

CORVALLIS AREA Metropolitan Planning Organization

1121 NW 9th Street, Corvallis, Oregon 97330
Contact: Corum Ketchum, CKetchum@ocwcog.org

CAMPO TECHNICAL ADVISORY COMMITTEE Thursday, September 28, 2023 9:00 am - 10:00 am

VIRTUAL MEETING WITH CALL-IN AVAILABLE Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 269 219 577 730

Passcode: BWtj38

Mobile 1 Click Number

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Phone Conference ID 567 628 032#

AGENDA

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|----|--|----------------------------------|
| 1) | 9:00 Call to Order and Agenda Review | Chair, James
Feldmann |
| 2) | 9:05 Public Comments | Chair |
| 3) | 9:10 Minutes of June 29, 2023 (Attachment A)

<i>Action: Decision on Minutes</i> | Chair |
| 4) | 9:15 Safety Performance Measures Update

<i>Action: Discussion and possible adoption</i> | Staff, Nick Meltzer |
| 5) | 9:25 Permanent Bike Counter Pilot (Attachment B)

<i>Action: Decision on pilot project</i> | Staff, Nick Meltzer |
| 6) | 9:40 STBG Funding
<i>Update on legislative changes to MPO funding for construction projects.</i>

<i>Action: Discussion</i> | Staff, Nick Meltzer |
| 7) | 9:50 Jurisdictional and Other Updates <ul style="list-style-type: none">• CAMPO Updates<ul style="list-style-type: none">○ STIP Amendments (Attachment C)○ Carbon Reduction Program Awards (Attachment D)• Jurisdictional Updates | All |
| 8) | 10:00 Adjournment
<i>The next regularly scheduled CAMPO TAC meeting is set for Thursday, October 26, 2023, from 9:00am to 11:00am.</i> | Chair |

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
VACANT	City of Adair Village	
Rory Rowan	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camarata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Danielle Casey	US Federal Transit Administration	
Mark Bernard	ODOT Region 2 Principal Planner	
VACANT	Oregon Department of State Lands	

Quorum Requirement: MPO business may be conducted provided a quorum of the members attends. A quorum consists of at least a majority of the voting members. The TAC members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, Please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at amuzechenko@ocwcog.org or 541-812-2002. TTY/TTD 711

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

Thursday, July 27, 2023

Virtual Meeting

Microsoft Teams Technologies

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	No
Rory Rowan	City of Corvallis	Yes
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Laural Beyer
Rebecca Houghtaling	Oregon State University	Yes
James Feldmann	Oregon Department of Transportation	No
Mark Bernard	ODOT: Region 2 Principal Planner	Yes

Guests: Dave Rabinowski and Andrew Mortensen

Staff: Transportation Manager Nick Meltzer, CAMPO Planner Corum Ketchum, AAMPO Assistant Planner Billy McGregor, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	The meeting was called to order by the guest chair Mark Bernard as the TAC chair James Feldmann was absent. It was noted by staff that CAMPO TAC does not have a regular Vice-Chair position.	Meeting was called to order at 9:03am by Guest Chair Mark Bernard There were no agenda updates.
2. Public Comments	There were no public comments made to the CAMPO TAC members in today's meeting.	There were no public comments.

<p>3. Minutes of April 27, 2023, (Attachment A)</p> <p>Action: Decision on Minutes</p>	<p>Rebecca Houghtaling made a motion to approve The CAMPO TAC June 29, 2023, meeting minutes and Mark Bernard seconded. The meeting minutes were adopted with no opposition.</p>	<p>Rebecca Houghtaling motioned to approve The CAMPO TAC June 29th meeting minutes; Mark Bernard seconded. The minutes were adopted without opposition.</p>
<p>4. Federal Aide Urban Boundaries and Federal Functional Classifications – Work Session (Attachment B)</p> <p>ACTION: Review and suggest edits to FAUB/FCC Map</p>	<p>Guest Chair Mark Bernard introduced this agenda topic and gave an overall summary of what this agenda topic entails.</p> <p>Andrew Mortensen, ODOT’s guest speaker shared a selection of slides to provide background on the Federal Aid Urban Boundaries (FAUB) and the Federal Functional Classifications (FFC) with specific examples for Philomath and Corvallis areas.</p> <p>Mortensen introduced the Project Team to the CAMPO TAC Members in attendance. Mortensen added that Mark Bernard, and James Feldmann, both CAMPO members, have been working closely on this project and will be the local connections.</p> <p>The project Team is headed by ODOT’s Road and Inventory/Classification Services (RICS) along with the Consultants: David Evans and Associates, Inc. which enables statewide coordination and GIS Tool Development.</p> <p>Mortensen provided the overview and purpose of the project, along with the specifics of “what” and the “why”.</p> <p>Mortensen noted that the team is touching bases with individual cities in the region along with the MPO’s as well.</p> <p>Mortensen shared the Census revises the urban areas every 10 years based on population counts from the decennial census. Additionally, each local jurisdiction would need to review and update their federal functional classification (FFC). FFC updates can and should be done at any time and it is not necessary to wait 10 years.</p>	<p>Meltzer summarized that there are no major concerns to the boundary, and it would be a good idea to move forward to including Adair Village into the new boundary. Once the map is updated then the slides and the updated map will go out to CAMPO TAC members and members can send in their comments before the end of August 2023.</p>

	<p>In 2020 FHWA Urban Area Definition has a population of at least 5,000. In the past, ODOT has historically adjusted the census-defined urban boundaries to better serve transportation planning needs.</p> <p>Guest Chair Bernard asked about context with FEMA.</p> <p>Mortensen answered that he would need to do more research to be 100% on an answer as this topic has not been brought up yet.</p> <p>States, MPOs, and local governments may choose to make boundary adjustments for a variety of reasons, including but not limited to:</p> <ul style="list-style-type: none">• Aligning urban area boundaries with existing planning boundaries• Addressing irregularities in urban area boundary shapes• Including transit routes and/or traffic generators• Incorporating local knowledge or urban form• Fostering an inclusive, effective, and comprehensive transportation planning process <p>Mortensen shared that the FAUB enables federal urban funding for interchange safety and operational improvements.</p> <p>The FFC carries with it its expectations about roadway design, including its speed, capacity, and relationship to existing and future land use development.</p> <p>Federal Legislation uses FFC to determine eligibility for funding for most PHQA funding categories including Federal Aide.</p> <p>Mortensen advised that this process will be a 7-step process and will likely take through the end of 2024 to complete. The key take-aways are that FAUBs must be finalized by the end of 2023. Additionally, most FFCs changes should be identified by 2023, allowing time for collaboration on any complex changes before the end of 2024.</p>	
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	<p>Mortensen added that the best way to submit changes is through the project web map.</p> <p>Mortensen then shared the interactive map from ODOT's website. The map itself is titled "ODOT Federal Aid Urban Boundary and Functional Classification".</p> <p>Houghtaling asked for clarification covering designated state-owned land, and other natural features designations. Houghtaling added that there has been a lot of university developmental discussion and there are included sections that will not likely become urbanized due to the land being used by agricultural and forestry programs.</p> <p>Mortensen answered that these boundaries are only to guide the transportation systems in these classifications and aren't always made just for development.</p> <p>Houghtaling asked for the timeframe for this to be re-looked at.</p> <p>Mortensen noted that this concept won't be looked at for another 10 years. But other factors are continuously investigated and evaluated.</p> <p>Guest Chair Bernard added that part of this boundary work is to capture roads that have an urban function that may weave in and out of the boundary and the federal government want the roads to be captured in a reasonable way, and that could mean that roads don't necessarily jump in and out of the boundary.</p> <p>David Rabinowitz asked if anything that is done in the project would restrict Corvallis's ability to change classifications in the future.</p> <p>Mortensen answered no, this would not create those restrictions. Additionally, this classification is just for federal funding.</p>	
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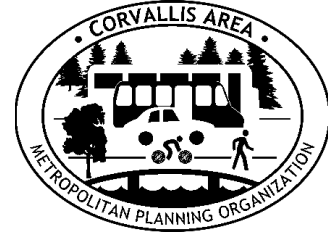
	<p>The purpose of the Federal Functional Classification is to reflect the current function. Planned roads can only be included in the STIP to be built in the next 5 years.</p> <p>Key Considerations for Adjusting FFCs:</p> <ul style="list-style-type: none"> • FFC should reflect the current function. • ODOT FFC and MPO/LPA FFC should match. • Rural/Urban Designation will be dictated by the FAUB. • FFC should follow FHWA guidance. • Consider access and mobility given local context. <p>Laurel Beyer added that the idea is the lands are already in the current MPO Boundary, so it won't impact a whole lot as it is not a land use area. Additionally, it won't be a huge issue to include OSU Property in the boundary.</p> <p>Staff Nick Meltzer shared the city has already designated the roads are there, and he doesn't believe it would do anything to further the conversation on if a road should go there. But if there was a decision for a road to go there it could be eligible for federal funding.</p> <p>Mortensen noted that the Urban Boundary isn't the issue for Oregon State University (OSU), instead the only thing that could be an issue would be the Federal Functional Classification for Aid.</p> <p>Meltzer summarized that there are no major concerns to the boundary, and it would be a good idea to move forward to including Adair Village into the new boundary. Once the map is updated then the slides and the updated map will go out to CAMPO TAC members and members can send in their comments before the end of August 2023.</p>	
<p>5. FY2023 UPWP Annual Report</p> <p><i>Action: Review completed tasks from the FY2023 UPWP</i></p>	<p>Staff Corum Ketchum shared the current progress of the FY2023 UPWP.</p> <p>The current progress is about 69% of the activities that would have been completed. The only missing area was due to CAMPO not having a planner for a period. Task 100 was 83% complete. Task 200 was</p>	

	<p>60% completed. Task 300 was 61% complete. Task 400 was 100% complete and Task 500 was 25% complete.</p> <p>Ketchum noted the UPWP is still in draft form, but once completed it would be posted to the CAMPO website for review from the TAC and Policy Board and it will be added to a future agenda as well for discussion.</p> <p>Meltzer added that all the required documents and deadlines were completed for this fiscal year.</p> <p>Mark Bernard asked about Safety Action Plans and Meltzer advised that there are no current requirements for MPO's to have one.</p>	
<p>6. FY2024 UPWP Roadmap</p> <p>(Attachment C)</p> <p>ACTION: Six-month preview of MPO Activities and Deliverables</p>	<p>Ketchum shared the FY2024 UPWP Roadmap with the TAC Members in attendance.</p> <p>Ketchum provided the TAC with the key deliverables that will be included in the FY2024 UPWP. Additionally, safety has a specific component of work that will be completed during this time frame.</p> <p>Ketchum shared the TAC and Policy Board Six-Month Calendar with the CAMPO TAC Members.</p> <p>Mark Bernard asked about Climate Friendly and Equitable Communities Work and if it was added into this UPWP.</p> <p>Meltzer answered that there are no requirements for the MPO itself and the requirements are on the individual cities of Corvallis and Philomath and their adoption of performance standards are planned for around FY25-27 with ODOT covering the costs for those updates to the two TSP's.</p>	
<p>7. Jurisdictional and Other Updates:</p> <ul style="list-style-type: none"> • CAMPO Updates • Jurisdictional Updates 	<p><u>Other Business/CAMPO Updates:</u></p> <p>CAMPO UPDATES:</p> <p>Meltzer shared that there will be a summer meeting break in August to skip both the CAMPO TAC and Policy Board meetings for that month with a cancellation coming out after this meeting.</p>	

	<p>Meltzer added that there will be a joint meeting between AAMPO and CAMPO Policy Boards in September 2023.</p> <p>JURISDICTIONAL UPDATES:</p> <p>Laurel Beyer shared that Benton County is working on the Chappel Drive project and is still on schedule. There will be some closures of the road coming up.</p> <p>Rebecca Houghtaling shared for OSU the July Construction Map of Campus. Additionally, Washington Way is currently under construction which is 12 years in the making.</p> <p>Rory Rowan shared with the City of Corvallis that there are still many staffing challenges but there have been major improvements with new hires coming on. In the last week there were 5 employees on board and maintenance has now started to tackle the backload of tickets.</p> <p>Mark Bernard shared with ODOT there has been great public outreach for planning and construction however there has been a large gap between design and engineering for the public outreach. This is something ODOT is working to address.</p>	
<p>8. Adjournment</p>	<p>The next CAMPO TAC meeting is scheduled for September 28, 2023</p>	<p>Meeting adjourned at 10:45am by Guest Chair Mark Bernard</p>

MEMORANDUM

Corvallis Area Metropolitan Planning Organization
1121 NW 9th Street
Corvallis, Oregon 97330



Date: September 28th, 2023
To: CAMPO Technical Advisory Committee and Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Permanent Bike Counter Discussion

Overview

The purpose of this memorandum is to provide an overview of the Corvallis Area Metropolitan Planning Organization (CAMPO) Multi-Modal Count Program's work to date and next steps. The goal of the CAMPO Multi-Modal Count Program Count Program (Count Program) is to systematically survey the number of bicycle and pedestrian trips made at key locations throughout the network of roadways and shared-use paths in the CAMPO service area. Currently the Program owns two temporary Eco Counter brand counters.

The CAMPO TAC and Policy Board are asked to consider purchasing a pilot permanent counter to further the goals of the Count Program.

Program Goals

The primary purpose of the Count Program is to develop a better understanding of how pedestrians and cyclists travel throughout the CAMPO planning area. By systematically surveying the number of bicycle and pedestrian trips made at key locations throughout the network of roadways and shared-use paths we gain a better picture of overall travel patterns. Multi-modal count data can be presented alongside motorized counts conducted by other agencies, namely the Oregon Department of Transportation (ODOT).

Goals of the CAMPO Count Program are to:

- (1) Measure the long-term usage of bicycle and pedestrian facilities (including changes in use over time),
- (2) Evaluate the impact of projects,
- (3) Understand safety trends, and
- (4) Help prioritize long-range infrastructure investment.

The information from the Program supports the findings of the Reducing Single Occupancy Vehicles Report and provides crucial information that will enable the region to meet the targets set forth in the Regional Transportation System Plan (RTSP). This knowledge helps to inform facility design (e.g., how wide the path or sidewalk should be) as well as guide funding and policy decisions.

Use Case of Permanent Counter

A permanent, remote uploading, or otherwise installable counter provides the following advantages:

- Allows for real time activity monitoring
- More reliable, meaning less likely to break down, be mis-deployed, or be disrupted by others (e.g. tubes being broken or ran over by a large vehicle, being cut off by citizens parking vehicles or trashcans on the tubes, etc.)
- Provides up to date information on device health, monitoring status, and maintenance needs
- Saves staff time/costs spent to move, deploy, maintain, and log the data from counter
- Counters typically last in the field for 7 to 10 years, requiring battery replacement every 1 to 2 years (at a cost of a couple hundred dollars)

Location considerations

Staff have been in conversation with staff from ODOT and the City of Corvallis. It appears that deploying on city-owned infrastructure would be the easiest starting point for the pilot. Locations being considered include:

- The Eric E Austin Path
- Corvallis Neighborhood Bikeways
- And other locations as directed by the TAC and Policy Board

For further deployments, staff have been in conversation with ODOT to deploy on the multiuse paths following Highways 20 and 34. CAMPO members and stakeholders are invited to work with staff to deploy permanent or temporary counters on their infrastructure.

The models listed in Table 1 in the following section are capable of monitoring activity on ~12' travel lanes/paths.

Costs

Under Task 240: CAMPO Multimodal Count Program, CAMPO has \$20,000 allocated to the program in the current (2024) Unified Planning Work Plan. This covers replacement equipment, subscription data platforms, and deployment costs (typically travel). Without purchasing any new equipment, staff anticipate spending approximately \$2,000 in maintenance, deployment, and subscription costs this year, leaving ample budget for acquiring additional equipment.

Staff have compared five (5) models of permanent or remotely accessible bike/pedestrian counters. The quotes received are available to be viewed by the TAC and Policy Board.

Table 1 Counter Options, Description, and Costs

Make	Model	Description	Mode Share	Unit Cost (ea.)	Subscription Cost (yearly)	Quoted Total*
Eco Counter	MULTI	Permanent. Tube and heat sensor	Bike and ped	\$4,875	\$420	\$5,780
Eco Counter	Zelt Evo	Permanent. Tube only	Bike only	\$3,100	\$420	\$3,615
Telraam	Telraam sensor	Easy deploy. Optical sensor. Requires a 2 nd floor perspective. Standalone option coming sometime 2024.	Bike, ped and vehicles	\$173	\$325	~\$500**
JAMAR	Pinnacle Classifier	Easy deploy, no permanent option.	Bike and vehicles	1,295	\$300	\$1,643
Chamber Electronics	RB Bike and People	Permanent. Easy installation. Radar based logging.	Bike and Ped	\$3,038	\$513	\$3,655

*Includes shipping, hardware and incidental costs

**Sales representative provided general costs but not a formal quote

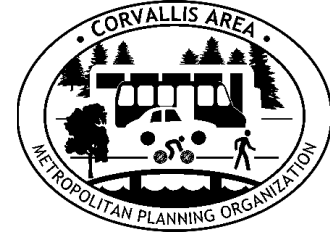
In conversations with local partners, staff estimate the counters can be deployed at a cost of ~\$1,000 per unit.

Action Requested

Authorize CAMPO staff to purchase a pilot permanent bicycle-pedestrian counter for up to \$6,000.

MEMORANDUM

Corvallis Area Metropolitan Planning Organization
1121 NW 9th Street
Corvallis, Oregon 97330



Date: September 28th, 2023
To: CAMPO Technical Advisory Committee and Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Amendments

Overview

The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Improvement Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the following page.

The shown amendments have all been approved as adjustments to the 2021-2024 STIP cycle. None of the following projects have been cancelled. Most of these changes have been made to reflect changes in the timing of obligated funding, and are recorded in the 2024 – 2027 STIP.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. CAMPO acts as the regional coordinator to the STIP helping ensure that amendments and other adjustments are processed appropriately. CAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Amendment Types

There are three types of STIP and MTIP amendments processed by CAMPO:

- **Full Amendments:** Require the greatest level of scrutiny including communicating project information to the Policy Board. The Technical Advisory Committee (TAC) determines if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, CAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

Additional details on STIP and MTIP amendments can be found in the CAMPO MTIP policy [HERE](#).

Action Requested

- **Technical Advisory Committee**
 - Amendment #21-24-3724 - Information only
 - Amendment #21-24-3731 - Information only
 - Amendment #21-24-3803 - Information only
 - Amendment #21-24-3796 - Information only
 - Amendment #21-24-3798 - Information only
 - Amendment #21-24-3867 - Information only

- **Policy Board**
 - Amendment #21-24-3724 - Information only
 - Amendment #21-24-3731 - Information only
 - Amendment #21-24-3803 - Information only
 - Amendment #21-24-3796 - Information only
 - Amendment #21-24-3798 - Information only
 - Amendment #21-24-3867 - Information only

Table 1 - STIP Amendments Received Summer 2023

Key Number	Project Name	Amendment Number	Description	Amendment Type	Financial Impact
K22016	Oregon Transportation Network - Benton Co FFY22	21-24-3724	Slip the Other phase to start in federal fiscal year 2024.	Adjustment	No change
K22034	Oregon Transportation Network - Benton Co FFY23	21-24-3731	Slip the Other phase to start in federal fiscal year 2024.	Adjustment	No change
K22654	Enhanced Mobility Program (5310) Benton Co FFY20	21-24-3803	Slip the project to start in federal fiscal year 2024.	Adjustment	No change
K21964	Enhanced Mobility Program - Benton County FFY22	21-24-3796	Slip the project to start in federal fiscal year 2024.	Adjustment	No change
K21975	Enhanced Mobility Program - Benton Co FFY23	21-24-3798	Slip the project to start in federal fiscal year 2024.	Adjustment	No change
K22360	OR99W: Chapman Crossing Illumination	21-24-3867	Cancel the Utility Relocation phase.	Adjustment	(\$10,000)

SMALL URBAN AND RURAL CARBON REDUCTION PROJECTS					
Small Urban and Rural Applicant	Project Name	Project Description	Total Cost	CRP Funding	Justice40
Sandy Transit	Sandy Operations Center Electrification	Update the Sandy Operations Center to meet the charging needs of 3 heavy duty transit vehicles. This project will include the installation of a new electric line extension and make-ready infrastructure costs which will include 11 make-ready ports.	\$426,650	\$382,833	No
Sherman County	EV Pilot and Charging Infrastructure	This project will purchase three electric fleet vehicles and chargers to support those vehicles, including one DC fast charger and one Level 2 charger.	\$413,133	\$370,704	Yes
City of Woodburn	Electric Bus Purchase and Route Expansion	Purchase of an electric bus and installation of charging equipment to support route expansion for Woodburn Transit System.	\$2,032,935	\$1,824,152	Yes
Confederated Tribes of Warm Springs	CTWS Solar Street Lights Project	The proposed project would install 113 solar streetlighting structures on the collector streets to remedy the reliability, safety, and cost concerns with the existing lighting.	\$2,019,445	\$2,019,445	Yes
Confederated Tribes of Grand Ronde	Grand Ronde Tribe Electric Vehicles and Chargers	Purchase four electric vehicles and install electric and solar EV Charging Stations in at four areas along and/near Grand Ronde Road.	\$778,544	\$698,588	Yes
City of Bend	City of Bend Mobility Points	The project will develop an initial network of four Mobility Points around the City. Mobility Point infrastructure provided through this project will include bus shelters, e-bike-sharing stations and charging, bicycle parking, electric car-sharing vehicles and electric vehicle charging equipment.	\$1,210,917	\$1,086,556	No
City of Albany	Albany Electric Street Sweeper	Purchase of a new all-electric, zero emissions street sweeper and charging equipment.	\$859,320	\$739,082	Yes
Klamath County	EV Charging Stations	Project will install level 2 chargers and 2 level 3 chargers at 10 locations in Klamath County to support local agency electric vehicle purchases.	\$1,850,000	\$1,658,800	Yes
Hood River County Transportation District	Hood River County Rural Mobility Project	This program will offer e-bike lending options located at 3 transit mobility hubs located in the City of Hood River.	\$227,227	\$203,891	No
Rogue Valley Transportation District/ ODOT Region 3	OR99: Transit Signal Upgrades	Upgrade signals on OR99 from the South end of Ashland to Exit 35, north of Central Point to provide vehicle to infrastructure communication and improve transit efficiency and reliability.	\$437,000	\$391,783	Yes
City of Corvallis	Corvallis Electric Path Sweeper	Purchase of a small electric street sweeper to maintain bicycle and pedestrian facilities.	\$331,000	\$300,000	No
Port of Toledo	Port of Toledo EV Fleet and Chargers	The project will replace four gas vehicles with electric vehicles, install two dual port level 2 chargers at Port owned facilities, and install public, level 3, electric vehicle charging station at the Port Marina.	\$858,236	\$770,094	No

City of Sisters	Cascade Avenue Electric Vehicle Charging	Installation of parking spaces and 6 level 2 electric vehicle charging ports with covered solar carports.	\$254,403	\$228,275	No
Gilliam County	Gilliam County EV Chargers	Project will install 2 level 2 charging ports and 2 level 3 DC fast chargers.	\$925,035	\$812,518	Yes
Benton County	US20: Multiuse Path Planning Study	A planning study for an off-highway multiuse path that would connect north Albany to Corvallis along US20.	\$1,200,000	\$1,076,760	Yes

STATEWIDE CARBON REDUCTION PROJECTS				
Project Name	Project Description	Total Cost	CRP Funding	Justice40
NEVI Medium and Heavy-Duty Charging Infrastructure	Install fast charging stations for medium and heavy-duty vehicles at intervals to be located along either I-5, I-84, US 20, or US 97 to expand capabilities or NEVI sites.	\$4,900,000	\$4,396,770	TBD
ODOT Fleet Electric Vehicle Purchase	Procure 15 battery electric vehicles including two SUVs, five sedans and eight pick-up trucks.	\$982,719	\$881,794	Some Locations
Statewide Vanpool Expansion	Provide additional vanpools for shared commute trip solutions to reduce vehicle miles traveled and greenhouse gas emissions.	\$3,890,000	\$1,440,000	Yes
ODOT Fleet Charging Equipment	Install 11 level 2 dual-head charging stations, 2 direct current fast chargers and make-ready infrastructure for an additional 51 level 2 stations and 8 fast chargers.	\$1,795,353	\$1,610,970	Some Locations
Low Emission Materials Construction Pilot	The project will look to partner with ODOT Research, Pavements, Climate Office and other relevant disciplines to research the effectiveness of low carbon materials, including low carbon concrete and asphalt and implement the use of these materials in CRP eligible projects.	\$1,300,000	\$1,100,000	TBD
Incident Response Preservation	This project funds the preservation of three dedicated Incident Response units in the 25-27 Biennium. Incident Response can have a profound impact in the agency's ability to clear traffic incidents quickly thus reducing congestion and associated greenhouse gas emissions.	\$1,000,000	\$897,300	No
TriMet Zero Emission Buses	Purchase of 3 zero emission buses for TriMET.	\$3,375,579	\$3,000,000	Yes
I-205 Bus on Shoulder	Expand transit service along the I-205 corridor between Stafford Rd and Sunnybrook Rd. by creating a Bus on Shoulder corridor within ODOT Right of Way.	\$2,815,800	\$2,525,800	Yes
Mode-Based Benefit-Cost Analysis Calculator	The project will identify areas of transportation impacts for different modes and produce a calculator for easy application to expand ODOT's climate and modeling analysis and inform future investments.	\$200,000	\$179,460	Yes
R1 Signal System Coordination Project	The project will include making improvements to 62 signalized intersections throughout 5 corridors to allow for coordinated signal timing. Corridors include: Tualatin Valley Hwy between 20th Ave and 26th Ave, SW 72nd Ave at OR217 interchange, Tualatin Valley Hwy downtown Hillsboro, Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St, and Pacific Hwy between SW 64th Ave and SW Fischer Rd.	\$999,300	\$897,300	Some Locations
E-Micro-mobility Pilot Program	Provide capital funding for electric micromobility (e-micromobility) lending libraries in 4-6 communities with limited or no access to shared micromobility systems.	\$1,000,000	\$897,300	TBD