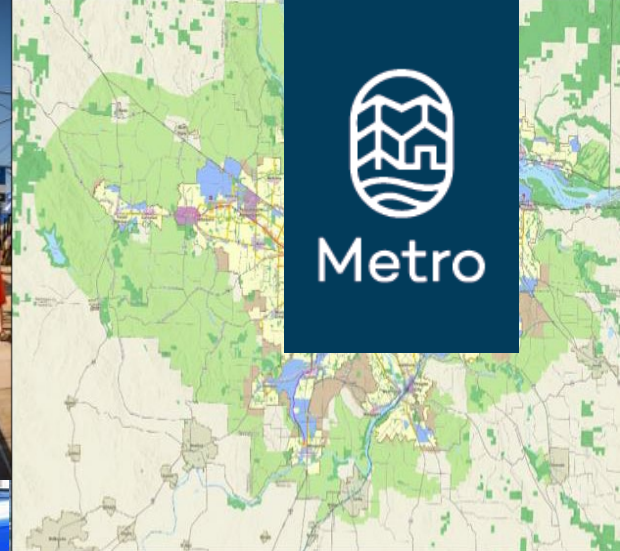


Carbon Reduction Program – Recommended Allocation

JPACT

May 18, 2023



Carbon Reduction Program (CRP)

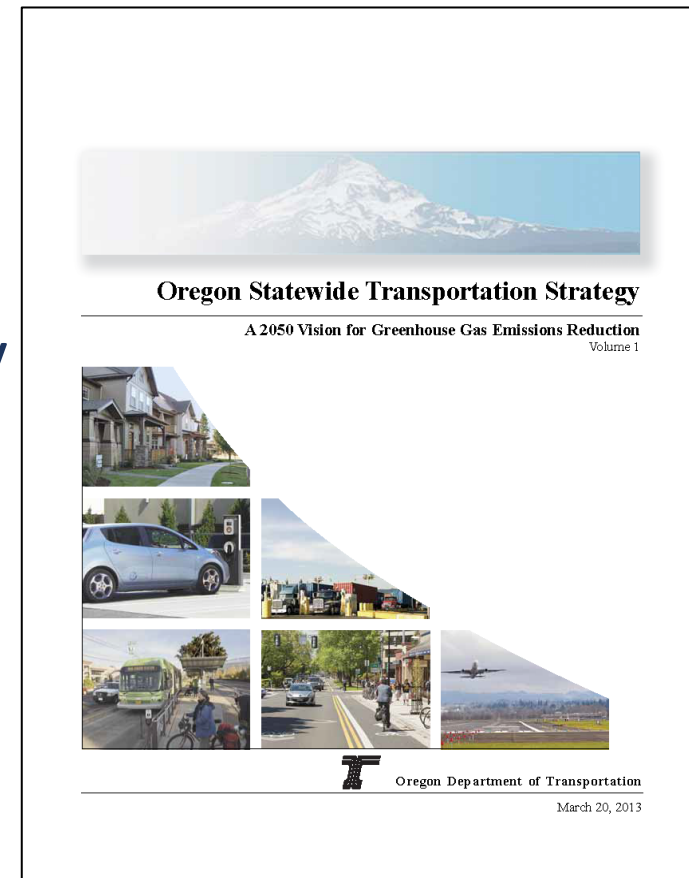
Federal Objective: “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.”

Federal Requirements

- Develop statewide carbon reduction plan/strategy
 - consult with MPOs and stakeholders
- Fund projects and programs that implement the strategy and reduce greenhouse gas emissions

Oregon – Carbon Reduction Program

- Existing *Statewide Transportation Strategy: 2050 GHG Vision (STS)*
- Prioritize *STS* actions to CRP Strategy
 - Vehicle and Fuel Technology
 - Transportation Options
 - System & Agency Operations
 - Pricing
- CRP Funds ODOT Statewide: \$29.8M



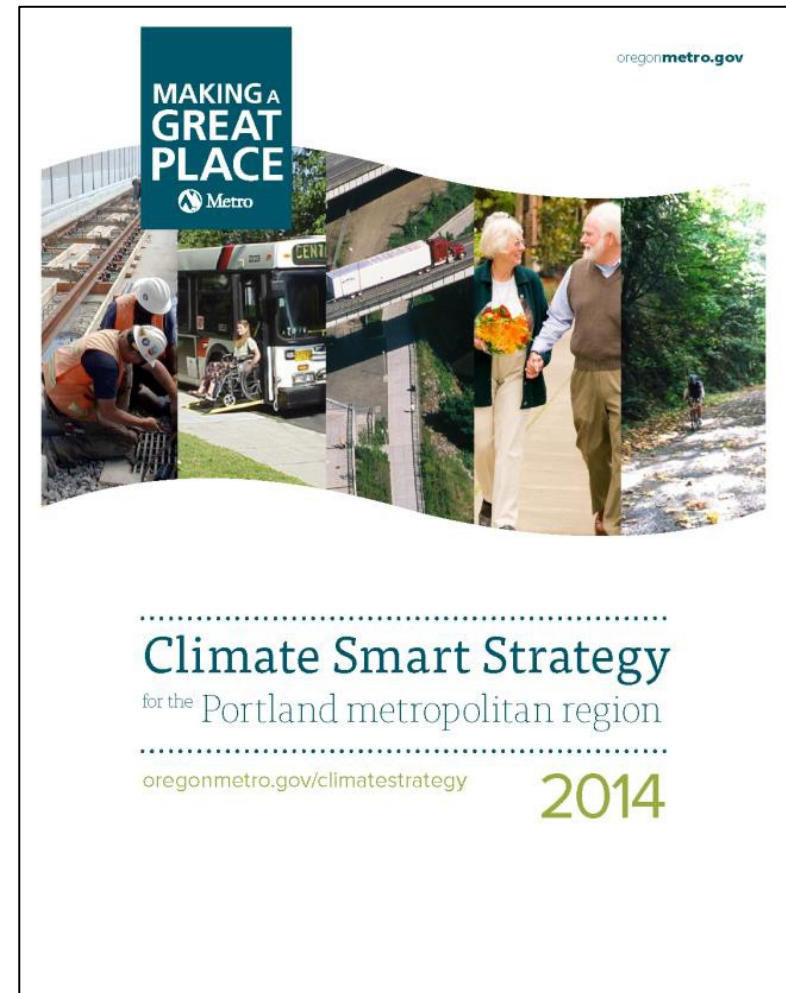
Portland Region – Carbon Reduction Program

Forecasted direct sub-allocation:

- \$18.8 million (5-year total)

Policy Plan and Strategy:

- Climate Smart Strategy
- State CRP strategy consistency



CRP Policy Framework: Climate Smart Strategy & Prioritized Investment Areas

Focus on 3 strategies with highest carbon reduction



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

Stakeholder Input & Considerations for Investment Package Options

- Federal policy and administrative direction
- Climate Smart investment priorities

January – April 2023

- Stakeholder input
 - Transformative
 - Leverage other funding
 - Specific project/program ideas

Development and Narrowing of Investment Options

- Five investment package options considered
- TPAC and JPACT provided direction on narrowing options
- TPAC further considered two favored options and then made a recommendation



TPAC Recommendation



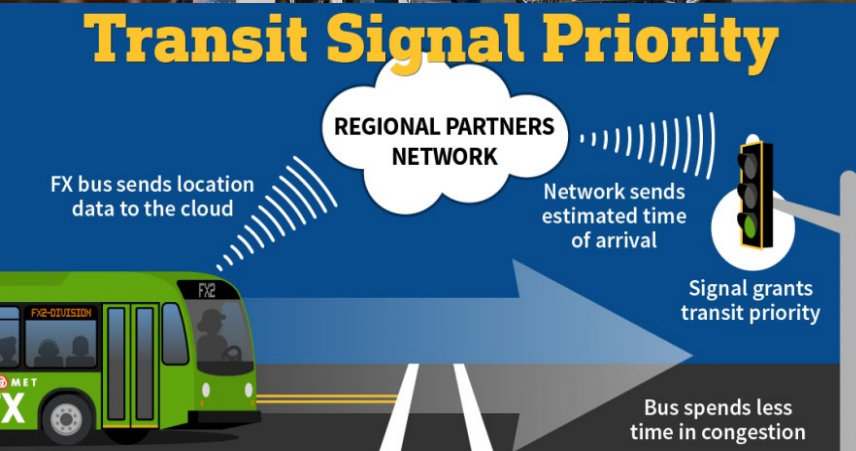
82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Climate Smart Implementation (\$1.8 M)

System Management & Operations (\$3M)



Next Steps

- JPACT Action – May 18
- Metro Council Adoption – June 2023
- Coordination with State submission to USDOT
- Program investments into 2024-2027 MTIP and STIP

Requested Action:

Approve Resolution
23-5337 and
recommend Metro
Council adoption

