

## MEMORANDUM

April 8, 2024

To: Scott Hoelscher, Clackamas County  
Dru van Hengel, Jeri Stroupe, and Layne Wyse, Nelson\Nygaard

From: Talia Jacobson, Kerry Aszklar, and Sarah Grossi

Project: Walk Bike Clackamas

### Re: Funding and Implementation Strategy: Task 7.3

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As Clackamas County envisions its future network of walkways and bikeways, it is important to consider prioritizing and phasing investments. The main goal of this Funding and Implementation Strategy (Task 7.3) is to help advance active transportation projects by identifying two crucial elements:

- Potential federal, state, regional, and county funding sources.
- Viable implementation avenues tailored to the specific project requirements.

In a broader context, this strategy aims to assist county personnel and community stakeholders in finding ways to move projects forward. Once project prioritization is finalized, the project team will incorporate the estimated cost to complete high priority projects into the Funding and Implementation section of the final plan.

Trying to predict funding levels over 20 years is challenging due to the unpredictable nature of funding and grants for active transportation projects. Instead, this Funding and Implementation Strategy offers estimations of typical or prevailing funding levels for each funding source during their funding cycles. Additionally, the ongoing challenge of limited funding for pedestrian and bicycle projects in Oregon makes it crucial to explore new funding options, especially for large-scale projects. This strategic approach aims to strengthen the county's ability to plan and expand its network systematically.

## Funding

Implementing a connected bicycle and pedestrian facility system in Clackamas County will take many years. It will require various creative funding sources and collaborative efforts among various agencies to overcome restrictions placed on bicycle and pedestrian projects. In Oregon, local jurisdictions are subject to spending limits for active transportation projects. For instance, funds from the Oregon State Highway Trust Fund are primarily earmarked for the construction, reconstruction, improvement, repair, maintenance, operation, and utilization of public highways, roads, and street programs, including bicycle and pedestrian infrastructure project within the right-of way. However, all active transportation facilities outside of the public right-of-way must be funded with local revenues, state lottery revenues, or through grant programs.

It is essential to recognize that active transportation infrastructure plays a pivotal role in establishing a comprehensive transportation network and yields favorable returns on investment. Therefore, the overarching objective of this strategy is twofold: first, to identify funding sources that Clackamas County has historically

accessed and is likely to secure successfully for future active transportation initiatives, and second, to unearth additional funding channels that the County has not explored previously but align with the projects outlined in the Walk Bike Clackamas Plan. Each funding source listed below includes, where applicable, a description of the program, the administrating agency, eligible project types, eligible recipient types, funding levels per year or funding cycle, and links to more information.

### Local Funding Sources

Local funds are commonly used to pay for active transportation infrastructure. Even projects that use state or federal funds often require a local match. All active transportation-focused projects in Clackamas County, including upgrading traffic signals, paving/repaving roads, and constructing sidewalks, crosswalks, bike lanes, and ADA ramps, are wrapped into the 5-Year Capital Improvement Program that includes capital transportation improvement projects from the Transportation System Plan (TSP) that will be completed within a five-year period. The 5-Year CIP includes priority projects identified in previously completed plans and under existing development and maintenance programs:

- Transportation System Plan
- Transportation Safety Action Plan (TSAP)
- Community Road Fund
- Development Agency work program
- Intelligent Transportation System (ITS) Plan
- ADA Transition Plan
- Transportation Maintenance work program
- Internal review of grant applications and necessary maintenance and repairs.

### Common Local Funding Sources

**Community Road Fund:** Projects funded through the Community Road Fund increase safety, relieve congestion, and/or maintain local roads in Clackamas County. The program is financed through the County’s vehicle registration fee, a consistent source of local, countywide revenue that allows Clackamas County to complete projects most important to residents and businesses. Projects to be completed under the Road Fund (already identified for the current funding cycle ending between 2024 and 2027) are determined by the Community Road Fund Advisory Committee, the Traffic Safety Commission, and staff and approved by the Board of Commissioners. The Community Road Fund has approximately \$11 million in available funds per year (\$5.5 million of which is allocated to projects on County facilities) and can be used as local matching funds for federal grants.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
Clackamas County	Non-Competitive (projects selected internally)	<ul style="list-style-type: none"> <li>▪ Local road maintenance (identified by Transportation Maintenance)</li> <li>▪ Congestion relief (identified by Community Road</li> </ul>	<ul style="list-style-type: none"> <li>▪ 50% to Clackamas County; 40% to cities in Clackamas County; 10% for joint county/city projects</li> </ul>	\$11 million per year (\$5.5 million for roads under Clackamas County jurisdiction; other funds for	<a href="#"><u>Community Road Fund: Investing in Safety and Relieving Congestion</u></a>

		Fund Advisory Committee <ul style="list-style-type: none"> <li>Safety (identified by Traffic Safety Commission)</li> </ul>		city roads in the county)	
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**Urban Renewal District (Tax Increment Financing and Capital Projects Funds):** The Clackamas County Development Agency, the urban renewal authority for Clackamas County, works with citizens and community organizations and local service districts to determine an area in need of improvement, and determine what specific projects are needed to make that improvement happen. As a result of this collaboration, CCDA creates an urban renewal plan that describes the projects and programs planned for the area and how and when they will be funded. Funds from the urban renewal districts can be used as local matching funds for federal grants.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Clackamas County Development Agency (CCDA)</b>	Non-Competitive (Projects selected internally)	<ul style="list-style-type: none"> <li>Infrastructure improvements (curbs and sidewalks, streets, utilities, etc.)</li> <li>Public improvements (parks and open space, pedestrian and bike trails, landscaping and streetscaping, etc.)</li> <li>Planning efforts (design, traffic studies, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Community Organizations</li> <li>Local Service Districts</li> </ul>	In 2022, across all Clackamas Urban Renewal Districts, the CCDA budgeted spending approximately \$20 million on capital projects and approximately \$8 million on debt services.	<ul style="list-style-type: none"> <li><a href="#"><u>Urban Renewal in Clackamas County: Keeping Clackamas Working</u></a></li> <li><a href="#"><u>Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2022</u></a></li> </ul>

