



Local Government Programs with Variable Deadlines:

- Connect Oregon (2-Year Rotation)
- Congestion Mitigation and Air Quality (CMAQ)
- Immediate Opportunity Fund (IOF) (2-Year Rotation)
- Emergency Relief (ER)

Abbreviations:

NOI - Notice of Intent

Congestion Mitigation and Air Quality (CMAQ)

Available Funds:	\$8.6 billion over 5 years (2005–2009) for the entire country, approximately \$14 million/year in Oregon
Funds Awarded:	Funds are distributed to qualifying regions based on population, pollutant levels and the percentage of emissions by pollutant category, or a lump sum.
Funding Source:	Federal
Matching Funds:	10.27% for most projects
Awarded For:	Capital Investment in infrastructure, congestion relief, diesel engine retrofits, or other projects that reduce emissions; transit operation projects; emission reduction projects; and planning and development projects.
Selection:	Projects and programs are selected by the qualifying local agency. Selection criteria is developed by the area. Pollutant emissions benefits must be quantified and approved before a project can be included on the STIP.
Application Period:	Ongoing
Applicants:	Areas which do not meet Department of Environmental Quality (DEQ) air quality standards for ozone, carbon monoxide (CO), and particulate matter (PM). The only air quality nonattainment areas in Oregon are: Portland Metro, Medford/Ashland, Klamath Falls, Grants Pass, LaGrande, Lakeview, and Oakridge.
Program Website:	http://www.fhwa.dot.gov/environment/air_quality/cmaq/
Administrator:	David Galati (David.A.GALATI@ODOT.State.OR.US), ODOT Local Programs, Marina Orlando, ODOT Air Quality Program Coordinator or Michael Koontz, US DOT

Immediate Opportunity Fund (IOF)

- Available Funds:** \$7 million (Statewide, 2005) every two years
- Funds Awarded:** Type A: \$1 million; Type B: \$250,000; Type C: \$500,000 maximum.
Reimbursement (on a pro-rated basis) is required if the promised number of jobs created/retained do not materialize within the specified term.
- Funding Source:** State Funds
- Matching Funds:** 50% or more provided by public or private sources
- Awarded For:** Projects that support primary economic development in Oregon by building and improving streets and roads that require a quick response and commitment of funds because other sources are unavailable or insufficient. Projects must affirm, retain, or create jobs.

The IOF provides needed street improvements to influence the location, relocation, and retention of businesses in Oregon. Funds are provided for the quick response to economic development opportunities. Funds may only be used for improvements on public roadways.

Type A: Economic development projects that affirm job retention or job creation opportunities
Type B: Revitalization of business or industrial centers to support economic development
Type C: Preparation of Oregon Certified Project Ready Industrial Sites
- Selection:** Projects are selected based on an economic impact analysis and the direct benefits in terms of jobs created/retained. Jobs must be “primary jobs”, such as manufacturing, production, warehousing, and distribution.
- Application Period:** Ongoing
- Applicants:** Private businesses may apply with the support of local governments.
- Program Website:**
- Administrator:** Clark Jackson (541-388-6266, Clark.Jackson@state.or.us)

Highway Bridge Program (HBP)

Available Funds:	\$4.5 billion nationwide in 2009 (\$670 million for off-system bridges)
Funds Awarded:	\$37 million to Oregon in 2009 \$44 million to Oregon in 2008
Funding Source:	Federal Highway Bridge Program
Matching Funds:	10.27% Match
Awarded For:	Rehabilitation and replacement of bridge structures, increasing vertical clearance and widening of bridges, maintenance and preservation, seismic retrofitting, and scour mitigation. Associated roadwork and approach work are ineligible expenses for local-agency bridges.
Selection:	<p>Bridges on public roads and classified as deficient by federal guidelines (based on National Bridge Inventory data) may be eligible for funding. Bridges must be classified as structurally deficient or functionally obsolete based on the most recent National Bridge Inspection Standards inspection. FHWA determines if a bridge is deficient.</p> <p>Once a bridge is determined to be deficient, the bridge is considered eligible for replacement or rehabilitation, based on the value of the sufficiency rating. A rating of 80 or less qualifies it for rehabilitation; a rating of 50 or less qualifies it for replacement.</p>
Application Period:	<p>Local agencies will be sent application materials in May (of odd-number years) if it is determined a bridge in their jurisdiction is eligible for funds. Applications are due in September.</p> <p>The application forms a technical ranking that accounts for: proximity to a fire station, sufficiency rating, load restrictions, sole access, timber factors, detour length, benefit factors, average daily traffic, and average daily truck traffic.</p>
Applicants:	All bridges located on public roads may qualify
Program Website:	http://www.oregon.gov/ODOT/HWY/BRIDGE/local_agency.shtml
Administrator:	Carol Olsen, ODOT Program Analyst (Carol.A.Olsen@state.or.us , 503-986-3327)

Flexible Funds

Available Funds:	\$21 Million (Statewide)
Funds Awarded:	\$50,000 - \$2.1 Million (excluding match)
Funding Source:	Federal Highway Administration (FHWA) STP
Matching Funds:	10.27% Match Required
Awarded For:	Transit, Transportation Demand Management (TDM), bicycle and pedestrian facilities, and planning and project development.
Selection:	Applications will be evaluated through a competitive process by an ODOT internal review committee. Projects will be selected from throughout the State.
Application Period:	Applications are due in November and projects will be selected in February.
Applicants:	Governmental entities (cities, counties, MPOs, State agencies, transit districts) eligible to receive FHWA Surface Transportation Program (STP) funds. Eligible applicants may partner with other entities, but remain responsible for project management and oversight.
Program Website:	http://www.oregon.gov/ODOT/TD/TP/FlexFunds.shtml
Administrator:	Bob Sherman, ODOT Senior Transportation Planner (Robert.L.SHERMAN@odot.state.or.us , 503-986-4226)

Emergency Relief (ER)

- Available Funds:** FHWA can provide up to \$100 million for each natural disaster/catastrophic event within a state, although legislation may lift the cap.
- Funds Awarded:** Once the State Governor or US President has declared a Disaster in an area, and FHWA finds that a natural disaster or catastrophic failure has occurred, the damaged road can become eligible for funds. Funds may be used to repair damage to roads with a functional classification of rural major collector, urban collector, or arterial.
- Funding Source:** Federal Highway Administration (FHWA)
- Matching Funds:** Emergency Repair work (completed 180 days from the beginning of a disaster), no match required.

Permanent Repair work, 10.27% Match
- Awarded For:** Funds are awarded under two classifications: Emergency Repairs and Permanent Repairs (which require prior FHWA authorization).
- Procedure:** Emergency repairs may begin following a disaster and should be completed as soon as possible. Prior approval is not required. Costs must be properly documented to be reimbursed, which will happen following FHWA's finding that a disaster is eligible for funding.

Document the damage and work performed by taking photographs of the damage before repairs begin and keeping specific records of equipment, labor, and material expenses, for each location.
- Application Period:** ODOT's request for assistance to FHWA is usually made within 30 days of a disaster.
- Applicants:** State, Counties, cities, and tribes are eligible for funds, although all applications are submitted by ODOT
- Program Website:** <http://www.fhwa.dot.gov/reports/erm/>

http://www.oregon.gov/ODOT/HWY/LGS/docs/A_Summary_of_Emergency_Relief_Procedures_for_FederalAid_Highways_final.pdf
- Administrator:** ODOT Local Government Section

Connect Oregon (CO I, II, & III)

Available Funds:	\$100 Million (Every Two Years)
Funds Awarded:	Typically \$1 million -\$6 million
Funding Source:	State of Oregon (Lottery and Jobs in Transportation Act)
Matching Funds:	20% for grants, no match for loans (interest free)
Awarded for:	<p>Projects that assist in developing a multimodal transportation system that supports state and local government efforts to attract new businesses to Oregon or that encourages the expansion of existing businesses. Projects may not be a public road or other project eligible for funding from the State Highway Trust Fund.</p> <p>Minimum 5% of funds are awarded to rural airports (an airport that serves a city or metro area with a population of 500,000 or less)</p>
Selection:	<p>Projects are reviewed for completeness and feasibility by ODOT staff. Qualified projects are reviewed by modal and regional committees (rail, freight, aviation, transit, and marine committees, ACTs). The OTC then prioritizes projects, reviews public input, and selects projects.</p> <p>Each of the five regions in the state receive at least 10% of the Connect Oregon funds.</p> <p>Projects should: Reduce transportation costs for Oregon businesses or improve access to jobs; provide an economic benefit to the state; provide a critical link connecting elements of Oregon's transportation system; be ready for construction or implementation; and leverage other investment and public benefits.</p>
Application Period:	Funds must be authorized by Oregon Legislature. Typically funds are made available every two years. Projects are awarded in August.
Applicants:	All public entities and people within the state of Oregon are eligible to apply
Program Website:	http://www.oregon.gov/ODOT/COMM/CO/index.shtml
Administrator:	Carol Olsen, ODOT Connect Oregon Program Manager (Carol.A.OLSEN@odot.state.or.us , 503-986-3327)

Transportation Enhancement (TE)

Available Funds:	Varies (Approximately \$8.6 – \$9.7 million/year, Statewide)
Funds Awarded:	\$200,000 - \$1,500,000 (Typical)
Funding Source:	Federal
Matching Funds:	10.27% (in-kind/soft match requires prior approval of ODOT region LAL)

Awarded for:

- Facilities for pedestrians and bicycles
- Safety and education activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields)
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)
- Inventory, control, and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of transportation museums

Selection: Applications from across the state are evaluated through a competitive process based on: technical merit, external input (from ACTs, MPOs, ERTs, and the general public), input from the TE Advisory Committee, and by the Oregon Transportation Committee (OTC).

Application Period: Opens in May, Notice of Intent is due in June, full application is due in September. Any proposed project that impacts a State highway must be submitted to the ODOT Area Manager in August for endorsement.

Applicants: Tax-funded public agencies (local, state, and federal agencies, tribes, ports, MPOs) or a private organization in partnership with a public agency.

Program Website: <http://www.oregon.gov/ODOT/HWY/LGS/enhancement.shtml>

Administrator: Patricia Fisher, ODOT Local Government Section
(Patricia.R.Fisher@state.or.us, 503-986-3528)

Special City Allotment (SCA)

Available Funds:	\$1,000,000 (Statewide)
Funds Awarded:	\$50,000/City
Funding Source:	State of Oregon Gas Tax
Matching Funds:	Not Required
Awarded For:	Streets not a part of the State Highway System which are deemed inadequate for the capacity they serve or are in a condition detrimental to safety. Funds may also be used to improve sidewalks.
Selection:	<p>Applications are evaluated based on: traffic volume, city's population growth, the existing surface condition of the proposed project, and the length of time since an SCA grant was last awarded to the city.</p> <p>City can receive ½ of the grant amount up-front (by providing plans and specifications), and the remaining amount upon completion of the project.</p>
Application Period:	Opens in April, applications are due in June, and projects are selected in August of each year.
Applicants:	Oregon cities with a population \leq 5,000
Program Website:	
Administrator:	Dave Galati, ODOT MPO/Local Government Liaison (David.A.Galati@state.or.us , 503-986-3441)

Safe Routes to School (SRTS) – Infrastructure Projects

- Available Funds:** \$2.2 million/year for infrastructure (Statewide)
- Funds Awarded:** \$200,000 - \$500,000 per proposal
- Funding Source:** Federal
- Matching Funds:** Not Required
- Awarded For:** All projects must be located within a 2-mile radius of a qualifying K-8 school facility.
- Solutions that improve the physical conditions for walking and bicycling and have the potential to reduce pedestrian and bicycle conflicts with motor vehicle traffic; reduce traffic volume at schools; and/or establish safer and fully accessible crossings, walkways, trails, or bikeways. Projects include: sidewalk, traffic calming and speed reduction, pedestrian and bicycle crossings, on and off-street bicycle facilities, off-street pedestrian facilities, secure bicycle parking facilities, and traffic diversion. Projects may have multiple sites and benefit multiple schools.
- Selection:** Projects are evaluated and selected through a competitive process based on the written application and field review.
- Application Period:** Opens in October, Notice of Intent is due in November, and the full application is due in January. Projects are awarded in May.
- Applicants:** School districts, qualified K-8 schools (public, private, parochial, charter, and alternative education programs), state and local government in cooperation with a school or school district, or a nonprofit organization in partnership with a qualified school, school district, or state/local government.
- Program Website:** <http://www.oregon.gov/ODOT/HWY/LGS/srts.shtml>
- Administrator:** Infrastructure Projects: Dave Galati, ODOT MPO/Local Government Liaison (David.A.GALATI@state.or.us, 503-986-3441)
Non-Infrastructure Projects : Julie Yip, ODOT Transportation Safety (Julie.A.YIP@state.or.us, 503-986-4196)

National Scenic Byways

Available Funds: \$43.5 million, nationwide in 2009

Funds Awarded: [7 projects, \$2.2 million to Oregon in 2009]
[7 projects, \$1.8 million to Oregon in 2008]
[9 projects, \$1.4 million to Oregon in 2007]

Funding Source: Federal

Matching Funds: 20% minimum

Awarded For: Funds are awarded for eight categories:

1. State and Tribal Programs – development of designation criteria and themes on a statewide basis, education about management of a program, and planning tourist services
2. Corridor Management Plan – Inventory of the qualities that form the byway’s story, public outreach, maps, and implementation of the plan
3. Safety Improvements – To accommodate increased traffic due to the designation of the roadway
4. