

3 Funding and Grant Opportunities

The recommended improvements do not have a funding source. A combination of agencies, such as ODOT, Clackamas County and BLM, or one agency may seek grant opportunities to implement improvement projects. Private entities alone or in partnership with agencies may also seek grant opportunities. Those improvement projects that are already programmed within the Transportation System Plan (TSP) and have funding are noted as part of the background description of each improvement.

3.1 Federal and State Grants

Highway Trust Fund

Revenues to the federal Highway Trust Fund (HTF) are comprised of motor vehicle fuel taxes, sales taxes on heavy trucks and trailers, tire taxes and annual heavy truck use fees. HTF funds are split into two accounts – the highway account and transit account. Funds are appropriated to the states annually based on allocation formulas in the adopted transportation authorization legislation.

Most federal grant monies are distributed by the Oregon Transportation Commission (OTC) through the Statewide Transportation Improvement Program (STIP). The application process for federal funds is described below. Funds are limited and the grants process is competitive.

State Highway Fund

State funds are distributed by the Oregon Transportation Commission (OTC). Revenues to the fund are comprised of fuel taxes, vehicle registration and title fees, driver's license fees and the truck weight-mile tax. State funds may be used for construction and maintenance of state and local highways, bridges and roadside rest areas. State law requires that a minimum of 1% of all highway funds be used for pedestrian and bicycle projects in any given fiscal year. However, cities and counties receiving state funds may "bank" their pedestrian and bicycle allotment for larger projects. Funds are limited and the grants process is competitive.

Statewide Transportation Improvement Program (STIP)

The STIP, the 4-year capital improvement program for transportation in Oregon, provides a schedule and identifies funding for projects throughout the state. Projects included are generally "regionally significant" and are prioritized by Metropolitan Planning Organizations and Area Commissions on Transportation (ACTs). All regionally significant state and local projects, as well as all federally-funded projects and programs, must be included in the STIP. About 80 percent of STIP projects use federal funds, most of which originate from federal programs. This includes the Surface Transportation Program (STP), Transportation Alternatives Program (TAP) and National Highway Performance Program (NHPP) funding for preservation and improvement of the National Highway System. In recent years Oregon has combined several types of available federal funds to create a statewide grant program called "Regional Flexible Funds." These competitive grants are awarded every two years towards bicycle, pedestrian, transit and Transportation Demand Management (TDM) projects proposed to be included in the STIP.

In previous STIPs, Oregon DOT organized available federal funds into six program categories: modernization, safety, preservation, bridge, operations and special programs. Starting with the 2015-2018 STIP, ODOT divided the funding pools into two broad categories: "Fix it" and "Enhance." "Fix it" projects are those that preserve and maintain the current transportation system; "Enhance" projects are those that enhance, expand or improve the transportation system. The main purpose behind this reorganization is to allow maximum flexibility to fund projects that reflect community and state values and needs, rather than those that fit best into prescriptive program definitions. More information on the STIP can be found at <http://www.oregon.gov/ODOT/TD/STIP/Pages/default.aspx>.

Applicable “Fix-it” activities include:

- Bridges (state-owned)
- High risk rural roads
- Illumination, signs and signals
- Safety

Applicable “Enhance” activities include:

- Bicycle and/or pedestrian facilities on or off the highway right-of-way
- Most projects previously eligible for Transportation Enhancement funds, now called Transportation Alternatives Program (TAP)
- Bike/Ped, Transit, TDM projects eligible for federal STP and CMAQ funds
- Safe Routes to School (infrastructure projects)

The application process for projects for the 2018-2021 STIP is virtually complete as of this writing, but future STIPs will continue to use this new funding arrangement. There is now one application for “Enhance” projects, with ODOT making a determination of which funding mechanism is most appropriate for individual projects. “Fix it” projects will be selected through a collaborative process between ODOT and ACTs. It should be noted that this reorganization of funding programs does not represent a fundamental change in the types of projects that will be funded through the STIP.

Eligibility

Only certain roadways are eligible to receive federal funds – generally those with federal functional classification as “major collector” and higher. However, STIP projects are also funded by other sources, meaning many streets in The Villages are likely eligible under either the “Fix it” or “Enhance” categories described above.