**Fee in Lieu of (FILO):** Clackamas County Code 1007.10 allows developers to pay a fee instead of building sidewalks in areas without them. The County uses this fee to construct sidewalks where they are needed most. The fee can be paid if the required sidewalk or walkway is on a local, connector, or collector road that is not marked on the Clackamas County Comprehensive Plan’s Essential Pedestrian Network map. Alternatively, the fee can also be paid even if the required sidewalk or walkway is marked on the Essential Pedestrian Network map but other criteria are met.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Clackamas County</b>	Non-Competitive (projects selected internally)	<ul style="list-style-type: none"> <li>Sidewalk installation</li> </ul>	<ul style="list-style-type: none"> <li>County maintained roadways within the urban areas.</li> </ul>	Varies based on development	<a href="#"><u>Clackamas County Zoning and Development Ordinance:1007 Roads and Connectivity</u></a>

**Transportation System Development Charge (TSDC):** Transportation System Development Charges (TSDCs) are one-time fees imposed on new developments to cover the cost of capital improvements, including expanding transportation facilities for cars, bikes, and pedestrians to accommodate new trips anticipated as a result of the new development. These fees depend on how much traffic a new development will generate and are paid by the developer when they receive a building permit. TSDCs consider all types of travel (cars, walking, and biking) and focus on funding capital improvements that make existing roads more efficient. The TSDC has \$210 million in total funds and can be used as local matching funds for federal grants.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Clackamas County</b>	Non-Competitive (projects selected internally)	<ul style="list-style-type: none"> <li>▪ Safety improvements</li> <li>▪ Congestion relief</li> <li>▪ Connection improvements</li> <li>▪ Projects located in or near a current or future employment area</li> <li>▪ Projects that provide the greatest benefit to the entire community; on roads with significant amounts of traffic, such as arterials and collectors</li> </ul>	<ul style="list-style-type: none"> <li>▪ Clackamas County</li> <li>▪ Projects must be on the Clackamas County TSDC Capital Project List</li> </ul>	Varies Based on Development	<a href="#"><u>Methodology Report: Transportation System Development Charges</u></a>

*Additional Local Funding Sources to Consider*

Clackamas County has limited local sources for funding its roads, especially for bicycle and pedestrian improvements. While Clackamas County explored the idea of levying Transportation Utility Fees (TUFs) at the county level, currently the utility billing systems only administer city specific TUFs. However, there are additional funding avenues other Oregon counties leverage that Clackamas County has not implemented. Multnomah County and Washington County use their Local Gas Tax, Local Property Tax, and Road District revenue to finance road improvements. To remain flexible when matching projects with funding solutions, Clackamas County might consider exploring new funding opportunities employed by other jurisdictions in Oregon.

**Regional & State Funding Sources**

*Common Regional & State Funding Sources*

Listed below are regional and state funding sources that Clackamas County is familiar with or has previously been successful at obtaining. Clackamas County has been particularly successful securing funding from the Oregon

Safe Routes to School (SRTS) Program, All Roads Transportation Safety (ARTS), and Regional Flexible Fund Allocation (RFFA) to finance more complex bicycle lane and sidewalk projects.

**Regional Flexible Fund Allocation (RFFA):** The RFFA program plays a crucial role in selecting local priorities for funding to support the Regional Transportation Plan (RTP) goals. These funds represent the Oregon Metro MPO's portion of Oregon's share of two federal formula programs: the Surface Transportation Program and the Congestion Mitigation/Air Quality Program (CMAQ). Metro generally award RFFA funds on a two-year funding cycle, closely aligned with the MTIP update schedule. Projects typically range from \$5 to \$10 million in scale. For the upcoming funding cycle (2025-2027), \$20 million is dedicated to trail projects that will be funded through the 2019 Metro Parks and Nature bond measure and \$47.4 million will be allocated to projects identified in the 2018 Regional Transportation Plan. The RFFA requires 10% matching funds.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Metro</b>	Competitive Grant	<ul style="list-style-type: none"> <li>▪ Reducing barriers faced by vulnerable populations</li> <li>▪ Reducing fatal and severe injury crashes</li> <li>▪ Transit service expansion</li> <li>▪ Regional active transportation network expansion.</li> <li>▪ Congestion mitigation</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Other local agencies and units of local government</li> </ul>	\$67.3 million for the 2025-2027 funding cycle	<a href="#"><u>Regional Flexible Funding Allocation Program Overview</u></a>

**All Roads Transportation Safety (ARTS):** Oregon's ARTS program is dedicated to enhancing safety on all public roads, focusing on high crash locations and on locations with systemic safety needs. It promotes collaboration among road authorities, emphasizes data-driven strategies, and utilizes federal funds from the Federal Highway Safety Improvement Program (HSIP). The purpose of the ARTS program is to fund projects that reduce fatal and serious injury crashes on public roads through two types of competitive grants: hotspot (50% of ARTS funds) and systemic (15% of ARTS funds can be used for bicycle and pedestrian projects). The ARTS program requires 10% matching funds.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Department of Transportation (ODOT)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>▪ Safety improvements to reduce fatalities and serious injuries</li> <li>▪ Uses ODOT Crash Reduction Factor (CRF) countermeasures</li> <li>▪ Uses the correct methodology for hotspot and systemic projects</li> <li>▪ Uses a data-driven approach via ODOT crash data</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Other local agencies and units of local government</li> <li>▪ Eligible locations include on</li> </ul>	\$46 million per year	<ul style="list-style-type: none"> <li>▪ <a href="#"><u>All Roads Transportation Safety Program Overview</u></a></li> <li>▪ <a href="#"><u>All Roads Transportation Safety Program (2027-2030 STIP)</u></a></li> </ul>

			high crash history or systemic safety needs		
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**Statewide Transportation Improvement Program (STIP):** Oregon's STIP is a capital improvement program that combines other federal fund programs to implement transportation projects across various systems and modes, including federal, state, city, county, and multimodal projects. STIP includes a pedestrian and bicycle strategic suballocation, using federal formula funds apportioned to Oregon through the Transportation Alternatives (TA) Set-Aside Program. \$45 million is available for pedestrian and bicycle infrastructure improvements on ODOT highways. An additional \$10 million is available for bicycle and pedestrian improvements within one mile radius of a school (SRTS suballocation; see next entry). Local match requirements and funding type (formula or competitive) vary by program.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Department of Transportation (ODOT)</b>	Varies by Program	<ul style="list-style-type: none"> <li>▪ Enhance projects that improve and expand the transportation system</li> <li>▪ Fix-It projects that cover capital funding for maintaining and repairing the state's transportation system</li> <li>▪ Safety projects that aim to reduce road deaths and injuries (such as the ARTS program)</li> <li>▪ Non-Highway projects that fund bicycle, pedestrian, and public transportation investments</li> <li>▪ Local projects funded through programs such as CMAQ and the Immediate Opportunity Fund (IOF)</li> <li>▪ ADA Curb Ramp projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ State governments</li> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Non-profit entities</li> <li>▪ Small businesses</li> </ul>	\$55 million for the 2024-2027 funding cycle	<ul style="list-style-type: none"> <li>▪ <a href="#">STIP Dashboard</a></li> <li>▪ <a href="#">Pedestrian and Bicycle Strategic Funding Program</a></li> </ul>

**Oregon Safe Routes to School (SRTS):** ODOT provides funding to support projects that enhance infrastructure, education, and encourage safe walking or biking to school for children. This funding includes grants for infrastructure, educational, and planning initiatives. Infrastructure funding is distributed through three types of grants under the SRTS Construction Program: Competitive Construction Grants (87.5% of available funding), Rapid Response Construction Grants (10% of available funding), and Project Identification Program Grants (2.5% of available funding). Because ODOT has set aside a targeted SRTS suballocation for projects near schools, the agency has chosen not to apply for grants through the HB 2017 SRTS competitive process during the 2024-2027 STIP funding cycle. However, during this time, local governmental bodies are still eligible to apply

for SRTS competitive grant programs independently. The SRTS program requires 40% matching funds (20% if the project meets specific criteria listed on page 7 [here](#)).

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Department of Transportation (ODOT)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>Within the public ROW</li> <li>Within one mile of a school</li> <li>At or within funding request minimum (\$60,000) and maximum (\$2 million)</li> <li>Provide safety benefits that address barriers and hazards to students walking and biking</li> <li>Included in or aligned with an existing SRTS Plan</li> </ul>	<ul style="list-style-type: none"> <li>Cities, counties, regional government bodies</li> <li>Transit districts</li> <li>Tribal governments</li> <li>Other road authorities</li> </ul>	\$30 million for the 2024-2027 funding cycle	<ul style="list-style-type: none"> <li><a href="#">Safe Routes to School Programs Overview</a></li> <li><a href="#">Safe Routes to School Construction Program Guidelines (2023-2024)</a></li> </ul>

**Oregon Community Paths (OCP):** The OCP program utilizes federal formula funds from Oregon’s TA Set-Aside apportionment. This program primarily supports off-street pedestrian and bicycle facilities. The program offers competitive grants for project development, construction, reconstruction, major resurfacing, and other enhancements to multiuse paths, all aimed at improving pedestrian and bicyclist access and safety. OCP grant types include project refinement grants that help refine regional paths or critical links (limited to \$150,000-\$750,000 per project) and construction grants that involve the construction of a regional path or critical link (federal grants limited to \$500,000-\$6 million per project and state grants limited to \$300,000-\$1 million per project). Federal OCP solicitations require 10.27% matching funds, and statewide solicitations require 30% matching funds.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Department of Transportation (ODOT)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>Critical Link Projects: Making it easier to connect to schools, downtown areas, shopping centers, workplaces, and other key destinations by walking or biking</li> <li>Regional Path Projects: Building infrastructure that spans 10 miles or more within a single community, or that</li> </ul>	<ul style="list-style-type: none"> <li>Cities, counties, regional government bodies</li> <li>Transit districts</li> <li>Tribal governments</li> <li>School districts</li> </ul>	\$36.9 million for the 2022-2024 funding cycle	<ul style="list-style-type: none"> <li><a href="#">Oregon Community Paths Program Overview</a></li> <li><a href="#">Oregon Community Paths 2022 Grant Solicitation</a></li> </ul>

		connects neighboring communities within 15 miles of each other	<ul style="list-style-type: none"> <li>▪ Special government bodies</li> <li>▪ Other units of local government</li> </ul>		
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**The Recreational Trails Program (RTP):** Every year, the Oregon Parks and Recreation Department allocates over \$4 million to communities for outdoor recreation projects, including through the RTP. The RTP uses federal funds to finance Oregon projects typically between \$10,000 and \$150,000 that develop, improve, or expand motorized and non-motorized trails and facilities. The RTP has \$1.5 million available for funding annually and requires 20% matching funds.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Parks and Recreation Department (OPRD)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>▪ Construction of new trails</li> <li>▪ Major rehabilitation of existing trails</li> <li>▪ Development or improvement of trailhead or other support facilities</li> <li>▪ Acquisition of land or easements for the purpose of trail development</li> <li>▪ Safety and education projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Tribal governments</li> <li>▪ Non-profit entities</li> <li>▪ Other units of local government</li> </ul>	\$1.5 million per year	<ul style="list-style-type: none"> <li>▪ <a href="#">All Oregon Parks and Recreation Grants</a></li> <li>▪ <a href="#">Recreational Trails Program Overview RTP Policy Manual</a></li> </ul>

