
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: April 21, 2023
Time: 12:00 – 1:30 pm
Location: **Hybrid meeting**

In-Person Location: ODOT Region 4, Building M, 63055 N. Highway 97, Bend, Baney Conference Room (use the DMV entrance on Mervin Sampels Road and Bldg. M will be straight ahead)

Virtual Option: The Zoom link will be added 3-4 days before the meeting

After registering, you will receive a confirmation email with a link to joining the meeting

To join by Phone: 888-788-0099 (Toll Free), Enter webinar ID: XXXX and Event Passcode: bmpo *The ID and password are not typically required.*

To comment, use the "raise hand" feature and staff will call on you. Phone participants use *9

YouTube Option: The YouTube link will be added 3-4 days before the meeting

Contact: Tyler Deke at (541) 693-2113 or tdeke@bendoregon.gov

1. **Call to Order & Introductions** **Chair Campbell**
2. **Hybrid Meeting Guidelines** **Tyler Deke**
3. **Public Comment** **Chair Campbell**

Action Items

4. **Meeting Minutes** **Chair Campbell**
Review and approve the March 17, 2023, Policy Board (**Attachment A**) draft meeting minutes.

Recommended Language for Motion: I move approval of the March 17, 2023, Policy Board draft meeting minutes as presented.

5. Federal COVID Funding Tyler Deke and Chair Campbell

Background: The “Consolidated Appropriations Act, 2021” was approved in December 2020 and included significant COVID related funding. From that legislation, approximately \$1.5 million was allocated to the Bend MPO. At the March meeting, the Board approved funding for City of Bend equipment purchases and CET bus stop shelters. Staff and the Chair will discuss project options for the balance of funding.

Attachments: COVID funding summary (**Attachment B**)

Action Requested: Discuss project options and provide direction to staff on next steps to allocate remaining balance of funds.

6. Federal Performance Measures Tyler Deke

Background: Federal transportation legislation established performance requirements for state DOTs and MPOs. Staff will provide an overview of the bridge, pavement and system performance requirements and options for addressing the requirements. The Technical Advisory Committee recommends the Policy Board support the ODOT performance targets.

Attachments: Performance measures overview memo (**Attachment C**)

Action Requested: Support the adopted ODOT pavement, bridge, and highway system performance targets

Recommended Language for Motion: I move to support the adopted ODOT safety, pavement, bridge, and system performance measure targets by means of Resolution 2023-01

7. MPO Sponsorship of Building a Better Bend Lectures Tyler Deke

Background: Building a Better Bend (BBB) is hosting a series of 3 lectures celebrating the 50th anniversary of Oregon’s land use system. BBB has inquired about possible MPO sponsorship of the lecture series. Staff will discuss possible sponsorship and the lecture.

Attachments: Lecture series overview (**Attachment D**) Information about the lecture series is also posted on the following site:

<http://www.buildingabetterbend.org/upcoming-lectures.html>

Action Requested: Consider MPO sponsorship of the lecture

Recommended Language for Motion: I move approval of MPO sponsorship of the 2023 Building a Better Bend lecture series

Information Items

8. Federal Carbon Reduction Program Tyler Deke

Background: The Carbon Reduction Program is a new program created under the federal Infrastructure Investment and Jobs Act (IIJA). The program will provide funds for projects that reduce greenhouse gas emissions from transportation. A percentage of the funds will be distributed to projects in the Bend MPO. Staff will provide an update on the program, including possible local projects.

Attachments: Carbon Reduction Program Overview (**Attachment E**)

Action Requested: Discuss possible coordinated MPO strategy and provide direction to staff

9. Other Business Chair Campbell & Staff

- The next meeting of the Policy Board is scheduled for May April 19th at 12 noon
- A meeting of the Oregon MPO [Consortium](#) is scheduled for May 5th at 9:30 am
- Policy Board member meeting topic requests

10. Public Comment Chair Campbell

11. Adjournment



Accessible Meeting/Alternate Format Notification

This meeting event/location is accessible. Sign or other language interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats, or any other accommodations are available upon advance request at no cost. Please contact Tyler Deke no later than 24 hours in advance of the meeting at (541) 633-9298 or tdeke@bendoregon.gov. Providing at least 2 days-notice prior to the event will help ensure availability.