The Safe Routes to School Action Plan details specific programmatic actions as well as capital improvements that improve the walking and cycling environment around and between schools. Completing an Action Plan helps those projects near or adjacent to schools receive “Enhance” funding. More information about the Safe Routes to School program and Action Plans can be found at <http://oregonsaferoutes.org/>.

Federal Lands Access Program Grants

The Villages at Mt. Hood are uniquely qualified to obtain Federal Lands Access Program grants because of their proximity to federal lands (Mt. Hood National Forest) and proven track record of creating partnerships. The Mt. Hood Express transit service was expanded using a Federal Lands Access Program grant. The Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Eligible activities are:

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to, Federal land, and—
 - adjacent vehicular parking areas;
 - acquisition of necessary scenic easements and scenic or historic sites;
 - provisions for pedestrians and bicycles;
 - environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;

- construction and reconstruction of roadside rest areas, including sanitary and water facilities; and
- other appropriate public road facilities, as determined by the Secretary.
- Operation and maintenance of transit facilities.
- Any transportation project eligible for assistance under Title 23 of the United States Code that is within or adjacent to, or that provides access to, Federal land.

3.2 State Grants

Recreational Trails Program (RTP)

This federal funding program is administered by the Oregon Parks and Recreation Department. RTP funding is intended for recreational trail projects, and can be used for acquiring land and easement and building new trails. Grant funds pay up to 80% of project costs while project sponsors must match project costs by at least 20%. Funding varies greatly from year to year, with about \$1.3 million awarded state-wide in 2011 and \$2.1 million in 2010. Approximately \$1.5 million in state-wide funds were available in 2014. Funds are limited and the grants process is competitive. More information can be found at <http://www.oregon.gov/oprd/grants/Pages/trails.aspx>.

ConnectOregon Program

ConnectOregon provides grants and loans for non-highway transportation projects, backed by bonds on state lottery proceeds. \$43 million in bonds were authorized for the most recent biennium. The program funds rail, port/marine, aviation and transit projects. In addition, the Legislature made bicycle and pedestrian projects that are not eligible for State Highway Funds eligible to compete for ConnectOregon funding. Funds are limited and the grants process is competitive. More information on this program can be found at <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>.

Oregon Immediate Opportunity Fund

This fund supports economic development in Oregon through construction and improvements of streets and roads. Funds are discretionary and may only be used when other sources of financial support are unavailable or insufficient. The objectives of the Opportunity Fund are providing street or road improvements to influence the location, relocation or retention of a firm in Oregon, providing procedures and funds for the OTC to respond quickly to economic development opportunities, and providing criteria and procedures for the Oregon Economic and Community Development Department (OECD), other agencies, local government and the private sector to work with ODOT in providing road improvements needed to ensure specific job development opportunities for Oregon, or to revitalize business or industrial centers. More information can be found at <http://www.oregon.gov/ODOT/TD/TP/Plans/IOF.pdf>.

Oregon Transportation Infrastructure Bank (OTIB)

OTIB is a statewide revolving loan fund available for highway projects on major collectors or higher classifications and bicycle or pedestrian access projects on highway right-of-way. Applications are accepted at any time. More information can be found at <http://www.oregon.gov/ODOT/cs/fs/Pages/otib.aspx>.

Transportation Alternatives-Oregon Bicycle and Pedestrian Program

The Transportation Alternatives-Oregon Bicycle and Pedestrian Program is a combined funding grant supported by federal TAP funds and state Bicycle/Pedestrian grant funds, and administered by ODOT on a 2-year funding cycle. ODOT combined these formerly separate solicitations in 2012 as part of the STIP Enhance process. Projects and activities that are eligible for this program include bicycle/pedestrian

facilities, scenic beautification, historic preservation and environmental mitigation. For more information about these grants, see http://www.oregon.gov/ODOT/TD/AT/Pages/TE_OBPAC.aspx.

All Roads Transportation Safety Program (ARTS)

ARTS is a new funding program beginning in 2017 to reduce the instance of fatalities and serious injuries on all public roads statewide. ARTS grant funds are paid by Federal Highway Safety Improvement Program (HSIP) funds and will be awarded by ODOT on a 4-year cycle. At least half of the funding will be required to be spent on safety improvements to systemically reduce risks along a roadway or corridor. The ARTS program consists of three areas for systemic improvements: Roadway Departure, Intersection, and Pedestrian and Bicycle. Some funding may also be used on safety mitigation measures at locations where there are documented crash risks.

