

Note: Anyone wishing to speak at any Transportation Advisory Committee meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

December 21, 2023

AGENDA

- I. **CALL TO ORDER:** 6:00 PM, Meeting held virtually via Zoom
Link: <https://zoom.us/j/96161760895?pwd=SmVMRFJBNkx6UkhpeDN0N2w2MXgxdz09>
- II. **ANNOUNCEMENTS**
- III. **CONSENT AGENDA**
 - A. Approval of November 16, 2023 Minutes
- IV. **PUBLIC FORUM** (6:05–6:20)
- V. **REPORTS FROM OTHER CITY COMMITTEES** (6:20–6:30)
- VI. **NEW BUSINESS**
 - A. Committee Roles and Responsibilities (6:30–7:00, no action required, presentation by the Legal Department on Committee operations and ethics).
- VII. **UNFINISHED BUSINESS**
 - A. Bike Parking (7:00–7:30, action required, discuss next steps for bike parking inventory and improvement plan)
- VIII. **INFORMATIONAL ITEMS**
 - A. B Street Corridor Safety Analysis
 - B. Crash and Near Miss Review (January 2024)
 - C. Bicycle Facility Improvements (Green Paint, Bike Box)
 - D. Every Mile Counts–Funding Opportunities
- IX. **AGENDA BUILDING – Future Meetings**
- X. **ADJOURNMENT: 8:00 PM**

Next Meeting Date: January 18, 2024

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102–35.104 ADA Title 1).

Subject: Transportation Committee Contact Form Submitted
Date: Monday, December 11, 2023 7:55:52 AM

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Full Name: **David Kahn**

Email: **kahndor@ashlandhome.net**

Subject: **Sharrows for Bikes Through Downtown Ashland NOT Enough**

Message: **I can't believe Medford--MEDFORD--has a dedicated bike lane going through their downtown and bike-friendly Ashland still has only sharrows after all these years. Currently, it's assumed cyclists will just figure it out and be OK with putting their lives in the hands of harried, distracted drivers. We'll just go around those delivery trucks that routinely block the sharrow lanes. No problem that people pull out from their parking spots in a hurry to merge hundreds of times a day. All those lane changes are just a normal part of driving, and maybe the drivers notices the cyclist--or maybe not. What this situation does, of course, is put lives at risk while simultaneously discouraging biking. This runs directly counter to your mission. Maybe double check mission statement thing. You were so innovative with the "road diet." What? Ten or fifteen years ago? Great idea--with no tangible followup. Please--tell me you're already working on this. Tell me there is already movement on getting a dedicated bike lane through town. Please.**

Sincerely, Dave Kahn

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MINUTES
November 16, 2023

CALL TO ORDER: 6:00pm

Members Present: Mark Brouillard, Corinne Vièville, Linda Peterson-Adams, Holly Christiansen, Dave Richards, Nick David, Julia Sommer, Joe Graf

Staff Present: Scott Fleury, Elizabeth Beckerich

Liaison Present: Eric Hansen

Guests Present: Gary Shaff, Edem Gomez

ANNOUNCEMENTS

November is Native American Celebration Month.

The Community Peace Meal on Thanksgiving will be held at the Presbyterian church. Volunteers needed. Contact Southern Oregon Jobs with Justice for more information.

Volunteers are also needed to staff the inclement weather shelter at 2200 Ashland St for when the need arises.

The Festival of Lights is on Friday. Contact the Chamber of Commerce for more information.

The Social Equity and Racial Justice Advisory Committee still needs members for their committee.

RVTD is doing some priority signal work in the region, so they will be installing some equipment on some of the signalized intersections to support their routes. The work is scheduled to start this week or next week. They will be testing it in early December.

CONSENT AGENDA

Vièville motioned to approve the October minutes. Brouillard seconded. All ayes.

PUBLIC FORUM

Peterson-Adams thanked Kiernan for writing to the committee about sidewalk infill on Garfield, and Judy for writing to the committee about an intersection safety issue at Starflower and Larkspur. Both complaints are being investigated. Sommer confirmed the issue at Starflower and Larkspur as she is familiar with the intersection. Brouillard did a site visit to Garfield St and agreed that it needs to be infilled. Fleury informed the group that the city applied for SRTS Funding to infill a few sections of sidewalk in that area and did not receive it.

Peterson-Adams thanked the Faith Avenue residents for their persistence. The residents will be making signs telling motorists to slow down. She also thanked Streets for Everyone for their continued support with the North Mountain Avenue project.

REPORTS FROM OTHER CITY COMMITTEES

Hansen informed the group that City Council took the recommendation of the TAC for the North Mountain project and passed it, with the addition of having engineers look at putting in bike boxes where applicable. Council also adopted the Ashland Street funding that Fleury put together.

Brouillard attended the Planning Commission meeting and stated that they talked about the Beach Creek subdivision, a tree on Clay Street, and a property at 1911 Highway 99 North.

Dahle attended the Housing and Human Services meeting and sent notes to Peterson-Adams. They created a subcommittee for the houseless population issues.

Gary Shaff from the Climate and Environmental Policy Advisory Committee talked about the last meeting they had. CEPAC is continuing to work on banning natural gas in new construction, reviewed estimates of greenhouse gas reductions associated with bike facility networks, and they authorized the Chair of CEPAC to send a letter to ODOT about putting in protected bike lanes, bike boxes, and green paint on Ashland Street. Peterson-Adams and Fleury

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

November 16, 2023

also received the letter. Peterson-Adams inquired to the group if they would also like to send a letter to ODOT. Fleury stated that ODOT may agree to put the facilities in but would expect the city to maintain it. After discussing further, the group agreed that City Council could talk about it and possibly send a letter. Fleury also explained that if what they want is in the TSP then it may obligate ODOT to put it into action.

David attended the Parks Commission study sessions. He stated that Parks discussed the Kestral bridge and the cost. Fleury explained that Parks has a grant through ODOT's Community Paths program for about \$400,000 of the total cost. He is expecting that Parks will approve the contract in January or February, and then it will go to council. ODOT may want to relocate a bridge of theirs in Gold Hill and have it become the Kestral bridge.

Christiansen attending the Social Equity and Racial Justice Committee meeting. They talked about a potential action plan for 2024. Peterson-Adams suggested that Christiansen work with the SERJAC to promote Transit Equity Day with RVTD.

Forest Lands has become an advisory committee. The Public Arts Committee just gave their yearly report to City Council, and they are potentially going to work with ODOT to get art on all the signal boxes.

Fleury and GSI Water Solutions will be presenting a Water Management and Conservation Plan to council on Monday night. It's a regulatory document required by the Water Resources Department that outlines the city's water resources, water rights, conservation program, curtailment program, and the supply and demand. Oregon State Climate Research Center did a climate analysis that projected the climate impacts on the city's water supply. The Water Management Conservation Plan will secure water rights and give the city access to water, as well as outline the water conservation strategies in the short term.

Peterson-Adams stated that the Chairs of the City committees and commissions had a meeting and formed a subcommittee so that they can all compare work plans and support each other where possible.

Fleury updated the group on the last RVMPO meeting. They added an amendment to the Statewide Transportation Improvement Plan, and there will be more amendments to come in December for approval by the Policy Committee. The amendments generally include changing how money is given out, or the schedule for all the projects.

NEW BUSINESS

Climate Friendly and Equitable Communities (CFEC) Parking Overview

Derek Severson with the City of Ashland Planning Department did a presentation for the TAC. He explained that effective January 1, 2023 Phase 1 of the CFEC Parking Rules was implemented. The rules were aimed at promoting climate-friendly and equitable urban development. By December 31, 2023 the City will implement and adopt code changes for Phase 2. The options for addressing parking are to eliminate parking mandates citywide, or to maintain some parking mandates in 20% of the city and apply new detailed standards and performance measures. Phase 1 required that existing parking regulations not be upheld within a half mile of frequent transit areas, which includes about 80% of the city. Brouillard inquired if RVTD's Route 17 would be considered a frequent transit area, and Severson explained that it did not meet the requirements for that, but it could eventually.

The aim of the CFEC rules is to help local governments in Oregon create Climate Friendly Areas to give more housing and transportation choices to better align with Oregon's 2050 climate population reduction targets. To be in compliance with this, staff has proposed:

- Eliminating parking minimums but maintaining maximum parking allowances.
- Mandating bike parking spaces based on development type; accommodating cargo and family bikes;

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MINUTES
November 16, 2023

updating bicycle parking graphics.

- Requiring new multi-family housing/mixed-use developments to have electrical conduit extended for electric vehicles to 40% of parking spots voluntarily provided.
- Establishing tree canopy coverage and landscaping requirements for parking lots.

The aim of the City of Ashland additional parking requirements, such as permitting exceptions to exceed maximum thresholds, mandating accessible parking for certain developments, and revising past parking and circulation ordinances, is to enhance flexibility, accessibility, and regulatory consistency in urban development while aligning with broader climate and community goals. One such amendment is a new draft code that mandates at least one ADA-accessible parking space in development where no other parking is proposed, ensuring accessibility requirements. Another amendment is requiring Conditional Use Permits for excess parking, which allows applicants to request a Conditional Use Permit when demand exceeds maximums parking space allotment, which offers flexibility in parking planning. Additionally, code language amendments for on-street parking in subdivisions focuses on the association of on-street parking with Performance Standards Options in subdivisions, which aims to streamline and clarify parking regulations in those areas. The 50' driveway separation requirement on neighborhood streets for lots serving three or more units was also removed, retaining the 24' separation standard for lower order streets. The Vehicular Circulation Width Standards were also amended for two-way and one-way vehicular circulation width, aligning with past variance approvals for consistency.

Brouillard inquired what the definition of affordable housing is, and Severson explained that it's deed-restricted to a specific income level based on household size, so 60% of area median income. Brouillard then requested that regarding the 40% EV parking requirement, that renewable or solar energy be tied in. He also asked if there would be a parking permit plan to which Severson responded that they haven't planned for that yet. Brouillard explained the importance of a permit parking plan for on-street parking. Graf stated that the plans did not seem to be for Ashland, and that by eliminating parking and providing free parking it will push problems onto the TAC. David was in favor of eliminating the parking requirements, but not in favor of paid parking, and explained that it makes Ashland look unfriendly to the many tourists that the city attracts. Peterson-Adams concluded that eliminating parking mandates seems to be the only option the city can go with at this time.

UNFINISHED BUSINESS

Bike Parking

Peterson-Adams suggested some topics of discussion regarding bike parking.

- Public engagement and buy in.
- Outreach/getting suggestions from the public on rack placement.
- Continue assessing bike rack needs and find inventory throughout town.
- Continue with downtown and figure out where to install bike facilities.
- Coordinating with Parks on bike parking in parks.
- Staff availability for doing additional inventory.
- Cost for the new racks and whether there can be buy in from businesses.
- Putting up bike racks in existing parking lots.
- Installing EV bike charging in public lots
- An Engage Ashland survey, including asking employees at various businesses.

Brouillard suggested that the bike inventorying be expanded to the rest of town, as there is bike parking in other places besides downtown. Sommer stated that she has a list of places that are desperately in need of bike parking. Fleury suggested that something be put up on the city website encouraging citizens to email inquiring about bike parking installation so that there can be public input, and then put together a list of everyone's ideas. Christiansen

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

November 16, 2023

inquired about a program in the TSP that talked about a retrofit bike parking program that would allow interested property owners to apply for bike racks or bike corrals to be installed in front of their establishment. Fleury responded that the program exists behind the scenes, and he's had business owners reach out to him about bike parking installation before. He went on to say that there is money in the Street fund to purchase more bike racks, and that once places that need bike parking are identified the city can install them in the right-of-way. Peterson-Adams inquired if there is a code that requires businesses to have bike parking. Fleury responded that he doesn't think there's an application that requires them to put bike parking in the public right-of-way. It was also suggested that EV bike charging be available in public parking lots. David expressed that public EV bike charging may not be necessary as cyclists don't tend to leave their bike charging while they have it locked up, and building bike boxes with electric available for charging would invite the facility to be abused. Vierville mentioned that more charging stations may help people who use electric wheelchairs. Graf pointed out that having bike parking won't necessarily make people start riding their bike instead of driving because there's problems with how one can ride through town. David suggested making Will Dodge Way a thoroughfare.

Christiansen, Sommer, and Brouillard will continue inventorying bike racks in town. Fleury and Beckerich will work on making something to hand out to people and getting a blurb posted on the website encouraging people to email the city their bike rack placement suggestions.

North Mountain Avenue Bike and Parking Recommendation Wrap Up

The request for separated/buffered bike lanes with continuous green paint, candlestick-style delineators, and bike boxes where applicable, was approved through City Council for N Mountain Ave. Per Fleury, the FHWA has given interim approval to use green striping in bike lanes, and bike boxes are only allowed on interim approval at signalized intersections. The city will be doing a change-order with Knife River, who's doing the pavement work on Ashland St, to put continuous green paint there as well.

Brouillard motioned to extend the meeting for 15 minutes. Peterson-Adams seconded. All ayes.

Transportation System Plan 2024

Fleury met with ODOT planning staff, a representative for Salem, and a representative from the local region to talk about the TSP update. ODOT is going to come and do a partial map and an in-person inventory analysis using our existing GIS mapping and other mapping sources to create the gap analysis. Additionally, they're bringing on more staff shortly. They're hoping to have the scope of work and to start doing the solicitation process in early 2024. The TSP is about 80% funded by ODOT and 15% will be local match. The city put aside \$25,000 as well. Fleury and ODOT staff also talked about how they will get a consultant on board and the grading team. A couple of the TAC members will be asked to assist with scoring solicitation response, along with the Planning Department and ODOT staff and their planners. Fleury is hoping to see scope-of-work document prior to the solicitation. If Fleury is able to get that then he'll bring it to a future TAC meeting. ODOT will be doing the new RFP. Fleury expects to see more competition with engineering firms/contractors this time.

Graf inquired if ODOT would be handling the TSP update, Fleury explained that they would handle the administrative side of it but the local ODOT planner will be managing the actual TSP process. Graf asked when we'll be working on it as a community, Fleury responded June of 2024 is when the actual work will start.

INFORMATIONAL ITEMS

CEFAC Modeling

The Transportation Planning Analysis Unit is looking at updating how they model transportation in association with updated CEFAC rules. They have a committee and want to look at Ashland as an example. They will be writing up a

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MINUTES
November 16, 2023

report in December/early next year, and Fleury expects to have a write up from ODOT and DKS at that point to bring to the TAC. It's a precursor to help them with transportation modeling as part of the TSP update.

Acronym List

Peterson-Adams thanked Christiansen for finding the acronym list and providing it to the group.

Oregon Travel Behavior Survey

The survey is ongoing. Peterson-Adams got a survey back in September. Peterson-Adams requested that the group fill out the survey if they receive it in their email, as the information will be used to improve our systems overall.

ADJOURNMENT: @ 8:10

Respectfully submitted,
Elizabeth Beckerich, Administrative Assistant
****Full Video Available by Request****

Memo

CITY OF
ASHLAND

Date: December 12, 2023
From: Scott A. Fleury
To: Transportation Committee
RE: Commission & Committee Operating Procedures-Training

BACKGROUND:

Carmel Zahran, the City's attorney, will attend the meeting and provide a training overview of Commission & Committee operating procedures.

Ashland Municipal Code sections 2.10 (Uniform Policies and Operating Procedures for Advisory Commissions and Boards) and a simplified version of Roberts Rules of Order are attached for reference.

CONCLUSION:

No action is required by Committee at this time, this is a training item, questions and discussion are appreciated.

Chapter 2.10

UNIFORM POLICIES AND OPERATING PROCEDURES FOR ADVISORY COMMISSIONS AND BOARDS

Sections:

- 2.10.005 Purpose**
- 2.10.010 Created or Established**
- 2.10.015 Appointment**
- 2.10.020 Terms, Term Limits and Vacancies**
- 2.10.025 Meetings and Attendance**
- 2.10.030 Removal**
- 2.10.035 Public Meeting Law**
- 2.10.040 Quorum and Effect of Lack Thereof**
- 2.10.045 Council Liaison**
- 2.10.050 Election of Officers, Secretary, and Subcommittees**
- 2.10.055 Role of Staff**
- 2.10.060 Agendas and Minutes**
- 2.10.065 Goals**
- 2.10.070 Rules and Regulations**
- 2.10.080 Code of Ethics**
- 2.10.090 Council as Final Decision Maker**
- 2.10.095 Gifts**
- 2.10.100 Budget, Compensation and Expenses**
- 2.10.105 Reports**
- 2.10.110 Lobbying and Representing the City**

2.10.005 Purpose

Advisory commissions and boards (advisory bodies) require uniform rules, policies and operating procedures to assure maximum productivity and fairness for members and the public. Except where otherwise provided in this code, the following policies and procedures govern all the City's commissions and boards, as well as ad hoc entities. Nothing herein removes the requirement for compliance with more specific regulations and guidelines set forth by state statute, administrative rule, ordinance, or resolution specific to the advisory body. These rules do not apply to the elected Parks and Recreation Commission. (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

2.10.010 Created or Established

See individual Commission or Board Code Chapters codified between AMC [2.11](#) and AMC [2.25](#). (Ord. 3003, added, 02/18/2010)

2.10.015 Appointment

See AMC [2.04.090.C](#). (Ord. 3003, added, 02/18/2010)

2.10.020 Terms, Term Limits and Vacancies

All successors to original members of an advisory commission or board, shall have a three (3) year term, except as otherwise provided in the appointment order and except for certain members of the Municipal Audit Commission, as provided in AMC [2.11.015](#). Notwithstanding the three year limitation, Planning Commissioners shall serve for terms of four (4) years with terms expiring on April 30 of the fourth year, and Budget Committee members not on City Council shall serve for terms of four (4) years, with terms expiring on June 30 the fourth year. All other regular terms shall commence with appointment and shall expire on April 30 of the third year, unless otherwise provided in the appointment order. The appointing authority may stagger terms in the original appointment order as necessary. Members may serve two (2) terms on any single commission or board, after which time the Mayor and Council will give due consideration to other qualified candidates before making a reappointment. Any vacancy shall be filled by appointment by the Mayor, with confirmation by the City Council, for any unexpired portion of the term as provided in AMC [2.04.090.C](#). (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

2.10.025 Meetings and Attendance

- A. Unless otherwise provided by law, the number of meetings related to business needs of an advisory commission, or boards may be set by the advisory body.
- B. The Planning Commission and Budget Committee shall set their own meeting attendance requirements. All members of other Regular or ad hoc advisory bodies must attend at least seventy-five percent (75%) of the full advisory body's noticed meetings, study sessions and special meetings in each full year of their tenure. A person removed from the advisory body for noncompliance with attendance requirements subsequently may be appointed to fill the vacancy on the advisory body by means of the normal appointment process of that advisory body.
- C. A member should provide at least 48-hour notice to both the chair of the advisory body and the staff liaison regarding any planned absence from a scheduled meeting of the advisory body. In the event an unexpected emergency will cause a member to be absent from the meeting, the member must, if possible, notify the chair or the staff liaison within a reasonable time in advance of the meeting.

D. Generally, advisory bodies may not allow alternates to represent or stand in for a member at a meeting. Notwithstanding the foregoing preclusion of alternates, on Regular and ad hoc advisory bodies with some members who are appointed by an entity other than the Mayor and City Council and who serve as a representative of the appointing entity, an alternate may participate and vote for the named member by proxy at any meeting of the advisory body. Such participation by the alternate will be deemed to be attendance by the named member. Individuals directly appointed by the Mayor and approved by the Council may not be represented by alternates.

E. Each advisory body should review member attendance and report to the City Recorder approximately every six months. City Recorder will advise the Mayor on the need for appointments or re-appointments, if necessary. (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

2.10.030 Removal

See AMC [2.04.090.F](#). (Ord. 3003, added, 02/18/2010)

2.10.035 Public Meeting Law

All meetings of advisory commissions and boards are subject to strict compliance with public meeting laws of the State of Oregon. Notwithstanding notice requirements under Oregon law, advance notice of at least 36 hours shall be provided for all meetings. Notice shall be sent to a newspaper with general local circulation and posted on the City's website. In the case of emergency or when a state of emergency has been declared, notice appropriate to the circumstances shall be provided and reasons justifying the lack of 36-hour notice shall be included in the minutes of such meeting. (Ord. 3003, added, 02/18/2010)

2.10.040 Quorum and Effect of Lack Thereof

A meeting quorum shall consist of more than one-half of the total number of authorized members of the body, including any vacant positions. Nonvoting ex officio members, staff and liaisons do not count toward the quorum. Members need not be physically present at a meeting if another means of attendance (e.g. telephonic, internet etc.) has been established by the membership and public meetings law requirements are met. At least a majority of the quorum is necessary to adopt any motion; some motions require the affirmative vote of at least two-thirds of the members present. If the members in attendance do not constitute a quorum, staff or invitees may make informational presentations provided (1) Notes describing the presentations and discussions are made and posted on the City website; (2) no motion, debate or vote or any other official business other than adjournment takes place; and (3) all topics advertised are automatically added to the agenda for the next regularly scheduled meeting. (Ord. 3100, amended, 2014; Ord. 3050, amended, 11/18/2011; Ord. 3003, added, 02/18/2010)

2.10.045 Council Liaison

See AMC [2.04.100](#). (Ord. 3003, added, 02/18/2010)

2.10.050 Election of Officers, Secretary, and Subcommittees

At its first meeting following the appointment or reappointment of members each year, the advisory commission or board shall elect a chair and a vice-chair who shall hold office at the pleasure of the advisory body. Neither the chair nor vice-chair shall serve as an officer for more than three consecutive annual terms. Without the need for an appointment, the head of the City Department staffing the commission, committee or board shall be the Secretary and shall be responsible for keeping an accurate record of all proceedings. The Department head may delegate such tasks to a staff liaison. Subcommittees may be formed for the purpose of gathering information and forming a recommendation to be brought forward to the full advisory body. Only the full body can make recommendations to the City Council. Subcommittees must comply fully with the requirements of Oregon Public Meetings law. (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

2.10.055 Role of Staff

At least one staff person is assigned to work with each advisory commission or board. The staff liaison provides professional guidance, continuity, and insight into City policy and attends all regular and special meetings and workshops. The staff liaison supports the group as a whole and shall not do work at the request of individual members. Each staff liaison has a limited amount of time to devote to the group. If additional staff time is needed the request should be made to the City Manager or appropriate Department Head. (Ord. 3192, amended, 11/17/2020; Ord. 3003, added, 02/18/2010)

2.10.060 Agendas and Minutes

The chair or staff liaison will be responsible for timely preparation and posting in advance the agendas of all meetings of advisory commissions and boards on the City's website. A member or staff liaison will be responsible for taking minutes and getting them posted on the City's website, generally within a few days after the minutes have been approved. Members are encouraged to access those documents from the web site. Staff will email or mail documents to members upon request. If the advisory body has a current Council Liaison, the Liaison should be given the opportunity to report to the commission or board periodically. (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

2.10.065 Goals

Advisory commissions and boards are encouraged to establish annual goals and action items that reflect the body's charge as stated in the specific commission ordinance. Advisory bodies are expected to suggest, support and advance Council goals and are encouraged to look for ways within their own unique responsibilities to do so. (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

2.10.070 Rules and Regulations

The advisory commission or board may make such rules and regulations as are necessary for its governance, including the conduct of meetings, when not inconsistent with Ashland City Charter, Ashland Municipal Code or Oregon law. These rules may be less formal than the meeting procedure rules in AMC [2.04.040](#). In the event of conflicts that cannot be resolved less formally, AMC [2.04.040](#) shall be used as the standard for meeting rules and procedures. Failure to strictly comply with the rules on meeting procedure in AMC [2.04.040](#) shall not be cause to void or otherwise disturb a decision or action. The body will strive to be clear in its proceedings. (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

2.10.080 Code of Ethics

The City of Ashland is committed to the highest ethical standards for its public officials. To ensure public confidence, all members of advisory commissions and boards must be independent, impartial, responsible and not use their position for personal gain or to benefit or harm others. Advisory commissions and boards shall operate in the general public interest serving the community as a whole and shall serve no special interests. Advisory commission and board members shall not endorse in their official capacity any commercial product or enterprise. Members should be aware the criminal codes, ethics and conflict of interest laws set forth in state statutes and city ordinances, including but not limited to the State of Oregon Criminal Code, ORS [244](#) and in AMC Chapter [3.08](#). (Ord. 3003, added, 02/18/2010)

2.10.090 Council as Final Decision Maker

With the exception of certain delegated quasi-judicial actions, most advisory commissions and boards do not make final decisions subject to appeal but rather make recommendations to, or act in an advisory capacity to the council. The City Council is the final decision-maker on all city policies and the use of city resources. Proposals by boards and commissions for endorsement or sponsorship of events, activities or programs must receive approval by City Council as provided by Resolution. (Ord. 3057, amended, 04/03/2012)

2.10.095 Gifts

Subject to the acceptance of the City Council, an advisory body may receive gifts, bequests or devises of property in the name of the City to carry out any of the purposes of the advisory commission or board, which funds, if required by the terms of the gift, bequest or devise, shall be segregated from other funds for use with the approval of the City Council. (Ord. 3003, added, 02/18/2010)

2.10.100 Budget, Compensation and Expenses

Money is set aside in department budgets for Commission and Board expenses. Should an advisory body require additional funds, requests should be submitted to the department head through the staff liaison. Regular members of the advisory commissions and boards shall receive no compensation for services rendered. Members must receive permission and instructions from the staff liaison in order to be reimbursed for training or conferences and associated travel expenses related to official business. Procedures and criteria for boards and commissions to obtain approval of expenditures are established by Resolution. (Ord. 3057, amended, 04/03/2012; Ord. 3003, added, 02/18/2010)

2.10.105 Reports

- A. Each advisory body shall submit copies of its meeting minutes to the City Recorder for presentation to the City Council.
- B. The chair of each advisory body is expected to give at least one report to the City Council each year on the advisory body's accomplishments, work in progress, and planned activities. In addition, the Mayor or City Council may from time to time ask chairs for information and recommendations on matters within the scope of their advisory bodies. Chairs' reports to the Council are to be objective and representative of the majority views of the memberships of their advisory bodies.
- C. Council Liaisons may report to the entire Council on significant and important activities of any advisory body to which they have been assigned.
- D. Staff Liaisons to the advisory bodies may assist in preparing such reports.
- E. Unless otherwise expressly provided in the Ashland Municipal Code or State Law, all reports or recommendations of City advisory bodies committee shall be considered advisory in nature and shall not be binding on the Mayor or City Council. (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

2.10.110 Lobbying and Representing the City

An individual advisory body member is free to express personal views on any issue in any forum as long as the individual makes clear that he or she is not speaking as a member of the advisory body and that the views expressed are personal and do not represent the position of the City or of the City advisory body. Advisory body members are prohibited from engaging in political activity in accordance with ORS [260.432](#). (Ord. 3100, amended, 2014; Ord. 3003, added, 02/18/2010)

The Ashland Municipal Code is current through Ordinance 3223, passed July 18, 2023.

Disclaimer: The City Recorder's office has the official version of the Ashland Municipal Code. Users should contact the City Recorder's office for ordinances passed subsequent to the ordinance cited above.

[City Website: www.ashland.or.us](http://www.ashland.or.us)

[City Telephone: \(541\) 488-5307](tel:(541)488-5307)

[Hosted by Code Publishing Company, A General Code Company.](#)

Roberts Rules of Order – Simplified

Guiding Principles:

- Everyone has the right to participate in discussion if they wish, before anyone may speak a second time.
- Everyone has the right to know what is going on at all times. Only urgent matters may interrupt a speaker.
- Only one thing (motion) can be discussed at a time.

A **motion** is the topic under discussion (e.g., “I move that we add a coffee break to this meeting”). After being recognized by the president of the board, any member can introduce a motion when no other motion is on the table. A motion requires a second to be considered. If there is no second, the matter is not considered. Each motion must be disposed of (passed, defeated, tabled, referred to committee, or postponed indefinitely).

How to do things:

You want to bring up a new idea before the group.

After recognition by the president of the board, present your motion. A second is required for the motion to go to the floor for discussion, or consideration.

You want to change some of the wording in a motion under discussion.

After recognition by the president of the board, move to amend by

- adding words,
- striking words or
- striking and inserting words.

You like the idea of a motion being discussed, but you need to reword it beyond simple word changes.

Move to substitute your motion for the original motion. If it is seconded, discussion will continue on both motions and eventually the body will vote on which motion they prefer.

You want more study and/or investigation given to the idea being discussed.

Move to refer to a committee. Try to be specific as to the charge to the committee.

You want more time personally to study the proposal being discussed.

Move to postpone to a definite time or date.

You are tired of the current discussion.

Move to limit debate to a set period of time or to a set number of speakers. Requires a 2/3rds vote.

You have heard enough discussion.

Move to close the debate. Also referred to as calling the question. This cuts off discussion and brings the assembly to a vote on the pending question only. Requires a 2/3rds vote.

You want to postpone a motion until some later time.

Move to table the motion. The motion may be taken from the table after 1 item of business has been conducted. If the motion is not taken from the table by the end of the next meeting, it is dead. To kill a motion at the time it is tabled requires a 2/3rds vote. A majority is required to table a motion without killing it.

You believe the discussion has drifted away from the agenda and want to bring it back.
 “Call for orders of the day.”

You want to take a short break.
 Move to recess for a set period of time.

You want to end the meeting.
 Move to adjourn.

You are unsure the president of the board announced the results of a vote correctly.
 Without being recognized, call for a “division of the house.” A roll call vote will then be taken.

You are confused about a procedure being used and want clarification.
 Without recognition, call for "Point of Information" or "Point of Parliamentary Inquiry." The president of the board will ask you to state your question and will attempt to clarify the situation.

You have changed your mind about something that was voted on earlier in the meeting for which you were on the winning side.
 Move to reconsider. If the majority agrees, the motion comes back on the floor as though the vote had not occurred.

You want to change an action voted on at an earlier meeting.
 Move to rescind. If previous written notice is given, a simple majority is required. If no notice is given, a 2/3^{rds} vote is required.

Unanimous Consent:

If a matter is considered relatively minor or opposition is not expected, a call for unanimous consent may be requested. If the request is made by others, the president of the board will repeat the request and then pause for objections. If none are heard, the motion passes.

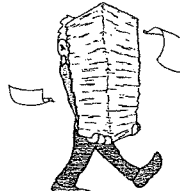
- **You may INTERRUPT a speaker for these reasons only:**
 - to get information about business –point of information to get information about rules– parliamentary inquiry
 - if you can't hear, safety reasons, comfort, etc. –question of privilege
 - if you see a breach of the rules –point of order
 - if you disagree with the president of the board’s ruling –appeal
 - if you disagree with a call for Unanimous Consent –object

Quick Reference					
	Must Be Seconded	Open for Discussion	Can be Amended	Vote Count Required to Pass	May Be Reconsidered or Rescinded
Main Motion	√	√	√	Majority	√
Amend Motion	√	√		Majority	√
Kill a Motion	√			Majority	√
Limit Debate	√		√	2/3 ^{rds}	√
Close Discussion	√			2/3 ^{rds}	√
Recess	√		√	Majority	
Adjourn (End meeting)	√			Majority	
Refer to Committee	√	√	√	Majority	√
Postpone to a later time	√	√	√	Majority	√
Table	√			Majority	
Postpone Indefinitely	√	√	√	Majority	√

Public Records Law
Definition of Public Meeting
Public Meeting Requirements
Rules & Regulations
Ethics


Public Records

ORS 192.005(5) defines public record:



- › "Public record" includes, but is not limited to, a document, book, paper, photograph, file, sound recording or machine readable electronic record, regardless of physical form or characteristics, made, received, filed or recorded in pursuance of law or in connection with the transaction of public business, whether or not confidential or restricted in use. *(emphasis added)*

Who has the Right to Inspect Public Records?



Notes

E-mails

Correspondence

Pictures

"Every Person" has a right to inspect any nonexempt public record of a public body in Oregon.

Definition of Meeting

- › A "meeting" is any quorum of a commission - No quorum = No meeting
- › Exceptions - On-site inspections of any project or program.
- › "Quorum" - more than 1/2 of the total number of authorized members

Open to the Public

- › All meetings of the city's commissions and committees are required to be open to the public and within the City limits.
- › No Private meetings
- › 36 Hours Notice of meetings

Minutes

- › Written minutes must be taken for all public meetings - including Sub-Committees
- › Minutes do not have to be a verbatim transcript

Minutes must include:

- › List of members present
- › Nature and disposition of all motions, proposals, resolutions, orders, etc.
- › Results of all votes by name
- › Substance of any discussion
- › Reference to any public document discussed

Meetings and Attendance

****asking for input from Commissioners on this section****

- › Attend all regularly scheduled meetings
- › Two-Hour notice to chair or staff liaison if you will be absent from meeting
- › Two or more "unexcused" absences in a six-month period will result in declaring the position "inactive" or "vacant."
- › Minimum 2/3 attendance or position will be declared "inactive" or "vacant." at least 72 hours in advance of the meeting

Attendance shall be reviewed by the commission during the regularly scheduled meetings in January and July, with a report sent to the Mayor and City Council advising of the need for appointment or re-appointment, if necessary.

Duties of the Chair

At its first meeting of the year the advisory commission shall elect a chair and a vice chair who shall hold office at the pleasure of the advisory body. Neither the chair nor vice-chair shall serve as an officer for more than two consecutive terms. - *Requesting Commission input on this section.*

Suggestions for Chair

- › Ensure that each member has the opportunity to speak
- › No member shall speak more than once until every member has been given the opportunity to speak

OREGON GOVERNMENT ETHICS LAW

All Commissioners are "Public Officials" and are required to follow the Public Ethics Rules.

GENERAL RULE

- ▶ Do not use public position to obtain financial benefit if the opportunity for the financial benefit would not otherwise be available but for your public position
 - Includes using confidential information for personal gain
 - Includes benefit to a client

GIFTS (1)

- ▶ OK if
 - Available to any citizen
 - Source is friends, relatives with no legislative or administrative interest in decisions
 - Acting in an official capacity and representing City for a ceremonial purpose at entertainment event
 - Representing City at "organization" event (not a private dinner) at which your admission or food and beverage is compensated

GIFTS (2)

- ▶ Red flag if the source of anything of value (services, too) has a legislative or administrative interest in decisions
 - Not just financial interest
 - If so, cannot exceed \$50 in value per year

CONFLICTS

- › Financial benefit or detriment to you, relatives, or associated businesses
- › Actual ("would")
 - Disclosure; then no participation
- › Potential ("could")
 - Disclosure; then participate
- › Exemptions
 - Would impact you to the same degree as other members of an identifiable group or class
 - Unpaid position in 501C(3)

RELATIVES

- › Spouse, children (or legal support obligation)
- › Siblings and their spouses and spouses' siblings
- › Parents and parents of spouses

"ASSOCIATED WITH BUSINESS"

- › Director, officer, owner, employee or agent of private business or closely held corporation, with stock, stock options, equity, or debt instrument over \$1000
- › Owner of stock, equity interest, stock options, or debt instruments of \$100,000 or more in publicly held corporation
- › Director or officer of a publicly held corporation

ASHLAND CODE OF ETHICS AMC 3.08.020

DO's

- › Be independent, impartial
- › Have public interest as primary concern
 - Discharge duties regardless of personal considerations
- › Foster respect for all government

SPEAKING FOR THE CITY

- › Only represent the opinion or position of the advisory body
- › No lobbying before other elected bodies or committees
- › Advisory body members are prohibited from engaging in political activity in accordance with ORS 260.432

GIFTS

- › Don't accept any valuable gift from a source directly or indirectly interested in business dealings with the City
- › Don't accept anything of value tending to impact discharge of duties or contingent on a specific action by the City

CONFLICTS

- › Don't engage in any business or transaction, or have a financial or other personal interest, contrary to public interest or tending to impair independent judgment
 - "Personal interest" = direct or indirect interest tending to impair independent judgment, including familial relationships and close business or political association
- › Before discussion of legislation with Council, disclose on the record any financial or other private interest in the proposition

Memo

CITY OF
ASHLAND

Date: December 12, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Bicycle Parking Inventory - City Wide

BACKGROUND:

The Committee recently discussed expanding the inventory of bike parking from the downtown core to the whole City and Committee members will be continuing the inventory process in order to develop and implement an improvement plan.

At the November meeting the Committee discussed public outreach as well in order to obtain input from community members on areas lacking bike parking. Staff has coordinated with the City's Communication Officer to develop a news release and associated form online that residents can fill out with comments on areas lacking bike parking. That news release was posted on December 7, 2023 and can be found here: <https://www.ashland.or.us/news.asp?newsID=5682>

The information/form will run through the end of January 2024.

All comments will be collected in a database and brought forward to the Committee at a meeting in the future.

The Committee was also informed to send staff areas within the City that need additional bike parking and to date this has been what was provided:

Along Lithia & Main downtown

- Post Office at street level
- In Lithia Park, ESP. by band shell!! (none)
 - By pickleball courts & Japanese Garden
- BiMart and Shop 'N Kart
- A St. by shopping center/Baguette, Grange, ACE

Figure 1: Poor Location



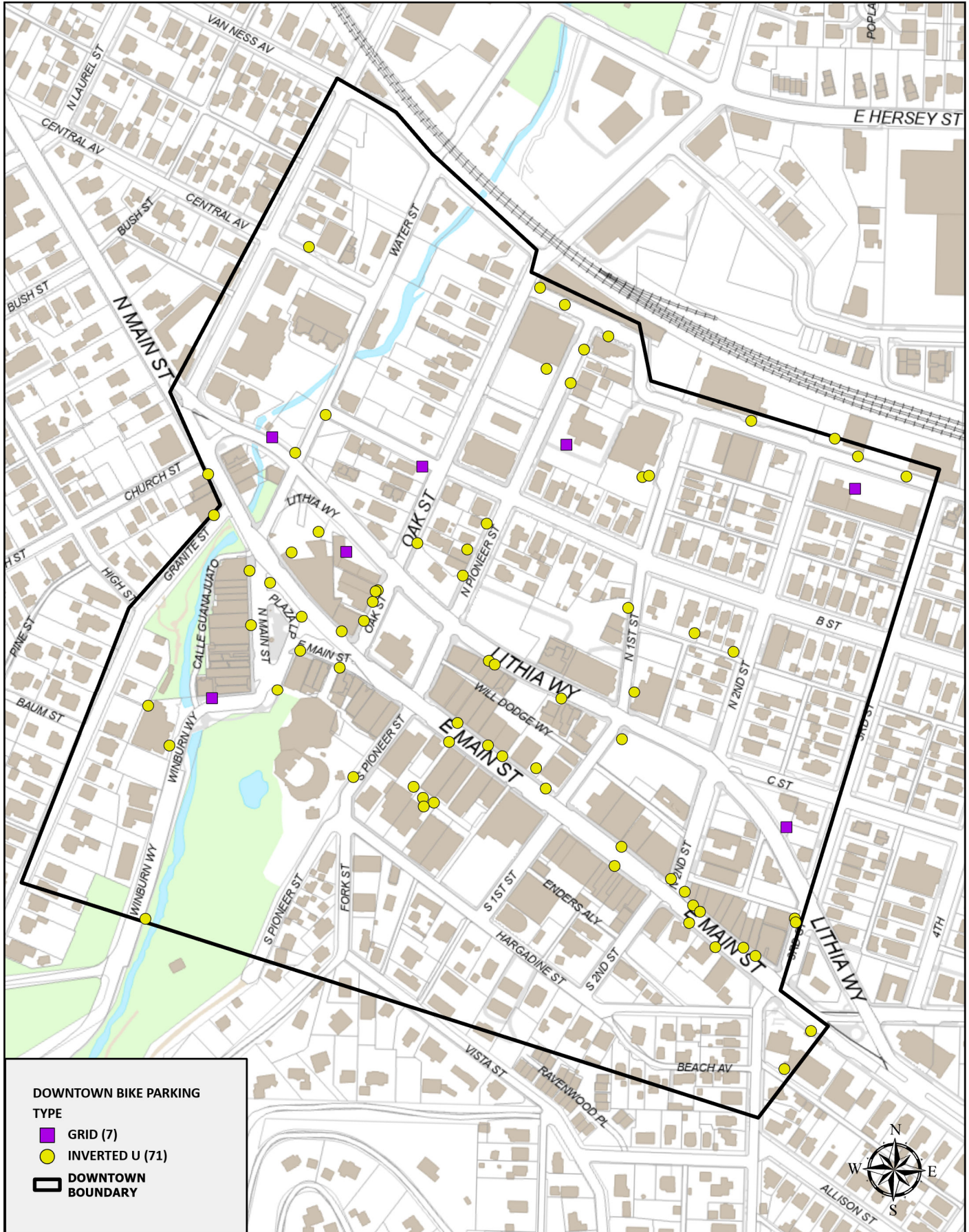
Figure 2: Good Design



CONCLUSION:

Action required, continued discussion for inventory and improvement project.

Downtown Ashland Bike Parking



- DOWNTOWN BIKE PARKING TYPE**
- GRID (7)
 - INVERTED U (71)
 - ▭ DOWNTOWN BOUNDARY



Memo

CITY OF
ASHLAND

Date: December 12, 2023
From: Scott A. Fleury
To: Transportation Advisory Committee
RE: Bike Facility Improvement – Engineering Requirements

BACKGROUND:

This is background information for the Transportation Advisory Committee on engineering requirements for solid green bike lane striping and intersection bike box installation provided by DKS Associates who are the subconsultant firm of Dowl, designing the improvements for Mountain Avenue and Ashland Street.

City questions provided to Dowl:

1. The consideration and design of bike boxes at the intersections of N. Mountain & Hersey as well as N Mountain & E. Main St. Is this something that would be feasible at these locations?

To install a bike box at signalized intersections, one or more of the following conditions needs to be met:

1. There is a combination through and right-turn lane for vehicles to the left of a through bike lane, and the cross-product of peak hour right-turning vehicles with through and right-turning bicycles equals 5,000 or more per PBOT's Traffic Design Manual, Section 6 Traffic Control and Design for People Biking (page 97 of 153)
2. The crash history indicates an average of two or more reported crashes over a five-year period of a type susceptible to correction by use of a bike box.
3. Bicycle priority is desired in the form of a queue jump.
4. Engineering judgment indicates that a bike box would improve the safety of an approach due to complexity of intersection geometry, high percentage of right-turning large vehicles or other factors.

In order to consider adding bike boxes to these locations, we took a look at the ODOT crash data website and it looks like we don't have safety issues at these two intersections. The Mountain Ave/ Main St intersection has a total of 7 crashes, and Mountain Ave/Hersey St intersection does not show any between 2017-2022. As such, the crashes will not justify installing the bike boxes. The only condition that we may meet is that "Bicycle priority is desired in the form of a queue jump". We recommend collecting turn-movement counts in order to confirm if we have a high volume of right turn movements at these intersections that can also be used to justify installing a bike box installation.