Policy Board

Draft Minutes

March 17, 2023

City of Bend Growth Management Conference Room
709 NW Wall Street, Suite 102, Bend, Oregon

Link to meeting: <https://youtube.com/live/ezHkezrZPpU?feature=share>

Present during the meeting (in person and virtually) were:

Policy Board: **BMPO Chair** Barb Campbell, Ariel “Ari” Mendez, Mike Riley *absent*, *Bend City Councilors*; **BMPO Vice-Chair** Phil Chang, *Deschutes County Commissioner*; Bob Townsend, *Oregon Department of Transportation (ODOT) Region 4 Area Manager*

Policy Board Alternates: David Abbas, *City of Bend Transportation and Mobility Director*; Chris Doty, *Deschutes County Road Department Director*

MPO Staff: Andrea Napoli, *Senior Planner*; Tyler Deke, *Manager*

Visitors: Cameron Prow, *typeWrite II* (contractor – meeting recorder); Casey Bergh, *OSU-Cascades*; David Brandt, *Housing Works*; Eric Lint, *Cascades East Transit*; Jack Farley, *Tumalo Irrigation District*; Jackie Keogh, *Kor Community Land Trust*; Juan Olmeda, *City of Bend*; Keith Wooden, *Housing Works*; Robin Lewis, *City of Bend*; Tobias Marx, *City of Bend*

Media: None

(The 3 digits after a motion title show the number of member jurisdictions voting in favor/opposed/abstaining.)

1. **Call to Order and Introductions**

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12:05 p.m., Tuesday, March 17, 2023, with a quorum of member jurisdictions present (3 of 3).

2. **Hybrid Meeting Guidelines**

Mr. Deke reviewed the meeting guidelines.

3. **Public Comment**

None.

ACTION ITEMS

4. **Meeting Minutes**

Materials: February 23, 2023, Policy Board draft meeting minutes (Agenda Attachment A)

Motion 1 (3/0/0): Mr. Mendez moved approval of the February 23, 2023, Policy Board draft meeting minutes as presented. Mr. Chang seconded the motion which passed unanimously.

5. **Federal COVID Funding**

Mr. Deke summarized discussions with the Chair and full Policy Board, over the last 18 months, about how to make the best use of federal COVID Relief Act funds. Following are project proposals for transportation improvements from three local agencies:

- a. Applicant: Housing Works and Kor Community Land Trust
 Project: Simpson Avenue Affordable Housing Project (99 units)
 Location: Between NW 14th Street and Mt. Washington Drive
 Goals: Frontage improvements required for KOR (cottage housing) and Housing Works (College View Apartments)
 Cost: \$836,711 (estimated)

Housing Works Real Estate and Facilities Manager Keith Wooden and Executive Director David Brandt and Kor Community Land Trust Executive Director Jackie Keogh presented their proposal. The total estimated cost is intended to cover required frontage improvements (curbs, sidewalks, trails, and street trees) for two affordable housing projects on Bend's west side.

Policy Board project concerns: Bikeway/sidewalk/trail designs, other funding sources available, bike lane locations, impact on this project if the full funding requested is not provided.

- b. Applicant: Cascades East Transit/Central Oregon Intergovernmental Council
 Project: Bus Stop Improvement Program
 Location: various
 Goal: Increase ridership by improving shelter infrastructure; install 25 new shelters in next phase; phase in upgrades as funding and technology becomes available
 Cost: \$500,000 (estimated at \$15,000-\$29,000 per stop, depending on site preparation needed)

Strategy and Program Manager Eric Lint discussed the background, benefits, options, priority locations based on ridership needs, and project readiness.

Policy Board project concerns: why CET didn't apply for state transportation improvement program funding, equity considerations, whether shelter design was height-adaptable.

- c. Applicant: City of Bend
 Project: Bike and Pedestrian Improvements
 Location: Various
 Goal: Correct safety deficiencies
 Cost: \$596,000 (estimated)

Transportation and Mobility Director David Abbas and Transportation Engineer Robin Lewis presented the City's proposal to correct safety deficiencies at three locations:

- **Drake Park Footbridge Design Development**.....\$150,000
 Popular route on City's low-stress network serving 400-500 users per day (up to 1,000 users on event days). Connector to downtown jobs, services, recreation, and schools.
- **Cooley Road Design Development Missing Sidewalk**\$126,000
 Key route/connection to Juniper Ridge campus on City's low-stress network for services, jobs, and school. Sidewalk extension (infill)

1-2 blocks to Hunter's Circle. Complements CET's new transit route (No. 8). ODOT is constructing shared-use paths from 3rd Street to just over the railroad tracks.

- **Maintenance Equipment for Walk/Bike Facilities**.....\$320,000
 - 1.5-yard sweeper (\$200,000). Allows compliance with DEQ (Department of Environmental Quality) storm water management program. Supplements one in Fiscal Year (FY) 2023-24 budget.
 - Snowplow blade to remove more snow/slush on roads and bike lanes (\$30,000).
 - Sweeper broom, snow blower, and plow blade for winter operations on bike/pedestrian facilities for small equipment (\$90,000). Supplements one in City's FY 2023-24 budget.

Other projects considered but not included in this proposal: micro-mobility, micro-transit program, quick-build enhancement crossings, wayfinding on key routes.

Policy Board project concerns: total cost to replace Drake Park footbridge, pedestrian connectivity in proposed project areas, estimated construction funds, cost to operate City snow clearance equipment for bike and pedestrian facilities.

Mr. Farley suggested the Policy Board set aside \$1 million for an as-yet-unidentified project in the Tumalo area. Mr. Doty responded that the county board of commissioners invested its entire \$1.2 million COVID allocation in Tumalo.

Policy Board discussion covered funding transportation projects in Deschutes River Woods and Tumalo, equity consideration (transportation projects to help people hurt the worst by the COVID pandemic), systemwide versus specific-area needs, and impact of inflation on available funding.

Motion 2 (3/0/0): Mr. Mendez moved to approve \$320,000 for the City of Bend's proposal for maintenance equipment for biking and walking facilities and \$300,000 for Cascades East Transit's bus shelters. Mr. Chang seconded the motion which passed unanimously.

Chair Campbell directed the Policy Board discuss the Housing Works/Kor Community Land Trust proposal further at its next meeting.

6. Federal Performance Measures

Materials: Performance measures overview (Agenda Attachment B)

Postponed due to lack of time.

INFORMATIONAL ITEMS

7. Other Business

- Next Policy Board Meeting: April 21, 2023, 12 noon-1:30 p.m. (3rd Friday) – hybrid meeting (in person and virtual) – location to be determined

- Policy Board member meeting topic requests: Mr. Townsend suggested a possible meeting room for the April 2023 meeting.
- Federal Carbon Reduction Program: possible discussion item at April 2023 meeting.

8. Public Comment

Mr. Lint announced National Transit Driver Appreciation Day on Saturday, March 18, 2023.

9. Adjournment

With no further business, Chair Campbell adjourned the meeting at 1:35 p.m.

Bend MPO COVID Relief Funding

- December 2020: Coronavirus Response and Relief Supplemental Appropriations Act (2021) approved
- June 2021: Bend MPO received \$1,500,857
- Summer/fall 2021 & spring 2022: Research and outreach for possible projects and programs; presentations to Policy Board about potential projects
- Summer/fall 2022: Additional project discussions with agency partners and Policy Board
- March 2023: Policy Board approved: 1) \$320,000 for City of Bend maintenance equipment for biking and walking facilities, and 2) \$300,000 for CET bus shelters
- Balance of funding = \$880,857

Memo

March 15, 2023

To: Bend MPO Policy Board
From: Tyler Deke
Subject: Federal Performance Measure Targets



Overview

The Bend MPO has 180 days after Oregon Department of Transportation (ODOT) updates their mid-year and four-year performance targets to either support the ODOT targets or create new targets.

