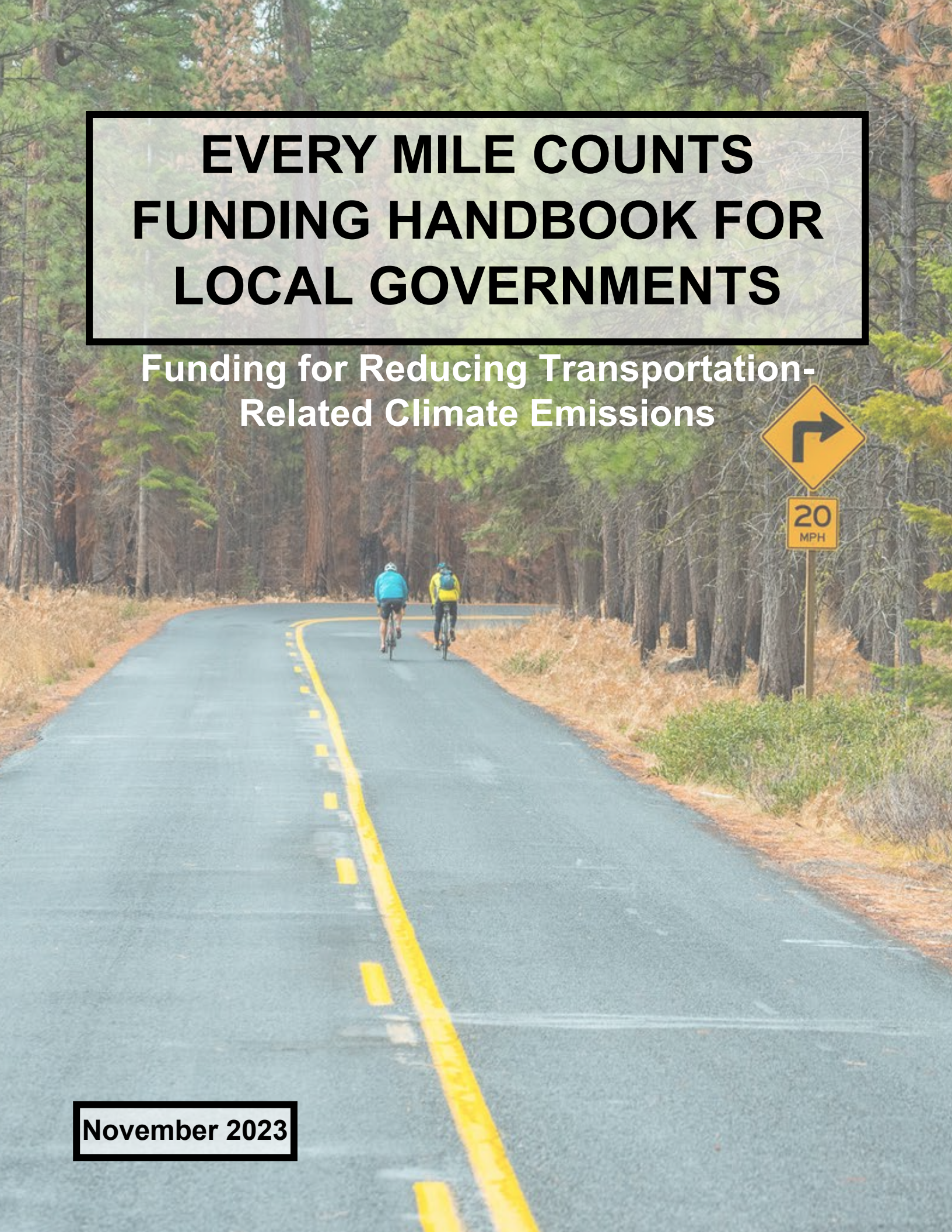
EVERY MILE COUNTS FUNDING HANDBOOK FOR LOCAL GOVERNMENTS

Funding for Reducing Transportation-Related Climate Emissions



November 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.

