



# Oregon

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## Governor's Recommended Budget Rural Transportation Equity

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DLCD staff support the Racial Justice Council and Governor's recommendation for \$1M this biennium to advance rural transportation equity. In close coordination with the Oregon Department of Transportation and Every Mile Counts Partners, DLCD staff and commission have been focusing on urban areas to reduce greenhouse gas pollution and associated impacts. This work would be a corollary for rural parts of the state. Rural Economic and Community Development is a 2021-2023 agency priority.

**Outcomes:** Support underserved communities in rural areas to gain access to critical services and destinations by identifying and pursuing clean transportation options like biking, walking and public transportation. Provide technical assistance from staff and consultants to conduct analysis and targeted community outreach to determine the multi-modal projects that are most needed. Build off local and state grant program prioritization criteria and analysis processes (such as ODOT's Active Transportation Needs Inventory – ATINI – methodology) in order to be competitive for funding. Create a strategic investment plan with projects identified that align with funding opportunities at the federal and state level, such as ODOT's Safe Routes to School Program, Oregon Community Paths Program, and other bicycle, pedestrian, and public transportation grant programs. Target rural areas outside of Metropolitan Planning Organization (MPO) boundaries, with a focus on communities with a population of 20,000 people or fewer.

**Deliverables:** Rural Transportation Equity Strategic Investment Plans in selected communities, guidance for plan development (including how to engage underserved communities, ATNI and other analysis methodologies, etc.), consultant and staff support, and trainings.

**Activities:** Direct technical assistance to rural communities for data, mapping, outreach and engagement, project identification and prioritization, and plan development.

**Staffing:** Align this work within the Transportation and Growth Management (TGM) program, a joint program of the Oregon Department of Transportation and the Department of Land Conservation and Development. Due to the long-running and ongoing nature of this need, DLCD is requesting one new permanent staff person to be housed within the TGM program to sustain this important work long-term.

**Grants and Pilot Communities:** The bulk of this funding would be made available to local governments in several test communities to develop competitive equity-based, transportation disadvantaged community serving project proposals.

**Key Partners:** Oregon Department of Transportation, Native American Tribal Nations, Oregon Main Street (Parks), Association of Oregon Counties, League of Oregon Cities, County Planning Directors, Councils of Government, Community-Based Organizations (Community Action Partners, Rural Transportation Providers, Economic Development Districts, Health Care providers and School Districts).

As this package remains under discussion, we look forward to continued conversations with Racial Justice Council members, Legislators, local government leaders, community-based and community serving organizations.

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