
Dan Fricke, ODOT Region 2
Hal Gard
Mike Jaffe, MWVCOG-SKATS Staff
Arla Miller, ODOT
Lori Moore, MWVCOG-MWACT/SKATS Staff
Karen Odenthal, MWVCOG-SKATS Staff
Allan Pollock, SAMTD
Brandon Williams, ODOT

Agenda Item 1. Call to Order – 3:30pm - Introductions

Chair Ken Woods, Jr., called the hybrid meeting to order at 3:33 p.m. A quorum was established, and introductions were made. Chair Woods welcomed the following new members to the commission: Yamhill County Commissioner Kit Johnston, Marion County Commissioner Kevin Cameron, Yamhill Mayor Yvette Potter, and Woodburn Mayor Frank Lonergan. The replacement for Jim Sears, the former 99E/213 Corridor representative, will be identified next week.

Summary of December 1, 2022:

The summary of the December 1, 2022, was approved by consensus of the members present and online.

Public Comment:

There were no comments from the public.

Comments from the Legislative Delegation:

There were no comments from the legislative delegation.

OTC Comments:

There were no comments from the Oregon Transportation Commission (OTC).

Commission Discussion/Area Updates:

Anna Henson provided updates related to projects within the tri-county area including the OR:99W/Clow Corner Roundabout and the I-5: Salem to Albany projects.

Agenda Item 2. Statewide Transportation Improvement Fund/Intercity (STIF/IC) Discretionary Funds

Arla Miller, ODOT Region 2 Transit Coordinator, announced that there are three applications for STIF/IC Funds that are from within the MWACT Area. Ms. Miller, along with project sponsors, provided an overview of the proposed projects. The three proposed projects are:

- √ The city of Monmouth requests funding for a Monmouth-Independence Trolley – This project has been developed through a partnership among the cities of Monmouth and Independence, Western Oregon University, and Cherriots. The

purpose is to provide reliable connections to shopping areas, the downtown areas for both cities, and the college along with connections to regional transit service.

- √ The Salem Area Mass Transit District requests funding for “right-size” vehicles – The proposed project is to add four “appropriately sized” vehicles to service four local routes. Initially, the buses would serve as neighborhood circulators with the option of for micro transit in the future.
- √ Yamhill County Transit is seeking funding for replacement buses – maintaining a fleet in a state of good repair is an ongoing issue for Yamhill County Transit. Reliability is an important factor in providing transportation options to the community especially to vulnerable populations.

The total amount of funding requested for the three projects is \$3.1 million. A total of \$28.5 million is available for projects statewide.

Referencing the Monmouth-Independence Trolley project, Ian Davidson, SAMTD/Cherriots, asked if the project sponsors have an estimate of the projected costs for operations for a year. As this is a pilot project, the proposed funding request is to ensure operations for a year.

Referencing the Yamhill County Transit request for replacement buses, Kathy Hadley supported the process to upgrade equipment as often it is difficult to find replacement parts for older infrastructure, as needed, to ensure it is operating efficiently. Michael Langley expressed his support for the YCTA replacement vehicles application. He emphasized the importance to vulnerable populations of the availability of reliable transportation options other than driving.

Allan Pollock, SAMTD/Cherriots provided an overview of their application for smaller buses. There are multiple uses for these buses such as circulators that can extend service deeper into neighborhoods/areas that aren’t along the main thoroughfares and provide access to transit to people that aren’t currently served. Smaller buses are also likely to be used on start-up routes.

Ms. Miller encouraged MWACT members to review the complete project applications (included in the agenda package) and provide comments to the ODOT project selection committee and the Public Transportation Advisory Committee. She provided an overview of the project selection schedule. The Oregon Transportation Commission (OTC) is scheduled to review and award funding in May 2023.

Agenda Item 3. ODOT Innovative Mobility Program (IMP) Micro Grants

Arla Miller announced that ODOT is still accepting applications for these grants. Applications can be submitted for up to \$5,000 in funding. Mike Jaffe provided an overview of this new program. The purpose of these grants is to improve access to public transit and

reduce automobile trips. The intent is to provide opportunities for a broad range of groups and non-traditional applicants beyond the standard agencies such as schools/universities, MPOs, non-profit organizations and businesses providing community services. A wide spectrum of innovative projects may be funded. Referencing material included in the agenda package, Mr. Jaffe provided examples of projects including bike locks and helmets, bike sharing stations, and assistance for limited English speaking populations. He encouraged MWACT members to apply for these micro grants.

Agenda Item 4. Draft 2024-2027 STIP

Anna Henson announced that the draft FY 2024-2027 Statewide Transportation Improvement Program (STIP) will go to the Oregon Transportation Commission (OTC) on March 9. It is anticipated that the OTC will release the draft STIP for public review and comment.