2. There are a couple of questions that have come up regarding approvals for continuous green and bike boxes and there is some thought that the MUTCD and FHWA still defines these as experimental and thus it requires approval to incorporate into the final design. Is this true at this point or have these treatments been fully approved to be used?

ODOT has received interim approval from FHWA to use both green bike lanes and bike boxes on state and local facilities. We may need to notify ODOT that we're installing these elements, but it appears they have the approvals to do so.

CONCLUSION:

No action is required by Committee at this time, this is informational on requirements for bike facility improvements. The requirements would apply to both the Ashland Street and Mountain Avenue projects.

EVERY MILE COUNTS FUNDING HANDBOOK FOR LOCAL GOVERNMENTS

A practical guide to identifying and applying for climate funding



October 2023

Dear Local Government Leaders,

Congress recently passed a historic series of investments to address the climate crisis, making more than \$369 billion available to supercharge America's clean energy transition. This puts us on a path to meet our greenhouse gas reduction goals.

In addition to this federal funding, many Oregon state agencies offer funding programs to help local governments with climate solutions.

As transportation is responsible for the largest share – over one-third – of the state's greenhouse gas emissions, our agencies are committed to undertaking action to reduce emissions from the transportation sector, while improving equitable outcomes.

Every Mile Counts, our four-agency partnership, aims to implement Oregon's Statewide Transportation Strategy, a roadmap for reducing transportation emissions.

We are eager to work with local partners to implement the strategy and complementary local efforts.

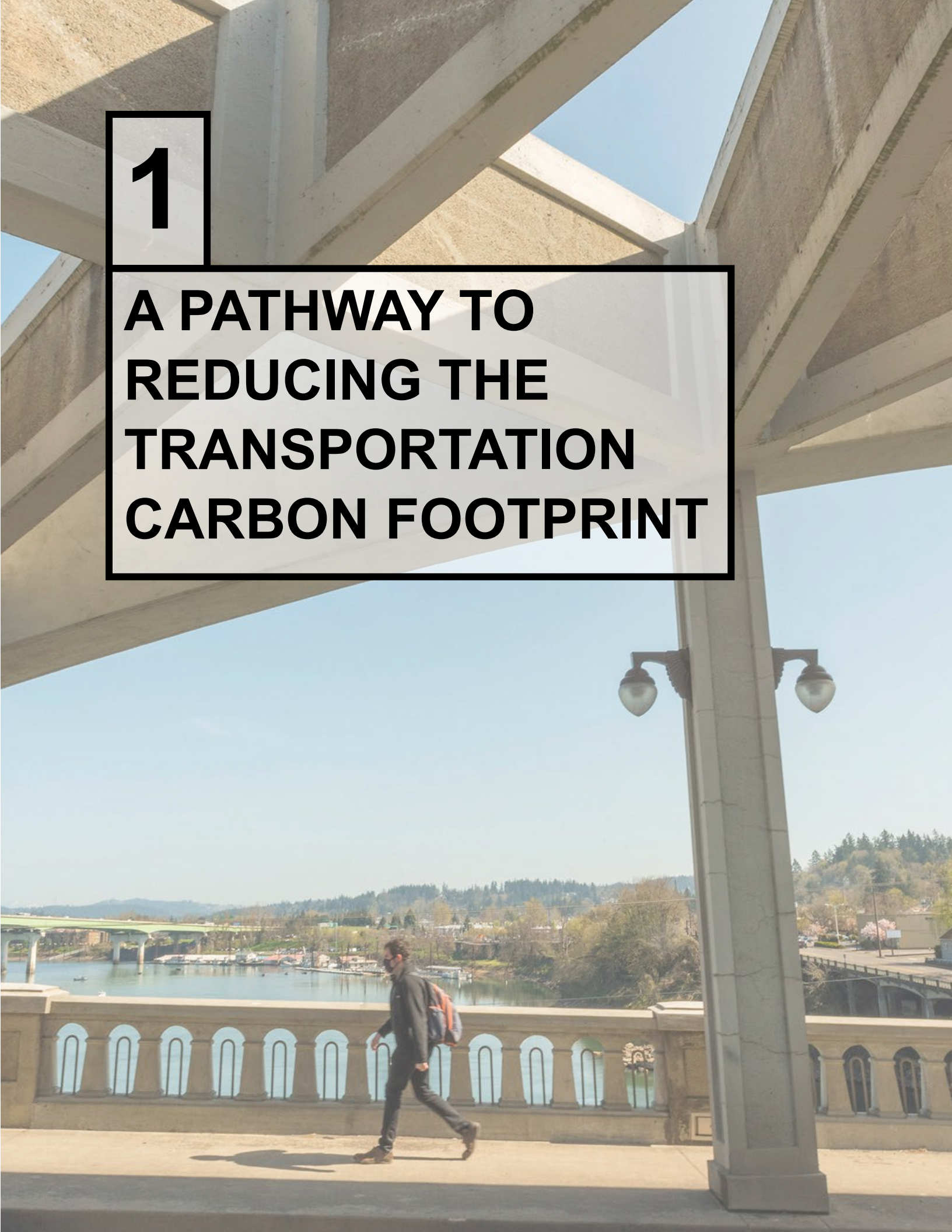
Leadership from Oregon's cities and counties has the state well-positioned to respond to the climate crisis. Yet meeting the challenge of the moment requires even more action from all levels of government.

This handbook aims to help connect Oregon's local governments with an extensive set of federal and state funding resources to help you implement local climate actions. We look forward to collaborating with you on addressing this critical and historic challenge.



1

**A PATHWAY TO
REDUCING THE
TRANSPORTATION
CARBON FOOTPRINT**



EVERY MILE COUNTS KEY OBJECTIVES

Transportation is responsible for the largest share of the state's greenhouse gas emissions. There are three key objectives to reach a clean, sustainable transportation sector:

1. Reduce Vehicle Miles Traveled

Reducing the number and lengths of driving trips Oregonians must take. Driving can be reduced by strategies that reduce drive-alone trips and support transit, biking, walking, or similar modes of travel.

2. Cleaner Fuels

Trips can be made in cleaner vehicles and using cleaner fuels. Increased adoption of lower emissions vehicles and fuels are essential to reduce transportation emission.

3. Transportation Electrification

Electric vehicle adoption can be increased through expanding electric transportation infrastructure that supports electric vehicles such as e-bikes, cars and trucks, public transit, delivery vans and long-haul semis.

Transportation is responsible for 35 percent of the state's greenhouse gas emissions. Oregonians spend about \$5.7 billion on transportation fuels each year. Oregon imports approximately 98 percent of its transportation fuels. Most of the money Oregonians spend on transportation fuels is sent to other states that extract, transport, and refine the fuels.

Recognizing the large challenge of reducing transportation emissions in the state, the Oregon Department of Transportation in partnership with other state agencies developed the Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction as the state's roadmap to reduce emissions from the transportation sector. The Statewide Transportation Strategy contains several strategies and actions to achieve emissions reductions from Oregon's transportation sector.

These strategies and actions are held in the authorities across federal, state, and local levels of government.

Oregon has several programs across multiple state agencies supporting decarbonization of the transportation sector. These programs inform policy discussions, reduce vehicle miles traveled, make lower carbon fuels more widely available, lower the up-front costs to purchase zero-emission vehicles, and support widespread availability of charging infrastructure.

Below is a description of what the four Every Mile Counts agencies are working on to reduce Oregon's transportation carbon footprint.



The Oregon Department of Transportation's (ODOT) vision is that Oregon's transportation system supports all Oregonians by connecting people and goods to places in the most climate-friendly, equitable, and safe way.

Oregon's climate is drastically changing with more frequent and severe wildfires, flooding, and landslides. These events can lead to road closures that impact freight, the economy, and people's ability to obtain critical services. ODOT is coordinating efforts to pursue strategic actions to reduce transportation emissions, and making important changes to the system that enhance preparation, response, and recovery from these events.

ODOT works to implement the Oregon **Statewide Transportation Strategy** to reduce emissions from the transportation sector. Key actions include cleaner vehicles and fuels (electric vehicles), low carbon modes (transit, bike, walk, etc.), pricing (vehicle miles traveled charge), and demand management strategies (transportation options).

Reducing greenhouse gas emissions and preparing for the effects of climate change extends across the agency at ODOT. Every discipline and division make contributions that are guided by the strategic priorities that include climate and equity focused outcomes. These priorities elevate ODOT's commitment to sustainable transportation investments that are more socially equitable and climate-friendly for the benefit all.





The Oregon Department of Energy (ODOE) provides leadership on greenhouse gas reduction strategies as the agency tracking and analyzing energy use and resources throughout Oregon.

ODOE helps compile data on greenhouse gas emissions in Oregon, and produce a forecast of future emissions. Using the forecast, we can assess the effectiveness of current and potential programs and strategies to meet the state's reduction goals.

ODOE also provides **technical assistance** for greenhouse gas planning and mitigation programs in other state agencies, cities, and counties. ODOE's work helps Oregon families and businesses access unbiased data and analysis and strategies for emissions reduction.

ODOE assesses Oregon's progress on meeting its Electric Vehicle adoption targets and the state's progress on transportation electrification in the Biennial **Zero Emission Vehicle Report**.





The Oregon Department of Environmental Quality (DEQ) establishes regulatory programs and provides incentives to accelerate the transition to cleaner technologies and fuels. DEQ recently adopted the **Advanced Clean Cars II** regulation, which requires auto makers to produce an increasing percentage of zero emission vehicles (ZEV). By 2035, all new passenger cars, SUVs, and light-duty trucks must either be battery electric or plug-in hybrid electric. Additionally, DEQ adopted the **Advanced Clean Trucks Rule**, which requires medium and heavy-duty truck manufacturers to produce an increasing percentage of zero emission trucks. These ZEV percentages increase to between 40% to 75% of all vehicle sales, depending upon the truck class.

DEQ also runs the **Oregon Clean Vehicle Rebate Program**, the Clean Fuels Program, and several grant programs that provide incentives to reduce the costs associated with ZEVs and their fueling infrastructure. For example, the **Oregon Clean Fuels Program** drives lower-carbon alternative fuel availability in the state. The program establishes carbon intensities for all types of fuel consumed in Oregon, and it incentivizes lower carbon fuel consumption through a credit/deficit system.

The **Oregon Climate Protection Program**, also administered by DEQ, aims to reduce emissions from transportation fuels 90 percent by 2050, compared to the 2017-19 average, and 50 percent by 2035.





OREGON

Department of
Land Conservation
& Development

Reducing driving is one of the most important ways cities can reduce pollution. Communities can reduce the number and length of driving trips by bringing land uses closer together, increasing the walkability of the built environment, and mixing land uses. When done well, this gives Oregonians more choices to take public transit, bike, or walk to get around, instead of being forced to drive long distances for each trip.

Oregon's planning system is a partnership between state and local governments. State law and rules direct how local governments develop their comprehensive plans, including land use and transportation elements. The Department of Land Conservation and Development's (DLCD) **Climate-Friendly and Equitable Communities** program works to update land use and transportation plans in Oregon's most populous areas to reduce climate pollution, increase transportation and housing choices, and create more equitable outcomes.

Among other things, the program requires cities to increase transportation options, reduce costly parking mandates, provide more electric vehicle infrastructure, and designate mixed-use "climate-friendly areas" where residents can meet their daily needs without having to rely on a car.



Source: City of Salem

A photograph of a bus driver sitting in the driver's seat of a modern bus. The driver is wearing a blue polo shirt, a dark baseball cap, and glasses, and is waving his right hand. The bus has a large, curved roof with a blue perforated metal grille. The driver's seat is visible, featuring a yellow handrail and a steering wheel. The background shows a blurred outdoor scene with trees and a white car.

2

STRATEGIC ROLE FOR LOCAL GOVERNMENTS

LOCAL STRATEGIES

- **Reduce Vehicle Miles Traveled**
 - Implement complete streets policies, standards, and investments
 - Eliminate parking requirements and manage on-street parking
 - Increase residential and employment densities near transit
- **Cleaner Fuels**
 - Support adoption of low carbon fuel vehicles
 - Utilize lower carbon fuels
- **Transportation Electrification**
 - Convert local government fleets to electric
 - Provide charging at public sites
 - Support deployment of EV charging through permitting and policies

Local government efforts to reduce transportation's carbon footprint are critical to achieving Oregon's climate goals. The strategies to reduce emissions also provide important co-benefits, such as improved air quality, economic benefits, healthier communities, and improved quality of life.

Cities hold a unique role as the level of government closest to people. Cities are grounded in place and play a key convening role that fosters collaboration.

Local governments have responsibility and authority over the built environment, transportation networks, vehicle fleets, and providing local services. Local governments have authority to plan, zone, approve, and permit how and where land is developed in response to population and employment growth. They make decisions on how and when

transportation infrastructure is developed and maintained.

Local decisions can result in land use patterns and infrastructure that support transit, biking, and walking. Local governments have the authority to streamline permitting to facilitate the implementation of electric vehicle charging infrastructure and adopt lower carbon fuels.

Oregon's cities and counties have demonstrated leadership, putting the state in a better position than other states to respond to the climate crisis. Yet the science is clear: meeting the challenge of the moment requires more action from local governments.

The purpose of this handbook is to better enable Oregon's local governments to respond to and take action to the challenge of the climate crises.

3

FUNDING OPPORTUNITIES



A practical guide to identifying and applying for local climate actions.

For each of the local government climate action funding sources, this section details how much funding is available, what agency is providing it, and what time frames need to be minded.

The following table provides basic information about each program, later in the document are tables for each program providing more specifics about program features.

Many of the programs address multiple focus areas and can be used for a range of work.

The programs are organized by three focus areas for reducing transportation emissions:

REDUCE VEHICLE
MILES TRAVELED

CLEANER FUELS

TRANSPORTATION
ELECTRIFICATION

Some of these programs are one-time funding opportunities and others are multi-year or on-going programs. Many of these programs have a one-time only influx of funding in 2023 with the infusion of federal funding programs.

This handbook will be revised overtime, as program deadlines close and other programs are opened.

The agencies offering the funding opportunities are the primary source of information for further information and to apply for funding. These are only brief summaries of these programs – please see direct program information for accuracy and additional details by visiting the specific funders website.



FUND	AMOUNT	FOCUS AREA	AGENCY	TIMEFRAME
Special Public Works Fund	\$50m	Reduce Vehicle Miles Traveled	Business Oregon	Annual
Community Development Block Grants	\$11.5m	Reduce Vehicle Miles Traveled	Business Oregon	Annual
Seismic Rehabilitation Grants	Varies	Reduce Vehicle Miles Traveled	Business Oregon	Rolling
Brownfields Redevelopment Fund	Varies	Reduce Vehicle Miles Traveled	Business Oregon	Rolling
Brownfields Cleanup Fund	Varies	Reduce Vehicle Miles Traveled	Business Oregon	Rolling
Diesel Emissions Mitigation Grants	\$8m	Transportation Electrification	DEQ	Annual
Climate-Friendly and Equitable Communities	\$2.7m	Reduce Vehicle Miles Traveled	DLCD	End of 2023
Clean School Bus Program	\$5b	Cleaner Fuels Transportation Electrification	EPA	Annual
Clean Heavy-Duty Vehicle Program	\$1b	Transportation Electrification	EPA	2031
Clean Ports Program	\$3b	Transportation Electrification	EPA	Anticipated in 2023 or 2024
Diesel Emissions Reduction Act	\$500k	Cleaner Fuels	EPA	Annual

FUND	AMOUNT	FOCUS AREA	AGENCY	TIMEFRAME
Methane Emissions Reduction Program	\$1.5b	Cleaner Fuels	EPA	TBD
Thriving Communities	\$5m	Reduce Vehicle Miles Traveled Transportation Electrification	HUD	Ongoing
PRO Housing	\$85m	Reduce Vehicle Miles Traveled	HUD	October 2023
Community Charging Rebates Program	\$7m	Transportation Electrification	ODOT	October 2023
Carbon Reduction Program	\$24m	Reduce Vehicle Miles Traveled Transportation Electrification	ODOT	Spring 2024
Small City Allotment Program	\$5m	Reduce Vehicle Miles Traveled	ODOT	Annual June-July
Safe Routes to School- Education	\$1.3m	Reduce Vehicle Miles Traveled	ODOT	Annual
Safe Routes to School- Construction	\$15m	Reduce Vehicle Miles Traveled	ODOT	Annual
Community Paths	\$32m	Reduce Vehicle Miles Traveled	ODOT	Annual
All Roads Transportation Safety (ARTS) Program	\$90m	Reduce Vehicle Miles Traveled	ODOT	Three year cycle
Innovative Mobility	\$20m	Reduce Vehicle Miles Traveled Transportation Electrification	ODOT	Annual

FUND	AMOUNT	FOCUS AREA	AGENCY	TIMEFRAME
Immediate Opportunity Fund	\$5m	Reduce Vehicle Miles Traveled	ODOT	Per biennium
Electric Drive Vehicle Battery Recycling	\$200m	Transportation Electrification	U.S. DOE	2024
Energy Efficiency and Conservation Block Grant	\$550m	Transportation Electrification	U.S. DOE	2023-24
Charging and Fueling Infrastructure Grants	\$2.5b	Transportation Electrification	U.S. DOT & FHWA	Annual
Bus and Bus Facilities Program	\$469m	Cleaner Fuels Reduce Vehicle Miles Traveled Transportation Electrification	U.S. DOT & FTA	Annual
Capital Investment Grants (Fixed Guideway)	\$4.6b	Reduce Vehicle Miles Traveled	U.S. DOT & FTA	Annual
Electric or Low-Emitting Ferry Pilot Program	\$50m	Cleaner Fuels Transportation Electrification	U.S. DOT & FTA	Spring 2024
Low or No Emission Bus Program	\$1.2b	Transportation Electrification	U.S. DOT & FTA	Annual
Port Infrastructure Development Program Grant	\$450m	Transportation Electrification	U.S. DOT	February 2024
Transportation Infrastructure Finance and Innovation Act	Varies	Reduce Vehicle Miles Traveled	U.S. DOT	Rolling
Pilot Program for Transit-Oriented Development Planning	\$13.4m	Reduce Vehicle Miles Traveled	U.S. DOT	October 2023

SPECIAL PUBLIC WORKS FUND

FUNDING	ELIGIBILITY	AGENCY AND TIMING
Approximately \$50 million	Local governments, community-based organizations or tribes	Business Oregon On-going/Year-round based on fund availability.

DESCRIPTION

The Special Public Works Fund provides low-cost financing to eligible municipalities for planning, design, and construction of municipally owned infrastructure and essential community facilities that support economic and community development in Oregon. The program provides financing to municipalities to construct, improve and repair public infrastructure and facilities.

KEY FEATURES

- Primarily a loan program
- Applications accepted year-round
- Grants may be provided for the following types of projects: job creation, retention or expansion projects; local match as required for emergency projects where a federal disaster has been declared; and levee planning, construction and recertification.

CONTACT INFORMATION

- Website <https://www.oregon.gov/biz/programs/SPWF/Pages/default.aspx>
- Staff email <https://www.oregon.gov/biz/aboutus/regions>

COMMUNITY DEVELOPMENT BLOCK GRANTS

FUNDING	ELIGIBILITY	AGENCY AND TIMING
Approximately \$11.5 million	Non-Entitlement Cities and Counties	Business Oregon Bi-annual Application Round

DESCRIPTION

To develop livable urban communities for persons of low and moderate incomes by expanding economic opportunities and providing housing and suitable living environments.

KEY FEATURES

- Public works infrastructure, community facilities, housing rehabilitation and microenterprise assistance
- Projects must benefit people with low/moderate incomes, aid in elimination of blight, or improve the health and welfare of the community
- Projects must serve primarily residential needs, not primarily for capacity building.
- Awards range from \$100,000 - \$2,500,000 (more detail based on the most recent [Method of Distribution](#))

CONTACT INFORMATION

- Website <https://www.oregon.gov/biz/programs/CDBG/Pages/default.aspx>
- Staff email <https://www.oregon.gov/biz/aboutus/regions>

SEISMIC REHABILITATION GRANT PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
Varies	Local governments, school districts, hospitals, first-response emergency services providers	Business Oregon Annual Application

DESCRIPTION

The Seismic Rehabilitation Grant Program (SRGP) is a state of Oregon competitive grant program that provides funding for the seismic rehabilitation of critical public buildings, particularly public schools and emergency services facilities.

KEY FEATURES

- Eligible projects can apply for as much as \$2.5 million through the SRGP.
- Eligible activities are structural improvements, architecture and engineering, and project management.
- Ineligible projects include demolition, new construction, non-structural renovation activities.

CONTACT INFORMATION

- Website <https://www.oregon.gov/biz/programs/SRGP/Pages/default.aspx>
- Staff email gloria.zacharias@biz.oregon.gov

BROWNFIELD REDEVELOPMENT FUND

FUNDING	ELIGIBILITY	AGENCY AND TIMING
Varies	Local governments, community-based organizations or tribes	Business Oregon Rolling Basis

DESCRIPTION

The Brownfields Redevelopment Fund provides funding assistance to municipalities, tribes, nonprofits, and private entities to conduct a full range of environmental actions from assessment, integrated planning, and cleanup to facilitate redevelopment of brownfields. A brownfield is a property where expansion or redevelopment is complicated by actual or perceived environmental contamination.