**Oregon Transportation Infrastructure Bank (OTIB):** Oregon offers a revolving loan fund, OTIB, to finance transportation improvements, including bike and pedestrian infrastructure and access projects on highway right-of-way. Repayment begins within five years of project completion and spans up to 30 years or the project's useful life. Loan sizes range from \$250,000 to \$10 million, with credit assistance up to 100% of project costs. OTIB aims to enhance Oregon's livability and economic competitiveness by aiding small and rural communities in advancing Federal-aid projects.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Department of Transportation (ODOT)</b>	Loan or Credit	<ul style="list-style-type: none"> <li>▪ Highway projects such as roads, signals, intersection improvements, and bridges</li> <li>▪ Transit capital projects such as buses, equipment, and maintenance or passenger facilities.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Transit districts</li> <li>▪ Tribal governments</li> </ul>	Credit assistance up to 100% of project costs	<a href="#">Innovation Profile: Oregon Transportation Infrastructure Bank</a>



		<ul style="list-style-type: none"> <li>▪ Bikeway or pedestrian access projects on highway right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>▪ Port authorities</li> <li>▪ Special government bodies</li> <li>▪ State agencies</li> <li>▪ Private for-profit and non-profit entities</li> </ul>		
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**State Highway Trust Fund:** Oregon's State Highway Fund is fueled by three primary sources: taxes on motor fuels (gas and diesel), taxes on heavy trucks (weight mile tax and truck registrations), and driver/vehicle fees (licenses, vehicle title, and registration). Funds are distributed to ODOT, cities, and counties to be used on roads, including bikeways and walkways within the highway right of way, for both construction projects and day-to-day maintenance, and can also be used as local match for projects receiving federal formula and discretionary funds. The Bike Bill (ORS 366.514) mandates communities to allocate at least 1% of State Highway Fund dollars received to walking and biking projects. This does not establish a standalone bicycle and pedestrian funding program; rather, it dictates how state money is utilized by recipients.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Department of Transportation (ODOT)</b>	Formula Funding	<ul style="list-style-type: none"> <li>▪ Construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas in Oregon.</li> <li>▪ 1% set aside allocation must go towards the specific construction of walkways and bikeways, or the installation of curb cuts and ramps as part of a walkways and bikeways.</li> </ul>	<ul style="list-style-type: none"> <li>▪ State of Oregon</li> <li>▪ Cities, counties, and regional government bodies</li> </ul>	Variable; more than 40% of total SHTF dollars distributed to cities and counties	<a href="#"><u>Funding Walking &amp; Biking Improvements</u></a> <a href="#"><u>ORS 366.513 Use of highway fund for footpaths and bicycle trails</u></a>

*Additional Regional/State Funding Sources*

While Clackamas County has tapped into several regional and state funding sources to date, several existing funding sources not currently used by the County offer additional opportunities.

**Sidewalk Improvement Program (SWIP):** The Oregon Department of Transportation (ODOT) allocates State Highway Fund money to its regions for bike and pedestrian enhancements along state highways, in line with ORS 366.514 requirements. SWIP has two funding categories: Regional Allocation and Strategic Investments. Regional Allocation is formula-based and managed by the Region Active Transportation Liaison (ATL). Strategic Investments provide grants for larger pedestrian and bicycle projects, addressing priority needs from the Oregon Bicycle and Pedestrian Plan (OBPP) and Active Transportation Needs Inventory (ATNI) on a rotating regional basis.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types	Funding Levels	Resources
<b>Oregon Department of Transportation (ODOT)</b>	Formula Funding for Regional Allocations  Competitive Grant for Statewide Strategic Investments	<ul style="list-style-type: none"> <li>Improvements on or along state highways within the public ROW</li> <li>A bikeway, walkway, or crossing safety improvement, including the addition of new facilities, enhancements to existing facilities, or adding safety features for people walking and biking.</li> </ul>	<ul style="list-style-type: none"> <li>ODOT Regions and Districts</li> <li>Cities, counties, regional government bodies</li> <li>Transit districts</li> <li>Tribal governments</li> <li>Other units of local government</li> </ul>	\$22.2 million per funding cycle (2021-2024)	<a href="#">ODOT State Pedestrian and Bicycle Funding Programs Manual: 2019-2024</a>

**Innovative Mobility Program (IMP):** The IMP, a partner program to the Transportation Options Program, seeks to enhance public transportation, reduce car trips, and lower greenhouse gas emissions, focusing on equity and historically underserved communities. Responding to community input, IMP microgrants provide \$5,000 for projects benefiting marginalized groups' access to transportation, with no deadlines, competition, or reimbursement requirements. Larger competitive grants, prioritizing historically excluded communities, are awarded annually.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>Oregon Department of Transportation (ODOT)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>Pedal and Electric bike libraries and bike shares</li> <li>Electric scooter libraries and scooter shares</li> <li>Transportation wallets</li> <li>Subsidized fares</li> <li>Carpools and Vanpools</li> <li>Equipment (bike locks and helmets)</li> <li>Infrastructure (bike racks, safety signage)</li> <li>Training and information (bike and scooter training)</li> </ul>	<ul style="list-style-type: none"> <li>Cities, counties, regional government bodies</li> <li>Transit agencies</li> <li>Metropolitan Planning Organizations (MPO) and Transportation Management Associations (TMA)</li> <li>Tribal governments</li> <li>Public schools, school districts, and universities</li> </ul>	\$20 million for the 2022-2025 funding cycle	<ul style="list-style-type: none"> <li><a href="#">Transportation Options Program Overview</a></li> <li><a href="#">Innovative Mobility Program Overview</a></li> </ul>