Action Recommended

The Bend MPO Technical Advisory Committee recommends the Policy Board support the updated ODOT federal performance measures targets.

Background

The Infrastructure Investment and Jobs Act (IIJA) requires a Performance Based Planning and Programming (PBPP) framework for state DOTs and MPOs to be achieved by integrating goal-oriented performance measures and targets into transportation plans and transportation improvement programs. This requirement is a continuation of requirements established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The Bend MPO addressed the PBPP requirements by establishing performance measures in the 2040 Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). Those measures are tied to the MTP goals and intended to measure MTP outcomes over time.

The federal legislation also required the USDOT to establish transportation performance measures related to safety, pavement and bridge condition, and system performance. States and MPOs must integrate the federal measures into MTPs and MTIPs. Accordingly, the Bend MPO coordinated with ODOT on target setting for each measure for the first reporting cycle of 2018-2021. At its meeting in February 2018, the Bend MPO Policy Board approved Resolution 2018-02 to support the state targets for the Safety Performance Measures. The Policy Board approved the Bridge, Pavement, and System Performance Measures at its October 2018 meeting (Resolution 2018-07).

Per federal regulatory timelines, the Bend MPO is required to:

- Review Oregon state targets for the [2022-2026 reporting cycle](#)
- Re-declare support of the updated state targets for Bend MPO or create new targets

The remainder of this memo presents ODOT's statewide targets for federal safety, pavement and bridge condition, and system performance measures for the 2022 through 2026 reporting cycle.

Federal Performance Measure Targets

ODOT updated the statewide target for the federal performance measure areas (Table 1 and Table 2) in 2022 and reported the targets to the Federal Highway Administration (FHWA) in October 2022. These targets are based upon the calculation methodologies and data sets required by FHWA rulemaking. You can view the latest on Oregon statewide performance measure details on the ODOT website here:

<https://www.oregon.gov/odot/performmang/pages/index.aspx>

The Oregon Division of FHWA has accepted these new state targets as of January 2023.

Performance Measure (PM1) - Safety

Overview

On April 14, 2016, FHWA set the final rule for safety performance measures. This rule required state DOTs to set annual safety performance targets via the Highway Safety Improvement Program (HSIP).

Goal

Reduce traffic fatalities and serious injuries

Reporting Frequency

Safety targets are reported in the HSIP report on August 31 of each year. MPO to evaluate annually with ODOT. In July 2022, MPO staff reviewed the safety measures with ODOT.

Federal Safety Measures:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-motorized Serious Injuries

Table 1 Safety Performance Measures 2021

Reported Crash Data (5-year rolling average)	Average Fatalities per year	Fatality rate	Serious Injuries	Serious injury rate	Non-motorist fatalities and serious injuries
Oregon Statewide					
Statewide Data and Rates (2015-2019)	475	2.6	1820.8	11.6	260
Statewide Data and Rates (2016-2020)	488	2.6	1708	10.3	258.8
Bend MPO (for reference)					
Bend MPO Data and Rates (2015-2019)	4.8	1.8	23.8	4.0	4.4
Bend MPO Data and Rates (2016-2020)	4.8	1.8	23	3.8	4

Performance Measures (PM2, PM3) – Infrastructure & System Performance

Overview

On February 17, 2017, FHWA set the final rule for infrastructure performance measures . This rule required State DOTs to establish performance measures consisting of two pavement measures and two bridge measures. Some statewide measures relate to interstate roadways. The Bend MPO does not have an interstate and those measures are not included in this report.

Goal

Improve the National Highway System (NHS) pavement and bridge infrastructure. Assess and improve performance of the NHS for the purpose of carrying out the National Highway Performance Program (NHPP).

Reporting Frequency

Data is reported to FHWA in October for two- and four-year targets. ODOT's last report was submitted in October 2022. MPOs have 180 days after target updates for the mid-year and four-year targets to either support the state targets or create new targets.

1. Pavement Condition
 - a. Percentage of pavements of the NHS in good condition
 - b. Percentage of pavements of the NHS in poor condition
2. Bridge Condition
 - a. Percentage of NHS bridges by deck area classified as in good condition
 - b. Percentage of NHS bridges by deck area classified as in poor condition
3. NHS Performance
 - a. Percent of person-miles traveled on the NHS that are reliable

Table 2 Federal Performance Measures and Statewide Targets for the 2022-2026 Reporting Cycle

Federal Performance Measures	Base Line 2022	Statewide 2-Year Target 2024	Statewide 4-Year Target 2026
Percentage of Pavements of the Non-Interstate NHS in Good Condition	33.5%	30.0%	30.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2.9%	5.0%	5.0%
Percentage of NHS Bridges Classified as in Good Condition	13.5%	11.4%	10.0%
Percentage of NHS Bridges Classified as in Poor Condition	1.8%	2.4%	3.0%
Percent of the Person-Miles Traveled on the Non- Interstate	78%	78%	78%

Bend MPO staff coordinated with ODOT and other MPOs throughout the target update process. Staff recommends supporting the state targets through the 2026 reporting cycle. By supporting

the state targets, Bend MPO will continue to support the state in working towards the measures identified in the federal legislation and the state will continue to quantify and report on these measures statewide. At this time, no penalties are assessed for not meeting established targets.

To view the reported statewide targets and learn more, see <https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Oregon>

Bend MPO Timeline and Process for Review 2023

- TAC review in February 2023
- MPO Staff open 30-day public comment period on February 1, 2023
- Policy Board review and decision to support targets in March 2023
- Staff recommends supporting state targets as presented in memo dated 3/15/2023 and draft resolution 2023-01

**Resolution Number 2023-01
Bend Metropolitan Planning Organization Policy Board**

**For the Purpose of Supporting State Performance Measure Targets for Safety,
Pavement and Bridge Condition, and System Performance**

WHEREAS, the Bend Metropolitan Planning Organization (Bend MPO) has been designated by the Governor of the State of Oregon as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Bend urbanized area; and

WHEREAS, the Code of Federal Regulations (23 CFR Part 490) requires States to set targets for safety, pavement conditions, bridge conditions, and highway system performance; and

WHEREAS, MPO's may establish safety, pavement condition, bridge condition, and highway system targets by agreeing to plan and program projects that contribute toward the accomplishment of the State targets, or establish their own targets within 180 days of the State establishing and reporting its targets; and

WHEREAS, MPO's may re-declare support for the performance measures of the Oregon Department of Transportation mid-year reporting of their targets in 2022 as shown on <https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Oregon>

NOW THEREFORE, BE IT RESOLVED, that the Bend MPO agrees to support the updated 2022 ODOT safety, pavement condition, bridge condition, and highway system performance targets.

Adopted by the Bend Metropolitan Planning Organization the 17th day of March 2023.

Yes: _____ No: _____ Abstain: _____

Authenticated by the Chair this 17th day of March 2023.

Barb Campbell, MPO Chair

Attest:

Tyler Deke, MPO Manager

BUILDING A BETTER BEND 2023 LECTURE SERIES

CELEBRATING 50 YEARS OF OREGON'S LAND USE LAWS

PART 1: HOW DID OREGON GET SO UNIQUE? THE LAST 50 YEARS

TUESDAY, APRIL 18, 2023

7-8:30PM

OPEN SPACE EVENT STUDIO

220 NE LAFAYETTE AVE, BEND

JEFF MAPES, OPB & ROBERT LIBERTY, FORMERLY OF 1000 FRIENDS OF OREGON

Ever wonder what keeps Oregon wild, our farmland working, and our cities pulsing with life? Oregon regulates growth very differently and has for 50 years. In other states, farms and forests get chewed up by endless subdivisions and sprawl that goes on for miles—but Oregon is different and special. Why?

50 years ago, Oregon leaders looked around and saw sprawl threatening our beautiful state and enacted a series of bold new laws. Come hear the bruising (and

FEATURED SPEAKERS:



Jeff Mapes is a reporter for Oregon Public Broadcasting. He covered state and national politics for the Oregonian for nearly thirty-two years. Jeff recently launched a six-part podcast "[Growing Oregon](#)" that explores how Oregon ended up with the strictest land use policies in the country, and how those laws dictate almost every aspect of our daily lives. He lives in Portland, Oregon, where he is a longtime bike commuter.

sometimes hilarious) battles that got us to today, ongoing challenges with implementing a revolutionary planning system, and how our state is gearing up to tackle a fresh new set of challenges.

ADMISSION IS FREE BUT SPACE IS LIMITED. DOORS OPEN AT 6:30PM, PROGRAM STARTS AT 7PM. NO-HOST BAR AVAILABLE.



Robert Liberty has more than four decades of experience with the implementation, improvement, enforcement and politics of Oregon land use planning program and in other states and countries. He has served as a Senior Staff Attorney and Executive Director of [1000 Friends of Oregon](#), a county land use hearings officer, Senior Counsel to Congressman Earl Blumenauer, and director of urban sustainability programs at the University of Oregon and Portland State University. He was elected to the Metro Council in 2004 and re-elected in 2008. He is a current member and past Chair of the Columbia River Gorge National Scenic Area Commission and is a planning consultant affiliated with Cascadia Partners LLC. Robert has degrees from the University of Oregon, Oxford University and Harvard Law School. He was born and raised in Oregon.

PART 2: WHAT WILL BEND BE LIKE FOR OUR KIDS OVER THE NEXT 25 YEARS?

TUESDAY, MAY 23, 2023
7-8:30PM | DESCHUTES
BREWERY MOUNTAIN ROOM
901 SW SIMPSON AVE, BEND

SAUMYA KINI, WALKER MACY & BLAINE MERKER, GEHL

Imagine Bend in the year 2048. What will life be like? Like we did 50 years ago, Oregon is again taking bold new action on growth laws aimed at building sustainable, resilient, and equitable cities. Learn what these new laws will mean for Bend—and how we can improve livability even while doubling in population! Hint: it won't be easy, but we can learn what to do (and what not to do) from other places.

ADMISSION IS FREE BUT SPACE IS LIMITED. DOORS OPEN AT 6:30PM, PROGRAM STARTS AT 7PM. NO-HOST BAR AVAILABLE.

FEATURED SPEAKERS:



Saumya Kini is an Associate Urban Designer at Walker Macy Landscape Architects in Portland. As a leader in the firm's planning and urban design practice, she believes in the value of strong design thinking to support local and regional planning work. Her urban design work in Bend includes involvement in recent phases of Northwest Crossing, the Core Area Plan, Southeast Area Plan, and Stevens Road Tract Concept Plan, through which she has learned much about the unique landscape and communities of Bend and Central Oregon. Beyond her home state, Saumya's experiences with a diversity of cultures, places, and



Blaine Merker is an entrepreneur, strategist and designer working at the forefront of street and city design for two decades. He cofounded Park(ing) Day in 2005 and led Rebar, an art and design studio based in San Francisco that shaped the practice of tactical urbanism and hands-on community engagement. In 2014 he started the U.S. offices of Gehl, an urban design consultancy based in Copenhagen which, over its 40-year history, has helped to transform New York City's Times Square and hundreds of cities globally into thriving, people-first spaces. As a partner and managing director at Gehl he oversees the company's work in the Americas. His writing on social mixing and open-source, participatory design is published in *Next City* and in the book *Insurgent Public Space*. He studied landscape architecture at UC Berkley and graduated from Reed College. He is originally from Bend, Oregon.

people around the world have taught her to approach problem-solving with sensitivity and openness in projects with high public interest. She is passionate about strengthening community resilience and advancing environmental and social justice through collaborative planning, visioning, and design. Born and raised in Oregon, she spent much of her childhood puttering about outdoors and developing a deep love and respect for the elegant designs that occur naturally in the landscape. Saumya holds a Bachelor of Architecture from the University of Oregon and a Master of Urban and Regional Planning from Portland State University.