KEY FEATURES

- Any applicant in violation of an active enforcement order relating to the contamination at the site receiving the environmental action is not eligible
- All environmental actions must receive review oversight by the Department of Environmental Quality
- Funding is disbursed on a cost reimbursement basis
- Applications are accepted on a rolling basis

CONTACT INFORMATION

- Website <https://www.oregon.gov/biz/programs/Brownfields/Pages/default.aspx>
- Staff email karen.homolac@biz.oregon.gov and tiffany.johnson@biz.oregon.gov

BROWNFIELD CLEANUP FUND

FUNDING	ELIGIBILITY	AGENCY AND TIMING
Varies	Local governments, community-based organizations or tribes	Business Oregon Rolling Basis

DESCRIPTION

The Brownfields Cleanup Fund is a revolving loan fund that is capitalized through a grant award to the Department from the U.S. Environmental Protection Agency to assist with financing of cleanup costs at brownfields. A brownfield is a property where expansion or redevelopment is complicated by actual or perceived environmental contamination.

KEY FEATURES

- Primarily a loan program but does have a grant component available to eligible entities
- Grants can be awarded up to \$500,000, on a case-by-case basis
- Funding is disbursed on a cost reimbursement basis
- Applications are accepted on a rolling basis

CONTACT INFORMATION

- Website <https://www.oregon.gov/biz/programs/Brownfields/Pages/default.aspx>
- Staff email karen.homolac@biz.oregon.gov and tiffany.johnson@biz.oregon.gov

DIESEL EMISSIONS MITIGATION GRANTS

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$8 million	Local governments, tribes, school districts, businesses	DEQ Annual

DESCRIPTION

Provides funding to retire older, more polluting diesel vehicles and equipment with new, cleaner technologies and exhaust control retrofits.

KEY FEATURES

- Grants to upgrade diesel equipment through replacements, repowers, or retrofits
- Eligible vehicles to be replaced are for the 1992-2009 engine model year
- Up to 100% of funding for government owned fleets and between 25%-75% for non-government fleets
- Reduces diesel pollution, including nitrogen oxides, particulate matter, ozone, and air toxics.

CONTACT INFORMATION

- Website <https://www.oregon.gov/deq/aq/programs/pages/diesel-grants.aspx>
- Staff email dieselgrants@deq.oregon.gov

CLIMATE-FRIENDLY AND EQUITABLE COMMUNITIES GRANTS

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$2.7 million	Local governments in metropolitan areas	Department of Land Conservation and Development 2023-2025

DESCRIPTION

The Climate-Friendly and Equitable Communities grants are provided to metropolitan area governments to update land use and transportation plans to reduce climate pollution and increase equitable outcomes. Funds are directed to support local implementation of updated climate rules.

KEY FEATURES

- Funding must be used by June 2025
- Assistance can be in the form of direct grants or for services procured by state
- Funding will be allocated between programmatic work and competitive pool

CONTACT INFORMATION

- Website: <https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>
- Staff email: cody.meyer@dlcd.oregon.gov

CLEAN SCHOOL BUS PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$5 billion	Local governments, eligible contractors, community based organizations	EPA Annual

DESCRIPTION

Federal funding to replace existing school buses with zero emission and low emission buses.

KEY FEATURES

- \$400 million over the next five years
- Eligible school buses to be replaced must be model year 2010 or older. If the replacement bus is ZEV, can also replace it with a 2010 or older non-diesel bus or a 2011 or newer diesel or non-diesel bus
- Replacement bus must be battery, CNG or propane
- Priority to high-needs local educational agencies, rural districts, Bureau of Indian Affairs school districts

CONTACT INFORMATION

- Website: <https://www.epa.gov/cleanschoolbus>
- Staff email: cleanschoolbus@epa.gov

CLEAN HEAVY-DUTY VEHICLE PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$1 billion	Local governments, community-based organizations or tribes, school transportation associations and eligible contractors.	EPA Grants available through 2031

DESCRIPTION

Replace heavy-duty vehicles with zero emission vehicles, infrastructure, and workforce development.

KEY FEATURES

- Funding to replace Class 6 & 7 heavy-duty vehicles with ZEV
- Funding for infrastructure, workforce development, training/planning, and maintenance/charging
- Grants and rebates to eligible recipients, contracts for eligible contractors
- \$400 million will be allocated to nonattainment communities

CONTACT INFORMATION

- Website: <https://www.epa.gov/inflation-reduction-act/clean-heavy-duty-vehicle-program#Elements>
- Staff email: cleanhdvehicles@epa.gov

CLEAN PORTS PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$3 billion	Port authorities, local, or tribal agencies that have jurisdiction over a port authority or a port; an air pollution control agency	EPA Anticipated 2023-24

DESCRIPTION

Grants and rebates to purchase or install zero emission port equipment or technology.

KEY FEATURES

- Grants and rebates for port equipment, planning or permitting to install infrastructure, and development of climate action plans at the ports
- \$750 million allocated to nonattainment areas

CONTACT INFORMATION

- Website <https://www.epa.gov/inflation-reduction-act/clean-ports-program#technicalRFI>

DIESEL EMISSIONS REDUCTION ACT (DERA) GRANTS

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$500,000	Local governments, tribes, school districts, businesses	EPA Annual
DESCRIPTION Funding for diesel emissions reduction projects.		
KEY FEATURES <ul style="list-style-type: none"> Retrofits, repowers or replacement of older diesel engines that must be scrapped. Includes school buses, transit buses, medium or heavy duty trucks, marine engines, locomotives, and nonroad engines, equipment or vehicles. 		
CONTACT INFORMATION <ul style="list-style-type: none"> Website https://www.oregon.gov/deq/aq/programs/pages/federal-dera-grants.aspx 		

METHANE EMISSIONS REDUCTION PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$1.5 billion	Air pollution control agencies, public or nonprofit private agencies, institutions, organizations, and individuals	EPA Timeline for funding notice or deadline
DESCRIPTION Funding (grants, rebates, contracts, loans) for reduction of methane emissions from the oil and gas sector.		
KEY FEATURES <ul style="list-style-type: none"> Funding can be used to prepare and submit greenhouse gas reports, monitoring methane emissions, and reducing methane and other GHG emissions from oil and gas systems At least \$700 million must be used for activities at marginal conventional wells 		
CONTACT INFORMATION <ul style="list-style-type: none"> Website: https://www.epa.gov/inflation-reduction-act/methane-emissions-reduction-program Staff email: MERP@epa.gov 		

THRIVING COMMUNITIES

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$5 million	Local governments	HUD Ongoing

DESCRIPTION

Provides funding to invest in a range of infrastructure projects, including transportation, water systems, high-speed internet accessibility, environmental remediation, and electric grids.

KEY FEATURES

- Supports integration of transportation and housing
- Addresses housing needs of disadvantaged communities
- Commitment to community engagement

CONTACT INFORMATION

- Website <https://www.hudexchange.info/programs/tcta/>
- Staff email ThrivingCommunitiesTA@HUD.gov

PRO Housing

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$85 million	Local and regional governments	HUD Closes October 30, 2023

DESCRIPTION

Funding for developing, updating, or advancing housing and community plans, or transit-oriented development zones.

KEY FEATURES

- Grant awards between \$1-10million
- Streamlining permitting processes and expanding by-right development
- Reducing barriers to development such as residential property height limitations, off-street parking requirements, density restrictions, and minimum lot sizes

CONTACT INFORMATION

- Website https://www.hud.gov/program_offices/comm_planning/pro_housing
- Staff email CDBG-PROHousing@hud.gov

COMMUNITY CHARGING REBATES PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$7 million	Local governments, MPOs, tribes, businesses	ODOT First Round October 2023 Second Round early 2024

DESCRIPTION

Support the installation of Level 2 charging stations at strategic locations, particularly public parking sites and multi-family housing.

KEY FEATURES

- Accelerate the deployment of EV charging along major roads and within Oregon communities
- Rebates can be awarded to applicants after eligible charging equipment is installed, or applicants can reserve funding through ODOT's pre-installation application process.
- Funding will be distributed on a first-come, first-served basis within two categories: priority and non-priority communities. A minimum of 70% of funding will be invested in projects in priority rural and disadvantaged communities.

CONTACT INFORMATION

- Website <https://www.oregon.gov/odot/climate/pages/communitychargingrebates.aspx>
- Staff email communitychargingrebates@odot.oregon.gov

CARBON REDUCTION PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$24 million	Local governments, MPOs, tribes, businesses	ODOT Spring 2024

DESCRIPTION

Projects that reduce greenhouse gas emissions in urban and rural areas with less than 200,000 residents.

KEY FEATURES

ODOT will select projects based on the following:

- Climate benefits
 - Local support for the project and engagement efforts conducted by the applicant
 - Project's impacts on equity outcomes and federal Justice40 communities
 - Opportunities and innovations that may lead to additional reductions in emissions
 - Project readiness related to such factors as right of way, utility relocations, and maintenance.
- Preference will be given to projects that show a more direct or a highly probable reduction, deliver the reductions sooner, and show benefits over a longer period.

CONTACT INFORMATION

- Website <https://www.oregon.gov/odot/climate/pages/carbonreductionprogram.aspx>
- Staff email rye.baerg@odot.oregon.gov

SMALL CITY ALLOTMENT PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$5 million	Local governments	ODOT Annual June 1 through July 31

DESCRIPTION

Incorporated cities with populations of 5,000 or fewer. Projects located on streets that are not part of the state highway system and that are inadequate for the capacity they serve or are in a condition detrimental to safety.

KEY FEATURES

- Funds may only be used upon streets that are "inadequate for the capacity they serve or are in a condition detrimental to safety" (ORS 366.805).
- Each project will be evaluated and scored on existing conditions and proposed improvements. Projects compete only against other projects within the same region.
- Funds are available for 2 years after agreement is executed.
- Maximum award amount is \$250,000, there is no minimum amount.
- Must have previous Small City Allotment Program projects completed before applying for additional funds.

CONTACT INFORMATION

- Website https://www.oregon.gov/odot/localgov/pages/sca_program.aspx
- Staff email Deanna.edgar@odot.oregon.gov

SAFE ROUTES TO SCHOOL - EDUCATION

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$1.3 million	School districts, education service districts, local government including city, county, state, or regional government body, transit districts	ODOT Biennial Competitive Grant Cycles

DESCRIPTION

K-12 grade programs focusing on education and outreach to assure driver and community awareness of safe driving, as well as safety education and encouragement for kids walking and biking and rolling to and from school.

KEY FEATURES

- Grants are two year competitive funding cycles
- Reimbursement grants are awarded on a three tiered system: Tier 1-beginner grants, Tier 2- Intermediate, Tier 3 - Advanced Innovation Grants
- Grant awards range from \$50,000-\$150,000 for two year grants

CONTACT INFORMATION

- Website <https://www.oregon.gov/odot/programs/pages/srts.aspx>
- Staff email Heidi.MANLOVE@odot.state.or.us

SAFE ROUTES TO SCHOOL - CONSTRUCTION

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$15 million	Local governments, community-based organizations, tribes or road authorities	ODOT Annual

DESCRIPTION

Construction programs ensuring that safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, and flashing beacons.

KEY FEATURES

- Grant recipients have 5 years to complete and deliver their projects.
- Awards range from \$60,000 to \$2 million. In the last cycle, there were 28 projects funded and the lowest amount granted was \$318,879.
- Title 1 schools are prioritized, and the scoring is focused on prioritizing projects that address transportation disparities.