			<ul style="list-style-type: none"> <li>▪ Special government bodies</li> <li>▪ Non-profit entities</li> </ul>		
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**Bike Industry Community Grant Program:** This program assists in funding bicycle infrastructure projects and specific efforts that enhance biking convenience and safety for everyone, regardless of age or ability. Grants are available in the range of \$5,000 to \$10,000.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
PeopleForBikes	Competitive Grant	<ul style="list-style-type: none"> <li>▪ Permanent bike infrastructure</li> <li>▪ Temporary infrastructure</li> <li>▪ Land or easement acquisition for bike infrastructure</li> <li>▪ Events and programs that support bicycle infrastructure and culture</li> </ul>	<ul style="list-style-type: none"> <li>▪ State governments</li> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Non-profit entities</li> <li>▪ Small businesses</li> </ul>	N/A	<a href="#"><u>Bike Industry Community Grant Guidelines</u></a>

## Federal Funding Sources

### Common Federal Funding Sources

Listed below are federal funding sources that Clackamas County is familiar with or has previously been successful at obtaining.

**Rebuilding American Infrastructure with Sustainability and Equity (RAISE):** The RAISE Transportation Grant, formerly known as TIGER and BUILD, is a competitive, discretionary grant that offers a unique opportunity for the US Department of Transportation to invest over \$8.9 billion since 2009 in impactful road, rail, transit, and port projects. These projects must be multi-modal, multi-jurisdictional, and challenging to fund through existing programs. They prioritize regional significance, economic benefits, sustainability, and livability. Urban projects require a minimum of \$5 million, rural projects \$1 million, with at least 30% (\$450 million) designated for rural projects to address transportation underinvestment in those areas. The RAISE Grant Program requires 20% matching funds.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
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<p><b>U.S. Department of Transportation (USDOT)</b></p>	<p>Competitive Grant</p>	<ul style="list-style-type: none"> <li>▪ Highway, bridge, or other road projects</li> <li>▪ Public transportation</li> <li>▪ Passenger and freight rail transportation</li> <li>▪ Port infrastructure investments</li> <li>▪ Surface transportation components of an airport project</li> <li>▪ Intermodal projects</li> <li>▪ Stormwater runoff mitigation and culvert rehabilitation</li> <li>▪ Surface transportation investments on Tribal land</li> <li>▪ Surface transportation infrastructure considered to be necessary to advance the goals of the program</li> <li>▪ Planning projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ State governments</li> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Transit agencies</li> <li>▪ Special purpose district</li> <li>▪ Tribal governments</li> <li>▪ Multi-state or multijurisdictional group of entities</li> </ul>	<p>\$2.3 billion per year</p>	<p><a href="#">Raise Discretionary Grants Overview</a></p>
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**Federal Lands Access Program (FLAP):** FLAP, a formula grant funding program, aims to improve access to federal lands through public highways, roads, bridges, trails, and transit systems under local government jurisdiction. Eligible activities include maintenance, construction, scenic preservation, pedestrian/bicycle enhancements, environmental mitigation, rest area development, and transit facility maintenance. Projects must involve infrastructure with ownership or maintenance responsibility held by local governments and provide access to federal lands. FLAP has approximately \$300 million in available funds per year.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<p><b>Western Federal Lands and Oregon Department of Transportation (ODOT)</b></p>	<p>Competitive Grant</p>	<ul style="list-style-type: none"> <li>▪ Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, <b>context-sensitive solutions</b>, construction, and reconstruction of Federal lands access transportation facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Transit agencies</li> <li>▪ Other local agencies and units of local government</li> </ul>	<p>\$36.7 million for the 2024-2025 funding cycle</p>	<ul style="list-style-type: none"> <li>▪ <a href="#">Oregon Federal Lands Access Program (FLAP) Statewide Needs Assessment</a></li> <li>▪ <a href="#">FHWA FLAP Fact Sheet</a></li> </ul>

		<ul style="list-style-type: none"> <li>Operation and maintenance of transit facilities</li> </ul>			
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**Safe Streets and Roads for All (SS4A) Grant Program:** Established under the Bipartisan Infrastructure Law, the Safe Streets and Roads for All (SS4A) program allocates \$5 billion over 5 years (2022-2026) to enhance regional, local, and Tribal initiatives addressing roadway safety. It requires eligible comprehensive safety action plans (Action Plans). It offers two grant types: Planning and Demonstration Grants support Action Plan development, while Implementation Grants fund projects and strategies to improve roadway safety, including infrastructure, behavioral, and operational activities. Grants awarded range from \$100,000 to \$10 million. The SS4A Program requires a minimum of 20% matching funds.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>U.S. Department of Transportation (USDOT)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>Action planning</li> <li>Low-cost roadway safety treatments</li> <li>Complete street design</li> <li>Pedestrian safety enhancements</li> <li>Bikeway network development</li> <li>Speed management</li> <li>Education campaigns</li> <li>Intersection safety improvements</li> <li>More eligible project types found <a href="#">here</a></li> </ul>	<ul style="list-style-type: none"> <li>Cities, counties, regional government bodies</li> <li>Metropolitan Planning Organizations (MPO)</li> <li>School districts</li> <li>Tribal governments</li> <li>Multijurisdictional group of entities</li> </ul>	\$150 million per state, per year	<ul style="list-style-type: none"> <li><a href="#">SS4A Grant Program Overview</a></li> <li><a href="#">USDOT FY23 Safe Streets and Roads for All Funding</a></li> </ul>

**Reconnecting Communities and Neighborhoods Grant Program (RCP):** The Bipartisan Infrastructure Law (BIL) established the RCP program with \$1 billion over 5 years, making it the first Federal effort dedicated to reconnecting communities severed by transportation infrastructure. It supports planning and construction grants, including technical assistance, to restore community connectivity by addressing eligible transportation facilities. Capital construction grant amounts typically range from \$5 to \$60 million, while planning grants are usually between \$100,000 and \$1 million. The RCP requires a minimum of 20% matching funds.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>U.S. Department of Transportation (USDOT)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>Planning Grants: Studies and plans to determine the feasibility and impacts of removing, retrofitting, or mitigating an</li> </ul>	<ul style="list-style-type: none"> <li>State governments</li> <li>Cities, counties, regional government bodies</li> <li>Tribal governments</li> <li>Metropolitan Planning</li> </ul>	\$250 million per funding cycle (2022-2025, Planning Grants) \$750 million per funding cycle (current funding)	<a href="#">Reconnecting Communities and Neighborhood Grant Program Overview</a>

		<p>existing eligible facility (highway, road, street, or parkway, or other transportation facility)</p> <ul style="list-style-type: none"> <li>Capital Construction Grants: Projects that include the removal, retrofit, replacement, or mitigation of an eligible dividing facility, or deliver community benefits and environmental improvements through mitigation.</li> </ul>	<p>Organizations (MPO)</p> <ul style="list-style-type: none"> <li>Non-profit entities</li> </ul>	<p>cycle, 2022-2025, Capital Construction)</p>	
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*New Federal Funding Sources Established by the Bipartisan Infrastructure Law*

The BIL represents a massive increase in both formula and discretionary funds for a wide range of transportation projects, including bicycle and pedestrian improvements. While some of these programs have already disbursed funding, others are still being established at the federal level, or are waiting for states and regional governments to determine how they will disburse their formula funds

**Carbon Reduction Program:** The Carbon Reduction Program allocates \$82 million to Oregon over five years to support projects that reduce greenhouse gas emissions from transportation. This program covers three main areas: Transportation Management Areas (TMA's), ODOT statewide projects, and Small Urban and Rural areas.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>U.S. Department of Transportation (USDOT)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>Any project that reduces greenhouse gas emissions from transportation</li> </ul>	<ul style="list-style-type: none"> <li>Cities, counties, regional government bodies</li> <li>Tribal governments</li> <li>Transit agencies</li> </ul>	<p>\$82.4 million for the 2022-2026 funding cycle (\$28.5 million for TMA's, \$24.1 million for small urban and rural areas, and \$29.8 million for statewide projects)</p>	<a href="#"><u>Carbon Reduction Program Overview</u></a>

**PROTECT Formula Program:** The PROTECT program funds state projects that improve the resiliency of transportation infrastructure to prepare for changing conditions and disruptions caused by extreme weather events and natural disasters.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>U.S. Department of Transportation (USDOT)</b>	Formula Funding	<ul style="list-style-type: none"> <li>Projects that mitigate risk of recurring damage or future repair costs from extreme weather events, flooding, or other natural disasters.</li> </ul>	<ul style="list-style-type: none"> <li>State governments</li> <li>Cities, counties, regional government bodies</li> <li>Special purpose districts</li> <li>Transit agencies</li> <li>Tribal governments</li> <li>Metropolitan Planning Organizations (MPO)</li> <li>Federal land management agencies</li> </ul>	\$93.8 million for the 2022-2026 funding cycle	<a href="#"><u>Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program</u></a>

**Active Transportation Infrastructure Investment Program (ATIIP):** The ATIIP supports creating connected active transportation systems that enable safe biking, walking, or rolling, all while reducing carbon emissions and generating new employment opportunities.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>U.S. Department of Transportation (USDOT)</b>	Competitive Grant	<ul style="list-style-type: none"> <li>Active transportation projects</li> <li>A group of projects costing over \$15 million</li> <li>One project costing \$100,000 or more</li> </ul>	<ul style="list-style-type: none"> <li>State governments</li> <li>Multistate group of governments</li> <li>Cities, counties, regional government bodies</li> <li>Tribal governments</li> <li>Special districts</li> </ul>	\$45 million per funding cycle (2022-2026)	<a href="#"><u>Active Transportation Infrastructure Investment Program Fact Sheet</u></a>

*Additional Federal Funding Sources*

To strategize for and activate more complex, costly bicycle and pedestrian infrastructure projects, Clackamas County should consider the following list of funding sources not currently being used.

**TIFIA Rural Project Initiative (RPI):** Under TIFIA, the RPI aims to improve transportation infrastructure in rural American communities. The initiative, led by the Department of Transportation's Build America Bureau, focuses on making Transportation Infrastructure Finance and Innovation Act (TIFIA) financing more accessible to small rural communities. It offers cost savings for eligible transportation projects between \$10 million and \$100 million. Additional federal funding can be used in conjunction to cover project costs not paid for by the RPI. However, Federal funds can only be used to finance up to 80% of the total project cost.

Administering Agency	Funding Type	Eligible Recipient Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>U.S. Department of Transportation (USDOT)</b>	Loan or Credit	<ul style="list-style-type: none"> <li>▪ Roads, bridges and tunnels</li> <li>▪ Transit systems including infrastructure, bus and train stations, and buses and passenger rail vehicles and facilities</li> <li>▪ Intermodal connectors</li> <li>▪ Pedestrian and bicycle infrastructure</li> <li>▪ Freight transfer facilities</li> <li>▪ Sea and inland waterway ports, and even</li> <li>▪ Airports - under certain circumstances</li> </ul>	<ul style="list-style-type: none"> <li>▪ State governments</li> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Transportation improvement districts</li> <li>▪ Transit agencies</li> <li>▪ Private firms</li> <li>▪ Special government bodies</li> <li>▪ State infrastructure banks</li> </ul>	Loans up to 49% of project costs	<a href="#">TIFIA Rural Project Initiative Overview</a>

**Pilot Program for Transit-Oriented Development (TOD) Planning:** TOD Pilot Program funds planning studies that blend land use and transportation planning for new transit projects. These studies explore topics including affordable housing near transit, boosting economic development and ridership, improving connectivity for multiple transportation modes, enhancing pedestrian and bicycle access to transit, involving private sector collaboration, pinpointing infrastructure requirements, and promoting mixed-use development near transit stations.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>U.S. Department of Transportation (USDOT)</b>	Competitive Grant	<p>Comprehensive or site-specific planning that:</p> <ul style="list-style-type: none"> <li>▪ Examines ways to improve economic development and ridership</li> </ul>	<ul style="list-style-type: none"> <li>▪ Project sponsors or cities, counties, and regional government bodies who are already Federal Transit Administration (FTA) grantees</li> </ul>	\$13 to \$14 million per year (2022-2026)	<ul style="list-style-type: none"> <li>▪ <a href="#">Pilot Program for Transit-Oriented Development Planning FY 2023 Notice of Funding</a></li> </ul>



		<ul style="list-style-type: none"> <li>▪ Fosters multimodal connectivity and accessibility</li> <li>▪ Improves transit access for pedestrian and bicycle traffic</li> <li>▪ Engages the private sector</li> <li>▪ Identifies infrastructure needs</li> <li>▪ Enables mixed-use development near transit stations</li> </ul>			<ul style="list-style-type: none"> <li>▪ <a href="#">Pilot Program for Transit-Oriented Development Planning – Section 20005(b)</a></li> </ul>
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**Enhanced Mobility of Seniors & Individuals with Disabilities:** The program provides formula funding to address transportation needs for older adults and individuals with disabilities when existing services fall short. The program enhances mobility for these groups in all areas and supports "traditional" capital projects and "nontraditional" projects extending beyond ADA paratransit services or public transportation alternatives. This program requires a minimum of 20% matching funds.

Administering Agency	Funding Type	Eligible Project Types	Eligible Recipient Types and Locations	Funding Levels	Resources
<b>U.S. Department of Transportation (USDOT)</b>	Formula Funding	<ul style="list-style-type: none"> <li>▪ Projects related to buses and vans, wheelchair lifts, ramps, and securement devices</li> <li>▪ Transit-related information technology systems</li> <li>▪ Mobility management programs</li> <li>▪ Acquisition of transportation services</li> <li>▪ Construction of an accessible path to a bus stop</li> <li>▪ Improvements to signage, or way-finding technology</li> <li>▪ More eligible project types found <a href="#">here</a></li> </ul>	<ul style="list-style-type: none"> <li>▪ State governments</li> <li>▪ Cities, counties, regional government bodies</li> <li>▪ Tribal government</li> <li>▪ Designated recipients</li> </ul>	\$8.4 million per year	<a href="#">Enhanced Mobility of Seniors &amp; Individuals with Disabilities - Section 5310</a>

**Other Funding Opportunities Through State Partnerships:** Clackamas County can access several federal funding opportunities by partnering with the state. Funding programs like those listed below are available to major highway, bridge, and tunnel projects on federal lands. Clackamas County can obtain funding from these sources through ODOT to advance bicycle and pedestrian improvements as part of major highway projects and other significant regional, state, and federal infrastructure projects.

- » Transportation Infrastructure Finance and Innovation Act (TIFIA) 49
- » Transportation Infrastructure Finance and Innovation Act (TIFIA) Lite
- » Funding Under the Multimodal Project Discretionary Grant Program (MPDG), which includes the Mega Grant Program, INFRA, and the Rural Surface Transportation Grant Program

## Implementation

While it is necessary to identify new or untapped funding streams for future projects in Clackamas County, as done in the previous section, it is equally important to establish an understanding of what types of projects Clackamas County can match to each funding source and what realistically can be built with capital accessed through the identified funding programs. While future funding levels are too unpredictable to make definitive conclusions about how the County will finance each project recommended in the WBC Plan, we can use current funding levels, eligibility criteria, and project examples under each funding source to help Clackamas County determine the appropriate programs and partnerships to pursue when it is time to begin project implementation. Below is a matrix of all project types included in the WBC Plan and what sources might be available to fund each project type in the future, depending on the geographic location of the project and its use of the public right-of-way (ROW). Eligibility reflects publicly available information at this time, which may evolve as overseeing agencies update program requirements and release additional years of funding. Because the matrix provides only high-level guidance, more information on leveraging internal and external plans, partnerships, policies, and programs to fund future projects based on project scale and dollar amount is available on the pages following the summary table.