A total of \$166 million is available statewide for the program during this time period, with regional allocations based on the proportion of fatalities and serious injuries that occurred within the ODOT region during the previous five years. A local match of 7.78% will be required for projects that spend HSIP funds. For more information about these grants, see <http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS.aspx>.

3.3 Tourism Grants

Cycle Oregon Community and Signature Grants

Cycle Oregon directs any proceeds from its events to the Cycle Oregon Fund to support projects and programs throughout Oregon in three key areas:

- Community projects
- Bicycle tourism and safety
- Environmental conservation and historic preservation

Eligibility

- Applicants must be a government agency or have 501(c)(3) tax-exempt status or have a qualified fiscal sponsor (i.e., a sponsoring and eligible tax-exempt organization).
- Applicants must have submitted required evaluation reports for all prior grants from the Oregon Community Foundation;
- The request must be at least \$500;
- Projects must be scheduled for the current grant cycle year;
- Only complete proposals will be considered.

Cycle Oregon's signature grants are determined by Cycle Oregon's board of directors. Signature grants have provided important funding to catalyze or conclude an important project that has statewide impact. For more information about these grants, see <http://cycleoregon.com/cycle-oregon-fund/granting-procedures/>.

Travel Oregon Matching Grants

This program makes awards available to eligible applicants for projects that contribute to the development and improvement of local communities throughout the state, to support Travel Oregon's mission of 'a better life for Oregonians through strong, sustainable local economies'.

Communities, visitor associations and tourism-related organizations are invited to apply for funding. An applicant may apply for a grant of \$2,500–100,000 per project and may apply for multiple projects during a cycle; however, each project requires its own application. Applicants must match the grant amount awarded, dollar for dollar. Up to 50% of the match may be in-kind.

Eligibility

- Applicants must have a Federal Tax Identification Number
- Projects should target the development of tourism infrastructure or strategic collaborative marketing initiatives that align with local, regional or statewide efforts and increase the likelihood of visitation from outside the local area
- Partnerships with local, regional and statewide tourism organizations, economic development, government organizations and/or tourism-related businesses are encouraged

For more information, see <http://industry.traveloregon.com/industry-resources/matching-grants-program/oregon-tourism-commission-matching-grants-program/eligibility/>

Clackamas County Tourism & Cultural Affairs Grants

Tourism Development Grants are made possible through Transient Room Tax Collections within Clackamas County. Clackamas County Tourism & Cultural Affairs strives to increase overnight stays and encourage visitors to linger longer in Clackamas County by serving as the primary destination resource for trip planning resulting in destination visits and by working in partnership to develop and enhance local tourism assets.

Project Objectives and Eligibility

Funding is intended for infrastructure and capital projects that coincide with CCTCA’s strategic priorities. Applications should reflect tourism best practices, innovation, collaboration and business ideas with strong commercial potential for the local economy. Grant recipients should be able to demonstrate enhanced experiences for visitors to Clackamas County through projects that build on the area’s unique strengths and contribute to setting the region at the forefront of a competitive marketplace.

Funding Strategic Priorities

- Create and/or Enhance Tourism Assets
- Enhance Marketing and Promotion Efforts through New Technologies and Mediums
- Build and Strengthen Partnerships and Coalitions to Increase Collaboration
- Build and Strengthen Public and Private Partnerships
- Develop New Tourism Products, Markets and Packages
- Focus on at least one of the Three Pillars of Clackamas County Tourism:
 - Outdoor Recreation
 - Agri-tourism
 - Cultural/Heritage Tourism

Budget

\$200,000 in total funds was available for in FY 2015-16. The minimum request considered per project is \$5,000 with a maximum of \$100,000 awarded for a single grant. A maximum of one grant project per organization per cycle will be awarded. For more information, see https://www.mthoodterritory.com/Scripts/tiny_mce/jscripts/tiny_mce/plugins/filemanager/files/Document_Center/devgrantover1516.pdf