PART 3: BEYOND THE BEYOND: PREPARING FOR A WILD FUTURE

FALL 2023 | DATE & LOCATION TBD
SPEAKERS WILL BE ANNOUNCED SOON!
PRESENTED BY

How will our lives and our city be changed by a warming climate, population growth, less water and hotter summers? And how can we effectively plan to keep and maintain our region's beauty and quality of life? Being resilient and seeking out opportunities is what made our state great 50 years ago, and what we strive to be now and far into the future. Learn what you can do to help ensure generations to come can continue to enjoy our city's beauty.

Carbon Reduction Program

Background

The new Carbon Reduction Program provides funds for projects that reduce greenhouse gas emissions from transportation. States, in coordination with metropolitan planning organizations (MPOs), shall develop a Carbon Reduction Strategy that supports reduction in transportation emissions, identifies projects and strategies, and is appropriate to state population density and context. The first Carbon Reduction Strategy is required within two years and updated every four years.

Eligible Activities

Eligible projects include:

- traffic monitoring, management, and control facilities;
- public transit projects; bike,
- pedestrian and non-motorized facilities;
- advanced transportation and congestion management technologies;
- 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; and
- projects that reduce truck impacts or port emissions, including port electrification.

Funding

Oregon will receive \$82 million over the five years of the IIJA. The federal share is 80 percent and 20 percent match is required.

Consistent with requirements in the IIJA, ODOT proposes dividing funds in three ways:

1. The three large metropolitan planning organizations (known as transportation management areas or TMAs), in the Portland, Eugene, and Salem areas, receive a statutory allocation of funding based on population (\$27.6 million over 5 years)
2. ODOT will award funds to smaller urban MPOs and rural areas (\$26 million over 5 years)
3. ODOT has discretion over funds that can be used in any area of the state (\$28.9 million over 5 years)

ODOT's Proposed Program Approach

Oregon's Statewide Transportation Strategy (STS), which was created in coordination with MPOs, other state agencies, local jurisdictions and a broad array of stakeholders, will serve as the base of the Carbon Reduction Strategy. It identifies Vehicles, Fuels, Pricing, Transportation Options, System Improvements and Land Use strategies to reduce greenhouse gas emissions from transportation. The STS will be adapted to meet the needs of the Carbon Reduction Strategy once

federal guidance is issued and in consultation with Oregon's MPOs and other key stakeholders. Additionally, ODOT will incorporate its Operations, Materials and Fuels Greenhouse Gas Reduction Recommendations as part of the Carbon Reduction Strategy.

Because funding for the Carbon Reduction Program is divided three ways, ODOT proposes that each allocation be uniquely managed, consistent with federal guidance and the Carbon Reduction Strategy, as follows:

- **TMA:** Money will be directly awarded to the TMAs and they will decide how to use their suballocated funds. ODOT may act as a convener among the TMAs and the state to coordinate investments within the respective allocations.
- **MPOs and Rural Areas:** ODOT will form an advisory group to develop a competitive grant program for these funds. Advisory group members will consist of representatives from MPOs, rural areas, and other local jurisdictions, in addition to advocacy/interest groups, technical experts, and community-based organizations to help inform project guidelines and selection.
- **ODOT:** ODOT will solicit feedback from the Advisory Committee described above on how to prioritize state Agency investments and will specify approaches in future iterations of the Carbon Reduction Strategy.