	LOCAL				REGIONAL & STATE											FEDERAL													
	CRF	URD	FILO	TSDC	RFFA	ARTS	STIP	SRTS	OCP	RTP	OTIB	SHTF	SWIP	IMP	BIC	RAISE	FLAP	SS4A	RCP	CRP	PFP	ATIIP	RPI	TOD	EMSID	TIFIA49	TIFIA Lite	MPDG	
	<i>ELIGIBLE LOCATIONS</i>																												
<b>Urbanized</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Rural</b>	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>In public ROW</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Outside public ROW</b>		✓			✓			✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		
	<i>ELIGIBLE PROJECT TYPES</i>																												
<b>Bicycle facilities</b>	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	
<b>Crossing, intersection, traffic control, and signalization improvements</b>	✓	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	
<b>End-of-trip improvements for active travel to destinations such as schools, mixed-use developments, or recreational sites</b>		✓			✓			✓	✓	✓	✓			✓		✓			✓	✓		✓				✓			
<b>Maintaining existing infrastructure</b>	✓						✓			✓	✓	✓					✓				✓								
<b>Multi-use paths and other shared use facilities</b>	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	
<b>Plans, studies, and design work (no construction phase included)</b>		✓			✓		✓	✓	✓		✓					✓	✓	✓	✓	✓	✓	✓	✓		✓			✓	
<b>Pedestrian facilities, including ADA improvements</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	
<b>Programs (non-infrastructure)</b>							✓	✓		✓				✓	✓			✓		✓					✓				
<b>Shoulder widening and paving to support walking and bicycling</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓			✓	✓	
<b>Streetscape elements, such as bicycle parking, street furniture, landscaping, lighting, wayfinding, and other user amenities</b>	✓	✓		✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	
<b>Traffic calming elements</b>	✓	✓		✓	✓	✓	✓	✓			✓	✓	✓		✓	✓	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	
<b>Trails</b>					✓			✓	✓	✓					✓	✓	✓	✓	✓	✓	✓	✓							

## Leveraging Various Implementation Approaches and Programs

### *Transportation Maintenance*

#### **Advancing Active Transportation Projects**

The Clackamas Transportation Maintenance Division is responsible for the upkeep and repair of County roads and bridges. In addition to regular yearly maintenance, the division addresses over 5,000 maintenance requests from the public annually.

#### **Types of Projects**

Maintenance projects include road restorations, road maintenance, transportation construction projects, and the Pavement Management Plan. The Transportation Maintenance Division works on a wide range of projects related to active transportation, including traffic signal installation, safety improvements, intersection improvements, sidewalk repair, and complete streets implementation.

#### **Relevant Funding Sources**

- Community Road Fund (CRF)
- Statewide Transportation Improvement Program (STIP)
- State Highway Trust Fund (SHTF)
- Federal Lands Access Program (FLAP)
- Oregon Transportation Infrastructure Bank (OTIP)
- PROTECT Formula Program (PFP)

### *Clackamas County Pedestrian and Bikeway Advisory Committee (PBAC) Hot Spot Program*

#### **Advancing Active Transportation Projects**

The Active Transportation Hot Spot program is a community-led effort in Clackamas County to identify and solve bicycle and pedestrian safety issues. These "hot spots" are specific locations in the road where there is a safety risk for people walking and biking. The program addresses these issues to reduce accidents involving pedestrians and cyclists. These problems are more significant than routine maintenance but not large enough for inclusion in broader transportation plans. Low-cost, hot spot projects are an easy way to advance small active transportation efforts.

#### **Types of Projects**

Hot Spot projects include efforts that would cost under \$100,000, are within public right-of-way on county-maintained facilities, are not already listed in the Capital Improvement Program or Transportation System Plan, and improve, address, or resolve a specific issue. Projects might include restriping bicycle lanes, installing barriers, and incorporating signage.

#### **Relevant Funding Sources**

- Innovative Mobility Program (IMP) Microgrants
- Sidewalk Improvement Program (SWIP)
- All Roads Transportation Safety (ARTS)
- Bike Industry Community Grant Program
- Enhanced Mobility of Seniors & Individuals with Disabilities (EMSID)

### *Private Developer Requirements*

### **Advancing Active Transportation Projects**

Encouraging or requiring private developers to complete local bicycle and pedestrian facilities is essential for connecting and enhancing bicycle and pedestrian access to key community destinations and closing gaps in the active transportation network. When local authorities collaborate with private developers to integrate bike and walk-friendly amenities into new developments, they can better create well-connected residential and business areas that support using active transportation. Providing developers options to pay fees instead of building necessary active transportation facilities allows local government to allocate funding towards high priority active transportation near the new development.

### **Types of Projects**

Projects can include sidewalk and bicycle lane development, bicycle parking, and other bicycle and pedestrian on-site amenities.

### **Relevant Funding Sources**

- Fee in Lieu of (FILO)
- Transportation System Development Charge (TSDC)

### *Regional or State Partnerships*

### **Advancing Active Transportation Projects**

Exploring opportunities for collaboration with regional and state partners, such as the North Clackamas Parks & Recreation District, Clackamas Water Environment Services (WES), and Oregon State Parks, can help Clackamas County advance larger-scale active transportation efforts that are challenging to fund locally. The County might consider leveraging these partnerships to group multiple projects under a single grant. A comprehensive network of improvements often yields a better return on investment during Benefit Cost Analysis than individual projects. Additionally, some funding opportunities may not fund county-owned facilities or may require multijurisdictional group of entities to apply. Partnerships can strengthen grant applications and move complex and expensive infrastructure projects forward.

### **Types of Projects**

Large-scale projects that cost more than \$6 million to complete.

### **Relevant Funding Sources**

- Regional Flexible Fund Allocation (RFFA)
- All Roads Transportation Safety (ARTS)
- Statewide Transportation Improvement Program (STIP)
- Oregon Community Paths (OCP)
- Sidewalk Improvement Program (SWIP)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Federal Lands Access Program (FLAP)
- Safe Streets and Roads for All (SS4A) Grant Program
- Reconnecting Communities and Neighborhoods Grant Program (RCP)
- PROTECT Formula Program
- Active Transportation Infrastructure Investment Program (ATIIP)
- Multimodal Project Discretionary Grant Program (MPDG)