Dan Fricke provided an overview related to the draft STIP including the funding categories:

- Fix-It
- Safety
- Enhance Highway
- Public and Active Transportations
- Local Government Programs
- ADA Curb Ramps
- Other Functions and Programs

Mr. Fricke described the project selection process. Anna Henson noted some of the major projects in the MWACT area including:

- . Ehlen Road NE Railroad Crossing (Marion County)
- . OR22: Hart Road – Rickreall Interchange (Polk County)
- . OR18: S McMinnville Interchange – E McMinnville Interchange (Yamhill County)
- . OR47: NW Olson Road – NW Matteson Road (Yamhill County)
- . OR18: SE Lafayette Highway – SE Ash Road (Yamhill County)

Kathy Hadley expressed frustration with some improvements that are made that aren't being used. She asked if there is a way to enforce the use of such facilities. Dan Fricke responded that while it isn't possible to force people to use the facilities, it is hoped that the obvious safety advantages to them will encourage their use.

Ms. Henson provided an overview of a list of additional projects in the draft STIP that are being advanced. Some of them are All Roads Transportation Safety (ARTS) projects. These include pedestrian safety enhancements, rumble strips, and lighting and intersection improvements. Kathy Hadley asked if ODOT has researched the use of "glow in the dark"

paint on striping improvements as a way of increasing their visibility at night. Ms. Henson and Mr. Fricke replied that they aren't aware of such research being performed by ODOT.

Referencing public input, ODOT seeks for the public to answer if a project will have a positive or negative impact along with how to mitigate negative impacts to meet the needs of the community. Opportunities for public comment include an online open house, in person public comment sessions, a virtual public comments session along with e-mails to ODOT. Public comments will be accepted until April 28, 2023. The OTC is scheduled to approve the finalized document in July.

Dan Fricke informed the group that today's presentation is a preliminary version of the draft STIP and that the OTC may make modifications to it prior to its release for public review. He provided a demonstration of a draft version of the online comment site/map. It is still in the process of being refined.

Agenda Item 5. Other Business

The next MWACT hybrid meeting may be scheduled for Thursday, April 6, 2023. As noted in the MWACT Operating Agreement, commission members will elect a chair and vice chair for 2023 during the April meeting.

The meeting was adjourned the meeting at 5:21 p.m.

Agenda Item 3

ODOT 2024-2027 Statewide Transportation Improvement Program; Public Comments Opportunity

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

April 6, 2023

What is the STIP?

STIP stands for Statewide Transportation Improvements Program

This is our capital improvement plan for state and federally-funded projects.

As we develop the STIP, we coordinate with interested parties and community members.



How does it work?

Three phases of the 2024-2027 STIP development

Funding Allocation

Funding is split among different programs.

2020

Public Review and Approval

Your feedback may help us make adjustments to our projects.

2023

2021-2022

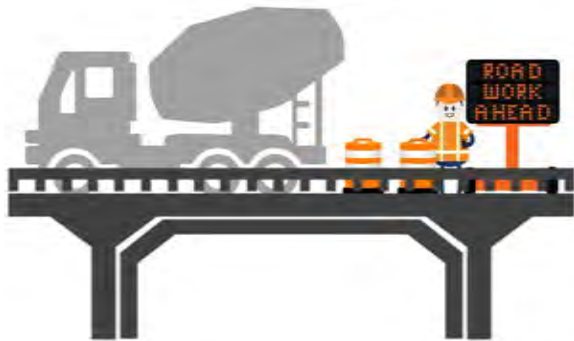
Project Selection

Scoping, estimating cost and selecting the most critical projects.

Funding categories

Fix it

To preserve or fix the state highway system, like bridges, pavement, culverts, etc.



Safety

Focusing on reducing fatal and serious injury crashes.



Funding categories

Enhance highway

To expand or enhance the state highway system.



Public and active transportation

Bicycle, pedestrian, public transportation and other transportation options.





Funding categories

Local government programs

Funding to cities, counties and others for priority projects.



ADA curb ramps

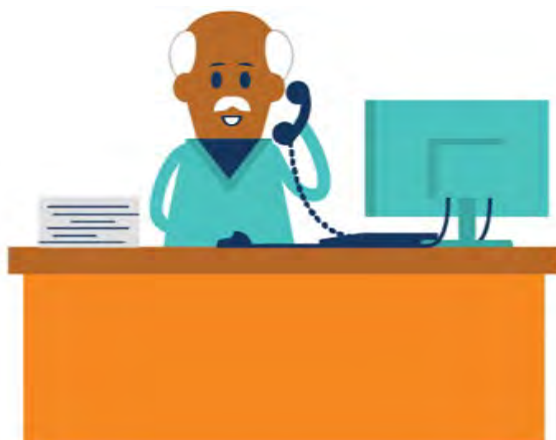
Constructing curb ramps to make sidewalks accessible for everyone.



