

Carbon Reduction Program – Overview

JPACT

January 19, 2023



Bipartisan Infrastructure Law (BIL)

- Over \$567B investment across all modes over 5 years
 - Increased formula funding
 - Created new programs
- Majority of funding allocated to states and MPOs by formula
 - Remaining funding available through discretionary grant programs



BIL – New Formula Programs

New formula programs allocated by ODOT at the state level, examples:

- Bridge Investment Program (BIP)
- Electric Vehicle (EV) Charging and Fueling Infrastructure
- **Carbon Reduction Program**

New formula program allocated at the MPO level:

- **Carbon Reduction Program**

Carbon Reduction Program (CRP)



BIL – Carbon Reduction Program

Federal Objective: “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.”

Federal Requirements

- Develop statewide carbon reduction plan/strategy
 - Strategy should be appropriate to the population density and context
- Fund projects and programs that implement the strategy and reduces greenhouse gas emissions



IIJA CARBON REDUCTION PROGRAM

SUZANNE CARLSON – ODOT CLIMATE OFFICE

OREGON CARBON REDUCTION PROGRAM - FUNDING

CRP Funding FY22-FY26

TMA (Portland, Salem, and Eugene)	\$29.5 million
Small Urban and Rural Areas	\$26.8 million
Statewide	\$29.8 million
Total:	\$86.1 million

*Local match is required. Federal-aid requirements for project delivery apply.



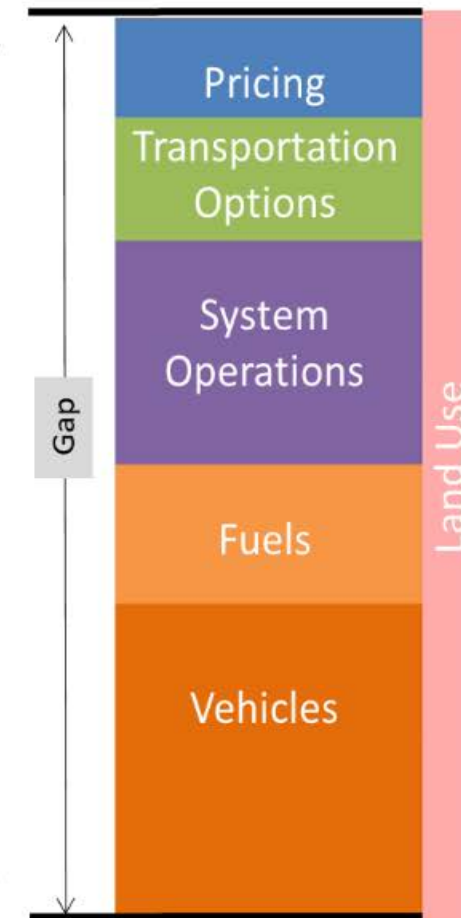
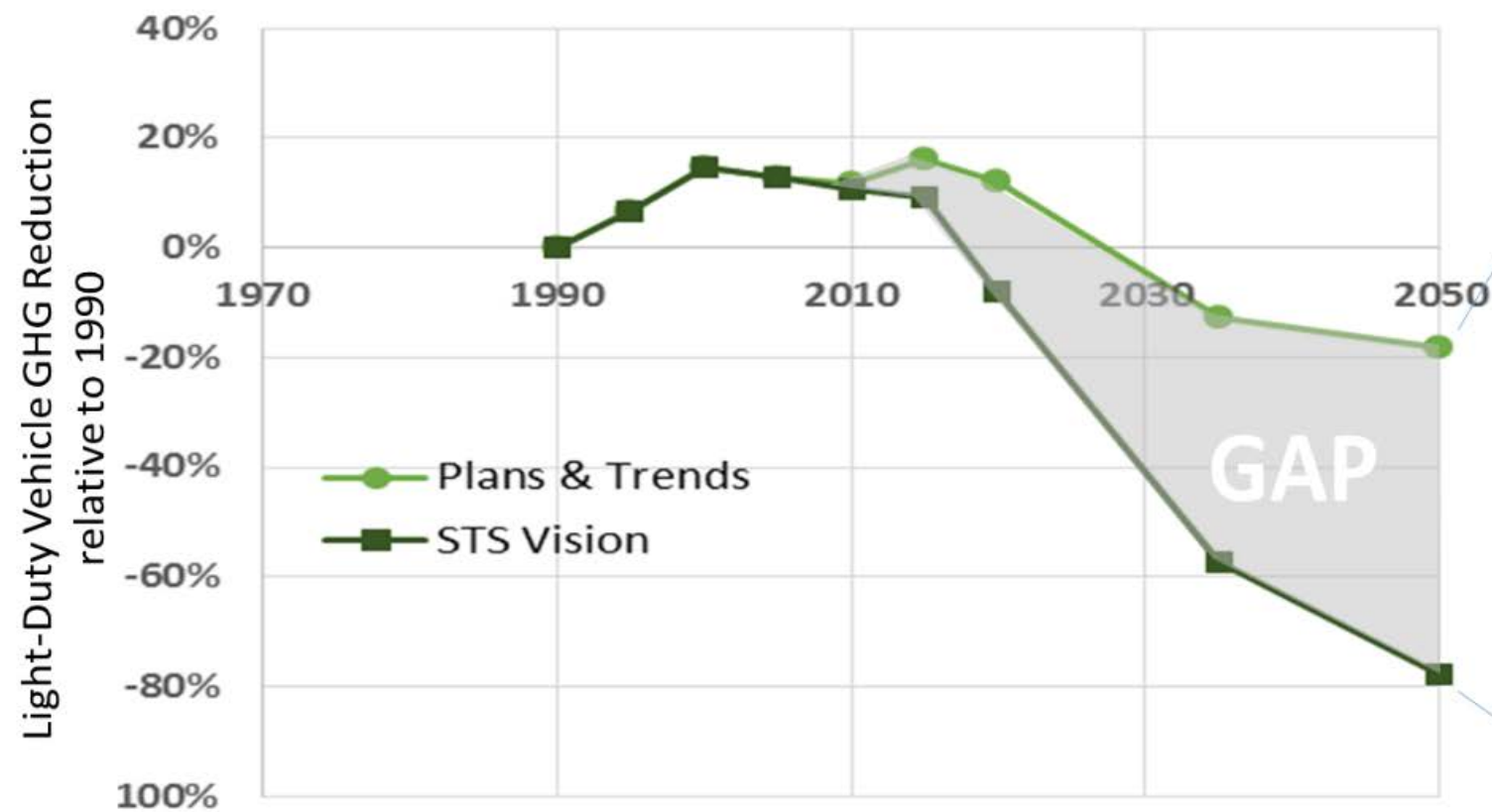


CARBON REDUCTION PROGRAM STRATEGY

- Federal Requirement to identify strategies and projects to reduce GHG emissions
- ODOT developed a strategies and priorities based on the existing *Statewide Transportation Strategy: 2050 GHG Vision (STS)*
 - Consultation group of TMAs, MPOs and stakeholders
- Four priority areas
 - Vehicle and Fuel Technology
 - Transportation Options
 - System & Agency Operations
 - Pricing



STS 2050 VISION





Partnering to Reach Goals





OREGON CARBON REDUCTION PROGRAM – PROJECT SELECTION

- TMAs identify projects using existing outreach and selection methods
- ODOT, in consultation with MPOs and stakeholders, developing an application to select Small Urban and Rural projects
 - Guidelines
 - Selection criteria and weighting
- ODOT will identify projects for the Statewide allocation



Contact Us



Suzanne.Carlson@odot.oregon.gov



www.oregon.gov/odot/climate/Pages/default.aspx

Portland Region – Carbon Reduction Program (CRP)

Opportunity for Metro to implement the Climate Smart Strategy

Estimated funding available:

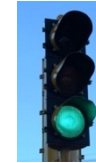
- \$18.8 million (5-year total)
 - **\$17 M** for carbon reduction projects
 - \$1.8 M for Climate Smart program implementation, including monitoring, data and communication



CRP Policy Framework: Climate Smart Strategy



Adopted in 2014 and approved by LCDC in 2015



CRP: Proposed Investment Areas

Three Climate Smart Strategies:



Transit (Investment)

- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX



Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Carbon Reduction Program Timeline

Define Program

- Introduce program
- Climate Smart refresher
- Outline priority areas/themes
- Propose process

Allocation

- Public
- Coordinate w/the state
- Program analysis

Program Coordination

- Program projects and programs in MTIP
- Coordinate w/the state
- Program analysis

Submission

Carbon Reduction Program allocation due to FHWA

Autumn-Winter 2022 Winter- Spring 2023 Summer-Autumn 2023 November 2023



Discussion Questions

JPACT questions, thoughts and/or comments on:

1. BIL, Carbon Reduction Program
2. Proposed Climate Smart investment areas
3. Timeline



Next Steps

- TPAC & JPACT Introduction – January 2023
- TPAC Discussion on Proposals – Spring 2023
- TPAC & JPACT Carbon Reduction Program Funds Allocation Recommendation – Spring 2023
- Metro Council Adoption – Spring 2023

oregonmetro.gov



– EXTRA SLIDES FOR Q & A

Comparison of FAST Act and IIJA

	FAST Act	IIJA
Length	5 years	5 years
Funding	\$305 billion	\$567.5 billion
Average Annual Funding	\$61 billion	\$113.4 billion
Total Highway Funding	\$226.3 billion	\$351.3 billion
Total Transit Funding	\$61.1 billion	\$91.1 billion

This table compares key transportation funding categories between the FAST Act and IIJA. The FAST Act expired in 2020 and was extended through 2021.

BIL – New Discretionary Programs

Over \$100 billion available in competitive programs, including (examples, not exhaustive):

- National Infrastructure Project Assistance (\$10B)
- Reconnecting Communities (\$1B)
- Safe Streets for All (\$5B)
- PROTECT Discretionary (\$1.4B)
- Safe Streets for All