CONTACT INFORMATION

- Website <https://www.oregon.gov/odot/programs/pages/srts.aspx>
- Staff email xao.posadas@odot.oregon.gov

COMMUNITY PATHS

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$32 million	Local governments, MPOs, tribes, transit agencies, school districts, or businesses	ODOT Annual

DESCRIPTION

Projects that are off system, multi-use, bicycle, or foot paths. There are two project categories: regional paths and critical links.

KEY FEATURES

- Grant Award must be completed within five years after execution.
- Federal awards \$500,000 - \$6 Million (10.27% match).
- State funded awards \$200,000 - \$1 Million (30% match).
- Benefits historically underinvested communities.

CONTACT INFORMATION

- Website <https://www.oregon.gov/odot/programs/pages/ocp.aspx>
- Staff email alan.l.thompson@odot.oregon.gov

ALL ROADS TRANSPORTATION SAFETY (ARTS) PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$90 million per STIP cycle	Cities, Counties, Tribal Governments	ODOT Three-year basis with STIP adoption

DESCRIPTION

Safety projects that reduce fatal and serious injury crashes on a public road in Oregon.

KEY FEATURES

- The All Roads Transportation Safety Program (ARTS) is a statewide safety program that addresses safety for all public roads in the state of Oregon.
- Incorporates a data driven safety approach to identify and select the best projects for reducing fatalities and serious injuries on all public roads.
- Federal funds are distributed to each of the regions based on the proportion of fatal and serious injury crashes occurring within each. At the region level, the funds are further split 50%/50% between state highways and local roads.

CONTACT INFORMATION

- Website <https://www.oregon.gov/odot/engineering/pages/arts.aspx>
- Staff email Angela.J.KARGEL@odot.oregon.gov

INNOVATIVE MOBILITY

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$20 million	Cities, Counties, MPOs, Tribal Governments, Transit Agencies, School Districts, Businesses	ODOT 2022-2027

DESCRIPTION

Projects that encourage innovation and collaboration in meeting the transportation needs. The Innovative Mobility Program (IMP) is a new initiative from ODOT and is funded by Infrastructure, Investment and Jobs Act, passed by Congress in November 2021, as well as state of Oregon dollars

KEY FEATURES

- Innovative Mobility programs aims to improve access to public transportation, reduce the number of trips Oregonians make by car, and reduce greenhouse gas emissions.
- The program has a special focus on equity and helping historically excluded groups to get to where they need to go more quickly, cheaply, and safely.

CONTACT INFORMATION

- Website <https://www.oregon.gov/odot/rptd/pages/innovative-mobility-program.aspx>
- Staff email InnovativeMobility@odot.oregon.gov

IMMEDIATE OPPORTUNITY FUND

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$5 million biannually	Cities, Counties	ODOT Rolling application process

DESCRIPTION

Program supports economic development through roadway improvements and provide funds in order to respond quickly to economic development opportunities.

KEY FEATURES

- Funds projects that require an immediate commitment of funds to address an existing transportation problem or to prevent a future transportation problem.
- The roadway improvements must be on a public right-of-way.
- No more than 50% of the cost of the project will be covered by funding.

CONTACT INFORMATION

- Website <https://www.oregon.gov/odot/localgov/pages/funding.aspx>
- Staff email Cecelia.Gilbert@odot.oregon.gov

ELECTRIC DRIVE VEHICLE BATTERY RECYCLING AND 2ND LIFE APPS

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$200 million	Local governments, community-based organizations, tribes, for-profit entities, or individuals	U.S. DOE Available until expended

DESCRIPTION

For research, development, and demonstration of electric vehicle battery recycling and second-life applications for vehicle batteries.

KEY FEATURES

- Available until expended.
- Most awards are between \$5-10 million.
- Projects can include stationary energy storage systems and projects that focus on advanced materials separation, scale-up, and reintegration of lithium-ion battery materials.

CONTACT INFORMATION

- Website <https://www.energy.gov/infrastructure/electric-drive-vehicle-battery-recycling-and-2nd-life-apps>
- Staff email BIL-Batterymanufacturing@hq.doe.gov

ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$550 million	States, Local governments, Tribes	U.S. DOE Funding available until expended

DESCRIPTION

For implementing strategies to reduce energy use, fossil fuel emissions, and to improve energy efficiency. ODOE applied for \$1.9 M of EECSBG formula funds in July of 2023, at least 60% of which will be subgranted to local governments who are not eligible for the direct award. ODOE is developing an application process for subgrantees and will post this on it's [federal funding](#) page in the coming months.

KEY FEATURES

- Funds can be used for electric vehicles for municipal fleets and EV charging infrastructure for the community.
- The U.S. DOE provides [technical assistance](#) resources for communities implementing the EECSBG program.

CONTACT INFORMATION

- Website [US DOE Energy Efficiency and Conservation Block Grant Program](#)
[Oregon Department of Energy Federal Funding Grants Webpage](#)

CHARGING AND FUELING INFRASTRUCTURE GRANTS - NEVI COMPETITIVE

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$2.5 billion	Local governments, MPOs, special districts, community-based organizations or tribes	U.S. DOT & FHWA Annual

DESCRIPTION

Funds available each year for to install electric vehicle charging and alternative fueling infrastructure (hydrogen, propane, and natural gas) on public roads, schools, parks and in publicly accessible parking facilities.

KEY FEATURES

- This program provides two funding categories of grants:
 - Community Charging and Fueling Grants (Community Program); and
 - Alternative Fuel Corridor Grants (Corridor Program).
 - Minimum award is \$500,000.

CONTACT INFORMATION

- Website <https://www.grants.gov/web/grants/view-opportunity.html?oppld=346798>
- Staff email CFIgrants@dot.gov

BUS AND BUS FACILITIES PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$469 million	Local governments, special districts, community-based organizations, or tribes	U.S. DOT & FTA Annual

DESCRIPTION

The Buses and Bus Facilities Competitive Program assists in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

KEY FEATURES

- NOFO combined with the Low or No Emissions Vehicle Program in 2023.
- Match requirements vary based on type of award.
- Previous project sizes have ranged from less than a million to over \$100 million.
- Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan.

CONTACT INFORMATION

- Website <https://www.transit.dot.gov/notices-funding/low-or-no-emission-and-grants-buses-and-bus-facilities-competitive-programs-fy2023>

CAPITAL INVESTMENT GRANTS (FIXED GUIDEWAY)

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$4.6 billion per year	States, local governments	U.S. DOT & FTA Annual

DESCRIPTION

Discretionary grant program funds transit capital investments, including heavy rail, light rail, commuter rail, streetcars and bus rapid transit. Includes a pilot program for Expedited Project Delivery for new high-capacity transit projects.

KEY FEATURES

- BIL outlines a multi-year, multi-step process projects must follow to receive funds
- For new starts, the total project cost must be equal to or greater than \$400 million or total New Starts funding sought should equal or exceed \$150 million.
- For small starts, the total project cost must be less than \$400 million and total Small Starts funding sought should be less than \$150 million

CONTACT INFORMATION

- Website <https://www.transit.dot.gov/funding/grant-programs/capital-investments/fact-sheet-fixed-guideway-capital-investment-grants-new>
- Staff email elizabeth.day@dot.gov

ELECTRIC OR LOW-EMITTING FERRY PILOT PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$50 million per year	States, territories, Tribal governments etc.	U.S. DOT & FTA Annual (Spring 2024)

DESCRIPTION

Supports transition of passenger ferries to low or zero emissions technologies.

KEY FEATURES

- Previous project sizes have ranged between one million and \$70 million.
- Direct recipients of FTA's Urbanized Area Formula Program (Section 5307) or Formula Grants for Rural Areas (Section 5311) may apply.

CONTACT INFORMATION

- Website <https://www.transit.dot.gov/notices-funding/fiscal-year-2023-passenger-ferry-grant-program-and-ferry-service-rural-communities>

LOW OR NO EMISSION (BUS) PROGRAM

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$1.2 billion	Local governments, special districts, community-based organizations, or tribes	U.S. DOT & FTA Annual

DESCRIPTION

Provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities. Provides capital funding for low or no emissions bus projects.

KEY FEATURES

- NOFO combined with the Bus and Bus Facilities Program in 2023.
- The Low-No Program provides funds to designated recipients of FTA grants.
- Recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities

CONTACT INFORMATION

- Website <https://www.transit.dot.gov/lowno>

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM GRANT

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$450 million	Ports and Port Authorities	U.S. DOT Maritime Likely January or February 2024

DESCRIPTION

Grants to invest in the modernization and expansion of US ports to remove bottlenecks, ensure long-term competitiveness, resilience, cybersecurity, and sustainability while reducing impacts to the environment and neighboring communities.

KEY FEATURES

- Released annually, may include additional federal funding if appropriated.
- Previous grant awards have ranged from less than a million up to \$70 million.
- Selection considerations include Climate Change and Sustainability; Equity and Justice40; and Workforce Development, Job Quality, and Wealth Creation

CONTACT INFORMATION

- Website <https://www.grants.gov/web/grants/view-opportunity.html?oppld=345160>
- Staff email pidpgrants@dot.gov

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT

FUNDING	ELIGIBILITY	AGENCY AND TIMING
Varies	States, local governments, public authority, certain private entities	U.S. DOT-Build America Bureau Rolling application

DESCRIPTION

The program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects are eligible for assistance.

- \$10 million for Transit-Oriented Development, Local, and Rural Projects
- \$15 million for Intelligent Transportation System Projects
- \$50 million for all other eligible Surface Transportation Projects

KEY FEATURES

- Offers flexible repayment terms and provides combined construction and permanent financing of capital costs.
- Maximum term of 35 years from substantial completion.
- Repayments can start up to five years after substantial completion.
- Represents a secondary source of funding in the form of a contingent Federal loan to supplement project revenues, if needed, during the first 10 years of project operations.

CONTACT INFORMATION

- Website <https://www.transportation.gov/buildamerica/financing/tifa>
- Staff email BuildAmerica@dot.gov

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

FUNDING	ELIGIBILITY	AGENCY AND TIMING
\$13.4 million	FTA grantees	FTA Annual notice, Deadline October 10, 2023

DESCRIPTION

The Pilot Program for TOD Planning provides funding to communities to integrate land use and transportation planning in new fixed guideway and core capacity transit project corridors.

KEY FEATURES

- Only one application per transit capital project corridor may be submitted to FTA.
- Previous grant awards range from approximately \$250,000 to \$1.5 million.
- Comprehensive or site- specific planning funded through the pilot program must examine ways to improve economic development and ridership potential, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.
- The planning work be associated with a new fixed guideway or core capacity transit project as defined in federal transit statute.

CONTACT INFORMATION

- Website [Pilot Program for Transit-Oriented Development Planning – Section 20005\(b\) | FTA \(dot.gov\)](#)
- Staff email April.McLeanMcCoy@dot.gov