Funding categories

Other

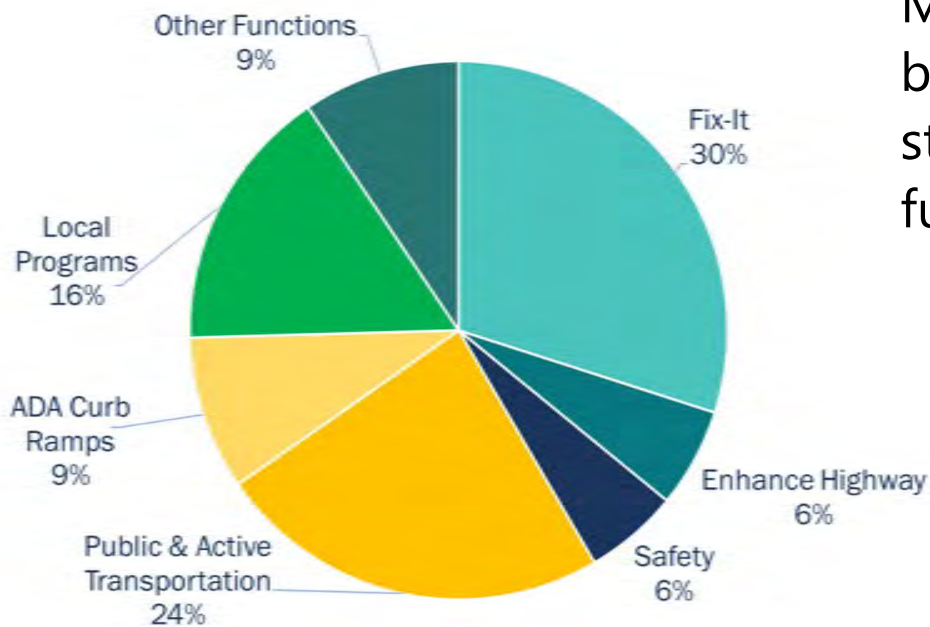
Workforce development, planning, data collection, other programs using federal money.



How much funding?

More than \$3.3 billion in total state and federal funding.

- House Bill 2017
- Federal infrastructure bill



What projects?

Check out the interactive map and tell us what you think!



Scan the QR code using your smartphone camera.

 **SCAN ME**



Online open house

Check out our online open house to learn more about the draft STIP



Scan the QR code using your smartphone camera.



Share your thoughts

We want to hear from you — fill out our comment form



Scan the QR code using your smartphone camera.



<https://forms.office.com/g/nFpdwnbYJB>

Row	Key Number	Project Name	Federal Total	State Total	Local Total	Total Current Est
M-1	23370	McGilchrist St SE: 12th St SE to 25th St SE	\$13,229,320	\$0	\$3,307,330	\$16,536,650
M-2	23040	Enhanced Mobility E&D (5310) - SAMTD FY27	\$1,418,222	\$0	\$162,322	\$1,580,544
M-3	23025	Enhanced Mobility E&D (5310) - SAMTD FY26	\$1,418,222	\$0	\$162,322	\$1,580,544
M-4	23014	Enhanced Mobility E&D (5310) - SAMTD FY25	\$1,418,222	\$0	\$162,322	\$1,580,544
M-5	22949	Ehlen Rd NE Rail Crossing (Aurora)	\$246,451	\$0	\$0	\$246,451
M-6	22851	Salem-Keizer-Turner MPO planning SFY28	\$1,951,175	\$85,372	\$137,948	\$2,174,496
M-7	22850	Salem-Keizer-Turner MPO planning SFY27	\$1,888,998	\$0	\$216,204	\$2,105,202
M-8	22848	Salem-Keizer-Turner MPO planning SFY26	\$1,827,213	\$0	\$209,133	\$2,036,346
M-9	22793	OR99E: Jct Hwy 051 - Dimmick Lane	\$819,343	\$93,778	\$0	\$913,121
M-10	22775	Northwest Oregon Rumble Strips (2027)	\$930,000	\$0	\$0	\$930,000
M-11	22766	Transit Urban (5339) Formula Program 2027 SAMTD	\$550,565	\$0	\$137,642	\$688,207
M-12	22765	Transit Urban (5310) Formula Program 2027 SAMTD	\$406,063	\$0	\$101,516	\$507,579
M-13	22764	Transit 5307 Formula Operating 2027 SAMTD	\$1,209,220	\$0	\$1,209,220	\$2,418,440
M-14	22763	Transit 5307 Formula Capital Projects 2027 SAMTD	\$1,934,753	\$0	\$483,688	\$2,418,441
M-15	22761	Transit 5307 Formula Prevent Maint and ADA 2027 SAMTD	\$2,902,130	\$0	\$725,533	\$3,627,663
M-16	22760	Transit Urban (5339) Formula Program 2026 SAMTD	\$532,977	\$0	\$133,245	\$666,222
M-17	22758	Transit Urban (5310) Formula Program 2026 SAMTD	\$397,322	\$0	\$99,331	\$496,653
M-18	22757	Transit 5307 Formula Operating 2026 SAMTD	\$1,183,190	\$0	\$1,183,190	\$2,366,380
M-19	22756	Transit 5307 Formula Capital Projects 2026 SAMTD	\$1,893,104	\$0	\$473,276	\$2,366,380
M-20	22755	Transit 5307 Formula Prevent Maint and ADA 2026 SAMTD	\$2,839,658	\$0	\$709,915	\$3,549,573
M-21	22736	Transit Urban (5339) Formula Program 2025 SAMTD	\$515,951	\$0	\$128,988	\$644,939
M-22	22735	Transit Urban (5310) Formula Program 2025 SAMTD	\$388,769	\$0	\$97,193	\$485,962
M-23	22734	Transit 5307 Formula Operating 2025 SAMTD	\$1,157,720	\$0	\$1,157,720	\$2,315,440
M-24	22733	Transit 5307 Formula Capital Projects 2025 SAMTD	\$1,852,353	\$0	\$463,088	\$2,315,441
M-25	22732	Transit 5307 Formula Prevent Maint and ADA 2025 SAMTD	\$2,778,530	\$0	\$694,633	\$3,473,163
M-26	22731	SAMTD Transportation Options FFY25-FF27	\$886,500	\$0	\$101,464	\$987,964
M-27	22730	SAMTD Fixed Route Vehicle Replacement FY2026	\$1,345,950	\$0	\$154,050	\$1,500,000
M-28	22729	Salem-Keizer area MPO planning SFY28	\$0	\$0	\$0	\$0
M-29	22727	Salem-Keizer area MPO planning SFY27	\$0	\$0	\$0	\$0
M-30	22726	NW Oregon lighting & enhanced intersection warning (2027)	\$495,110	\$0	\$0	\$495,110
M-31	22725	Ehlen Rd NE at Butteville Rd NE (Marion County)	\$5,734,348	\$0	\$0	\$5,734,348
M-32	22722	Salem Area Traffic Signal Control Center Operations 2027-2028	\$683,000	\$0	\$188,172	\$871,172
M-33	22721	Salem Area Traffic Signal Control Center Operations 25-26	\$663,000	\$0	\$185,883	\$848,883
M-34	22709	Northwest Oregon pedestrian crossing enhancements (2027)	\$471,109	\$52,345	\$0	\$523,454
M-35	22705	Yergen/McKay/Ehlen Rd: OR219 to Bents Rd NE (Marion County)	\$897,747	\$0	\$0	\$897,747
M-36	22704	River Rd/French Prairie Rd: OR219-Parkmeadow Dr (Marion Co)	\$538,152	\$0	\$0	\$538,152
M-37	22703	Howell Prairie Rd: OR99E to OR214 (Marion County)	\$572,635	\$0	\$0	\$572,635

Row	Key Number	Project Name	Federal Total	State Total	Local Total	Total Current Est
M-38	22702	Cascade Highway SE: Silverton to Sublimity (Marion County)	\$1,100,471	\$0	\$0	\$1,100,471
M-39	22697	City of Salem South Signal Improvements (2027)	\$1,536,998	\$0	\$0	\$1,536,998
M-40	22688	River Rd N: Glynbrook St to McNary Estates Dr (Keizer)	\$1,531,688	\$0	\$0	\$1,531,688
M-41	22675	Salem-Keizer Area MPO Planning SFY 2026	\$0	\$0	\$0	\$0
M-42	22505	I-5: Aurora Donald Interchange (Exit 278) Phase 1(b)	\$58,767,484	\$5,214,569	\$0	\$63,982,053
M-43	22057	Oregon Transportation Network - SAMTD FFY24	\$1,066,332	\$0	\$122,046	\$1,188,378
M-44	22005	Rambler Drive SE: Little Pudding River bridge	\$4,655,551	\$0	\$672,747	\$5,328,298
M-45	22003	Mill Creek Road bridge	\$2,809,716	\$0	\$321,585	\$3,131,301
M-46	22002	Hazelgreen Road NE: Pudding River bridge	\$4,846,856	\$48,064	\$530,783	\$5,425,702
M-47	21998	Scotts Mills Road: Butte Creek Bridge (Scotts Mills)	\$3,931,520	\$52,408	\$397,572	\$4,381,500
M-48	21917	Transit Urban (5339) Formula Program 2024 SKT	\$888,000	\$0	\$222,000	\$1,110,000
M-49	21916	Transit Urban (5310) Formula Program 2024 SKT	\$258,000	\$0	\$64,500	\$322,500
M-50	21915	Transit Urban (5307) Formula-Operating 2024 SKT	\$1,467,400	\$0	\$1,467,400	\$2,934,800
M-51	21914	Transit Urban (5307) Formula Capital Projects 2024 SKT	\$2,003,668	\$0	\$500,917	\$2,504,585
M-52	21913	Transit Urban (5307) Formula Capital ADA PM 2024 SKT	\$3,198,932	\$0	\$799,733	\$3,998,665
M-53	21901	Salem Area Safe Routes to School Program	\$511,461	\$0	\$58,539	\$570,000
M-54	21899	SAMTD Fixed Route Vehicle Replacement FY 2024	\$1,884,330	\$0	\$215,670	\$2,100,000
M-55	21895	State St: 4106 State St to 46th Ave	\$6,967,840	\$0	\$797,500	\$7,765,340
M-56	21890	Commercial St SE: Vista St to Ratcliff Dr (Salem)	\$4,986,408	\$0	\$570,717	\$5,557,125
M-57	21879	Pedestrian Safety Improved Crossings (Salem)	\$1,227,684	\$0	\$172,316	\$1,400,000
M-58	21861	Salem-Keizer area MPO planning SFY25	\$1,483,406	\$64,556	\$105,226	\$1,653,188
M-59	21761	I-5 northbound: Santiam overflow bridge	\$975,872	\$82,328	\$0	\$1,058,200
M-60	21731	OR164: Jefferson (Santiam River) Bridge	\$5,979,428	\$684,372	\$0	\$6,663,800
M-61	21572	OR99EB: Market St - Union St	\$2,241,497	\$144,303	\$0	\$2,385,800
M-62	21565	Silverton Road at Desart Road (Marion County)	\$1,437,257	\$6,078	\$121,765	\$1,565,100
M-63	21553	I-5: Salem - Albany	\$5,761,409	\$486,052	\$0	\$6,247,461
M-64	21542	OR22: Big Cliff Dam - Mongold Slide	\$6,154,581	\$704,419	\$0	\$6,859,000
M-65	21304	Connecticut Ave: Macleay Rd to Rickey St	\$1,695,775	\$15,990	\$178,099	\$1,889,864
M-66	21301	Center St: Lancaster Dr to 45th Pl NE	\$2,826,508	\$30,000	\$626,941	\$3,483,449
M-67	21238	Mill Street SE rail crossing (Salem)	\$1,588,000	\$182,000	\$0	\$1,770,000
M-68	20741	Verda Ln: Dearborn Av to Salem Pkwy (Keizer)	\$3,440,359	\$0	\$634,441	\$4,074,800

Row	Key Number	Project Name	Federal Total	State Total	Local Total	Total Current Est
P-1	23125	Willamette River and Independence bridge repair	\$ 7,016,707	\$ -	\$ 803,093	\$ 7,819,800
P-2	23040	Enhanced Mobility E&D (5310) - SAMTD FY27	\$ 1,418,222	\$ -	\$ 162,322	\$ 1,580,544
P-3	23025	Enhanced Mobility E&D (5310) - SAMTD FY26	\$ 1,418,222	\$ -	\$ 162,322	\$ 1,580,544
P-4	23014	Enhanced Mobility E&D (5310) - SAMTD FY25	\$ 1,418,222	\$ -	\$ 162,322	\$ 1,580,544
P-5	22851	Salem-Keizer-Turner MPO planning SFY28	\$ 1,951,175	\$ 85,372	\$ 137,948	\$ 2,174,496
P-6	22850	Salem-Keizer-Turner MPO planning SFY27	\$ 1,888,998	\$ -	\$ 216,204	\$ 2,105,202
P-7	22848	Salem-Keizer-Turner MPO planning SFY26	\$ 1,827,213	\$ -	\$ 209,133	\$ 2,036,346
P-8	22795	OR223: MP 12.4 to 12.5 slide repair	\$ 674,492	\$ 77,199	\$ -	\$ 751,691
P-9	22788	OR22: Hart Road - Rickreall Interchange	\$ 922,153	\$ 105,544	\$ -	\$ 1,027,697
P-10	22786	OR18: Long Fiber Road - Murphy Hill	\$ 983,056	\$ 112,515	\$ -	\$ 1,095,571
P-11	22766	Transit Urban (5339) Formula Program 2027 SAMTD	\$ 550,565	\$ -	\$ 137,642	\$ 688,207
P-12	22765	Transit Urban (5310) Formula Program 2027 SAMTD	\$ 406,063	\$ -	\$ 101,516	\$ 507,579
P-13	22764	Transit 5307 Formula Operating 2027 SAMTD	\$ 1,209,220	\$ -	\$ 1,209,220	\$ 2,418,440
P-14	22763	Transit 5307 Formula Capital Projects 2027 SAMTD	\$ 1,934,753	\$ -	\$ 483,688	\$ 2,418,441
P-15	22761	Transit 5307 Formula Prevent Maint and ADA 2027 SAMTD	\$ 2,902,130	\$ -	\$ 725,533	\$ 3,627,663
P-16	22760	Transit Urban (5339) Formula Program 2026 SAMTD	\$ 532,977	\$ -	\$ 133,245	\$ 666,222
P-17	22758	Transit Urban (5310) Formula Program 2026 SAMTD	\$ 397,322	\$ -	\$ 99,331	\$ 496,653
P-18	22757	Transit 5307 Formula Operating 2026 SAMTD	\$ 1,183,190	\$ -	\$ 1,183,190	\$ 2,366,380
P-19	22756	Transit 5307 Formula Capital Projects 2026 SAMTD	\$ 1,893,104	\$ -	\$ 473,276	\$ 2,366,380
P-20	22755	Transit 5307 Formula Prevent Maint and ADA 2026 SAMTD	\$ 2,839,658	\$ -	\$ 709,915	\$ 3,549,573
P-21	22736	Transit Urban (5339) Formula Program 2025 SAMTD	\$ 515,951	\$ -	\$ 128,988	\$ 644,939
P-22	22735	Transit Urban (5310) Formula Program 2025 SAMTD	\$ 388,769	\$ -	\$ 97,193	\$ 485,962
P-23	22734	Transit 5307 Formula Operating 2025 SAMTD	\$ 1,157,720	\$ -	\$ 1,157,720	\$ 2,315,440
P-24	22733	Transit 5307 Formula Capital Projects 2025 SAMTD	\$ 1,852,353	\$ -	\$ 463,088	\$ 2,315,441
P-25	22732	Transit 5307 Formula Prevent Maint and ADA 2025 SAMTD	\$ 2,778,530	\$ -	\$ 694,633	\$ 3,473,163
P-26	22731	SAMTD Transportation Options FFY25-FF27	\$ 886,500	\$ -	\$ 101,464	\$ 987,964
P-27	22730	SAMTD Fixed Route Vehicle Replacement FY2026	\$ 1,345,950	\$ -	\$ 154,050	\$ 1,500,000
P-28	22727	Salem-Keizer area MPO planning SFY27	\$ -	\$ -	\$ -	\$ -
P-29	22726	NW Oregon lighting & enhanced intersection warning (2027)	\$ 495,110	\$ -	\$ -	\$ 495,110
P-30	22708	OR99W at Bethel Rd (Polk County)	\$ 989,944	\$ 109,994	\$ -	\$ 1,099,938
P-31	22692	Polk County Striping & Marking Improvements (2027)	\$ 863,620	\$ -	\$ -	\$ 863,620
P-32	22656	Luckiamute River, Helmick Road bridge (Polk Co)	\$ 3,435,313	\$ -	\$ 393,187	\$ 3,828,500
P-33	22556	OR18B curb ramps (Willamina/Sheridan)	\$ 7,237,642	\$ 828,380	\$ -	\$ 8,066,022
P-34	22555	OR223/OR99W curb ramps (Dallas/Rickreall)	\$ 12,288,391	\$ 1,406,461	\$ -	\$ 13,694,852
P-35	22057	Oregon Transportation Network - SAMTD FFY24	\$ 1,066,332	\$ -	\$ 122,046	\$ 1,188,378
P-36	21917	Transit Urban (5339) Formula Program 2024 SKT	\$ 888,000	\$ -	\$ 222,000	\$ 1,110,000

Row	Key Number	Project Name	Federal Total	State Total	Local Total	Total Current Est
P-37	21916	Transit Urban (5310) Formula Program 2024 SKT	\$ 258,000	\$ -	\$ 64,500	\$ 322,500
P-38	21915	Transit Urban (5307) Formula-Operating 2024 SKT	\$ 1,467,400	\$ -	\$ 1,467,400	\$ 2,934,800
P-39	21914	Transit Urban (5307) Formula Capital Projects 2024 SKT	\$ 2,003,668	\$ -	\$ 500,917	\$ 2,504,585
P-40	21913	Transit Urban (5307) Formula Capital ADA PM 2024 SKT	\$ 3,198,932	\$ -	\$ 799,733	\$ 3,998,665
P-41	21899	SAMTD Fixed Route Vehicle Replacement FY 2024	\$ 1,884,330	\$ -	\$ 215,670	\$ 2,100,000
P-42	21883	Orchard Heights Rd NW: Snowbird to Westhaven (Salem)	\$ 1,682,438	\$ -	\$ 692,563	\$ 2,375,000
P-43	21861	Salem-Keizer area MPO planning SFY25	\$ 1,483,406	\$ 64,556	\$ 105,226	\$ 1,653,188
P-44	21705	OR22: Center St Bridge (Salem)	\$ 80,757,000	\$ 19,243,000	\$ -	\$ 100,000,000
P-45	21566	OR22: Perrydale Rd to Kings Valley Highway	\$ 10,477,406	\$ 956,394	\$ -	\$ 11,433,800
P-46	13188	OR22: Rickreall Rd to Doaks Ferry Rd NW	\$ 10,151,406	\$ 818,510	\$ -	\$ 10,969,916

Row	Key Number	Project Name	Federal Total	State Total	Local Total	Total Current Est
Y-1	23158	OR47: NW Olson Rd to NW Matteson Rd (Gaston)	\$ 2,411,624	\$ 276,021	\$ -	\$ 2,687,645
Y-2	23142	Old Railroad Grade (N Yamhill River) bridge	\$ 6,259,026	\$ -	\$ 716,374	\$ 6,975,400
Y-3	22792	OR18: S McMinnville Interchange - E McMinnville Interchange	\$ 1,638,217	\$ 187,501	\$ -	\$ 1,825,718
Y-4	22726	NW Oregon lighting & enhanced intersection warning (2027)	\$ 495,110	\$ -	\$ -	\$ 495,110
Y-5	22709	Northwest Oregon pedestrian crossing enhancements (2027)	\$ 471,109	\$ 52,345	\$ -	\$ 523,454
Y-6	22707	OR18: SE Lafayette Highway to SE Ash Rd	\$ 1,962,820	\$ -	\$ -	\$ 1,962,820
Y-7	22658	Ash Swale, Patty Lane bridge (Yamhill Co)	\$ 4,664,524	\$ -	\$ 533,876	\$ 5,198,400
Y-8	22556	OR18B curb ramps (Willamina/Sheridan)	\$ 7,237,642	\$ 828,380	\$ -	\$ 8,066,022
Y-9	22554	OR99W/OR18 curb ramps (McMinnville)	\$ 19,317,860	\$ 2,211,015	\$ -	\$ 21,528,875
Y-10	22435	OR47/OR8/US30 curb ramps	\$ 13,070,225	\$ 1,495,946	\$ -	\$ 14,566,171
Y-11	18746	OR47: Realignment (Carlton)	\$ 8,246,435	\$ 1,283,442	\$ 110,399	\$ 9,640,276

Agenda Item 5

ODOT Carbon Reduction Program Funding Opportunity

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

April 6, 2023



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.¹ 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 ²
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

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,³ 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.

¹ [Carbon Reduction Program](#)

² All dollar amounts are estimates and are subject to change..

³ [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 ⁴
Albany Area	\$739,082
Bend Area	\$1,086,556
Corvallis Area	\$809,568
Grants Pass Area	\$655,092
Rogue Valley Area	\$1,997,966
Population Areas 50,000-5000	\$8,323,211
Population Areas <5,000	\$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

⁴ 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
Vehicle and Fuel Technology	
<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>	<ul style="list-style-type: none"> • Increase adoption of fuel-efficient vehicle technologies and shift to alternative fuels that produce less emissions, including renewable diesel. • Increase availability of electric (EV) charging infrastructure, expand the charging network, and identify opportunities for new EV charging corridors. • Support transit or public fleets to transition to electric vehicles or low emission fuels.
Transportation Options	
<i>Encourage a shift to transportation modes that produce fewer emissions and provide for more efficient movement of people and goods.</i>	<ul style="list-style-type: none"> • Expand public transportation service, increase connectivity to transit stops, and improve operations to make transit service more efficient, including vanpool programs. • Implement Transportation Demand Management programs that make it easier for people to choose transportation options consistent with local and state transportation demand management plans. • Invest in strategic infrastructure to close gaps in priority active transportation and public transit networks, and increase safety and connectivity for users. • Support shared mobility, including bike-share, electric bikes and scooters, and other micro-mobility vehicles.
System Operations	
<i>Improve the operations of the transportation system and efficiency for all modes through technology, infrastructure investments, and operations management.</i>	<ul style="list-style-type: none"> • Invest in traffic management and intersection technologies that reduce emissions, improve system efficiency, and increase safety for vulnerable users. • Expand intelligent transportation system (ITS) technologies to reduce emissions and maximize efficiency of the existing system. • Reduce greenhouse gas emissions from agency operations, materials, and fuels, such as lower carbon materials, renewable energy, fleets, and fuels.
Pricing	
<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>	<ul style="list-style-type: none"> • 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.



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.⁵

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

⁵ [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.⁶ 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.⁷

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

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

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



receiving equitable benefits.⁸ 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.⁹

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.¹⁰ 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.¹¹ 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 projects¹²
- Advanced transportation and congestion management technologies

⁸ [FHWA's Environmental Justice Reference Guide](#)

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

¹⁰ 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 \(whitehouse.gov\)](#)

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

¹² [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 Manager¹³ 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.

¹³ [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.¹⁴

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?

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



For general program questions please contact Rye Baerg (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](#).

Agenda Item 6

Other Business

**Mid-Willamette Valley Area
Commission on Transportation
(MWACT)**

April 6, 2023



OREGON TRANSPORTATION PLAN

A resilient transportation future for all Oregonians



THANK YOU!

We thank everyone who helped to develop the updated Oregon Transportation Plan, especially community members across the state who provided valuable feedback throughout the process.

The hard truth is that planning for the future of transportation is going to take tradeoffs and compromise. From aging tunnels and bridges to congested roadways to missing sidewalks and bikeways, investments are needed across the multimodal system to address all these issues.

Updating the OTP provides an opportunity to create a more sustainable and equitable transportation system that gets all Oregonians where they're going safely and efficiently — even bringing a little more joy to the

experience. Planning for a better transportation future is a complex challenge that takes collaboration, compromise, and creativity across the entire state and in our local communities.

The [draft OTP](#) is ready for review and the public comment period is open through May 12th. To learn about the plan, how to provide comments, and get your questions answered, join the project team at a live informational webinar on April 11th at noon.

LIVE WEBINAR

April 11, 2023 | 12:00 pm

Visit our [website](#) for more information on how to join.

If you cannot make it to the live event, the recorded webinar will be posted to the project website following the meeting.

WAYS TO COMMENT

Online

[Oregon Transportation Plan
Comment Submission](#)

Email

OTP@odot.oregon.gov

VIRTUAL PUBLIC HEARING

May 3, 2023 | 10:00 am

Visit our [website](#) for more information on how to participate.

The public hearing is an opportunity to provide verbal comments to the project team.

THE OREGON TRANSPORTATION PLAN (OTP)

sets the vision and informs investment decisions by ODOT and regional and local governments for all the ways people and goods move including walking, biking, rolling, public transit, highways, railroads, freight and even planes. From major bridge improvements to local sidewalk projects, an updated Oregon Transportation Plan will guide transportation investments for the whole state over the next 20+ years.



PLAN GOALS

Feedback from people who participated in our engagement, including online open houses, surveys, committee meetings, and focus groups helped create the goals that will guide the implementation of the plan.



SOCIAL EQUITY



Meet the mobility needs of systemically excluded and historically underserved people with improved access to safe and affordable transportation. Be transparent in how we communicate about investments in transportation to build public trust.

MOBILITY



Create a resilient multimodal transportation system that enables the diverse range of community members to get where they need to go safely, and reliably, with minimal environmental impact.

SUSTAINABILITY & CLIMATE ACTION



Reduce greenhouse gas emissions for all sectors of transportation. Invest in the resilience of the transportation system.

STEWARDSHIP OF PUBLIC RESOURCES



Ensure an open decision-making process that aligns different revenue sources strategically so that they are cost-effective and achieve statewide policy priorities.

SAFETY



Enable safe access for all people, regardless of their age, ability, race, income, or mode of transportation.

ECONOMIC & COMMUNITY VITALITY



Provide systems for movement of people and goods that help communities thrive and prosper.

WHAT'S NEXT

By mid-summer 2023, we will reach the finish line when the Oregon Transportation Commission adopts the updated OTP. Once adopted, ODOT will undertake the steps to implement the OTP and track progress towards meeting the plan's goals.

FOR MORE INFORMATION



Website

[Tinyurl.com/OTP-update](https://tinyurl.com/OTP-update)



Email

OTP@odot.oregon.gov