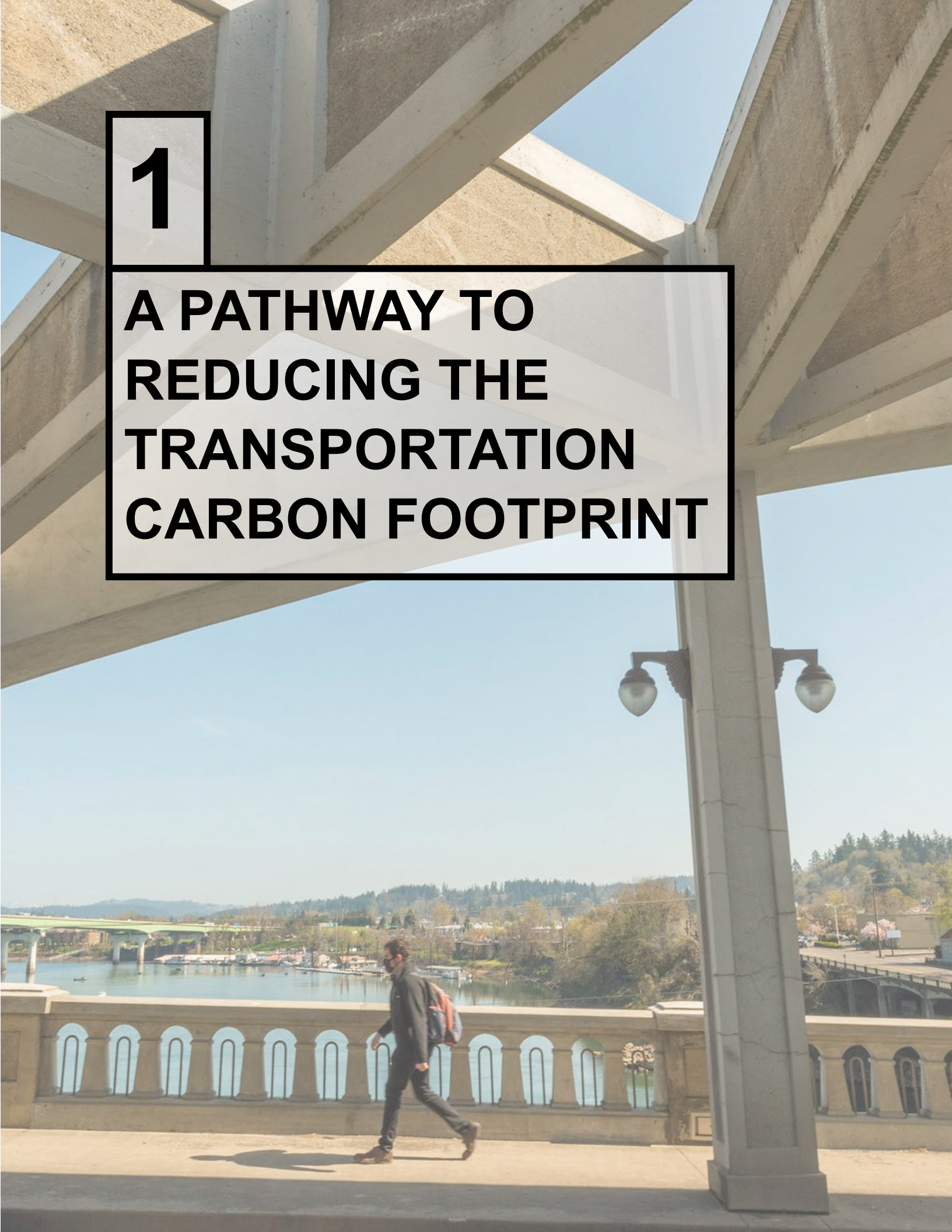
This handbook aims to help connect Oregon's local governments with an extensive set of federal and state funding resources to help you implement local climate actions. We look forward to collaborating with you on addressing this critical and historic challenge.

Oregon Department of Transportation

State of Oregon Department of Environmental Quality

OREGON DEPARTMENT OF ENERGY

OREGON Department of Land Conservation & Development



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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

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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.

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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
Climate Pollution Reduction Grant	**$4b**	Reduce Vehicle Miles Traveled Cleaner Fuels Transportation Electrification	DEQ	Ongoing until 2028
Diesel Emissions Mitigation Grants	**$8m**	Transportation Electrification	DEQ	Annual
Climate-Friendly and Equitable Communities	**$2.7m**	Reduce Vehicle Miles Traveled	DLCD	January 2024
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

FUND	AMOUNT	FOCUS AREA	AGENCY	TIMEFRAME
Diesel Emissions Reduction Act	**$500k**	Cleaner Fuels	EPA	Annual
Methane Emissions Reduction Program	**$1.5b**	Cleaner Fuels	EPA	TBD
Thriving Communities	**$5m**	Reduce Vehicle Miles Traveled Transportation Electrification	HUD	Ongoing
Community Charging Rebates Program	**$7m**	Transportation Electrification	ODOT	Early 2024
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

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

Climate Pollution Reduction Grant (CPRG)

FUNDING	ELIGIBILITY	AGENCY AND TIMING
$4 billion	States, local governments, or tribes	**DEQ and ODOE** Ongoing until 2028

DESCRIPTION

The Climate Pollution Reduction Grant is a fund from the EPA that is being run through the Oregon departments of Environmental Quality and Energy. The program provides grants to implement actions identified in state and local plans to reduce greenhouse gas emissions.

KEY FEATURES

- Requires development of state and local priority climate action plans (PCAP) that describes programs, policies, and projects to reduce greenhouse gas emissions by March 2024
- PCAP projects and programs identified for inclusion cover key sectors including industry, electricity generation, transportation, commercial and residential buildings, agriculture, natural and working lands, and waste and materials management
- Competitive grant process for projects and programs identified in the PCAP

CONTACT INFORMATION

- Website https://www.oregon.gov/deq/ghgp/pages/climate-pollution-reduction-planning-grant.aspx
- Staff email CPRG@deq.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
- 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
- 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
- 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
- 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

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 within 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 EECBG 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 EECBG 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?oppId=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?oppId=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/tifia
- Staff email BuildAmerica@dot.gov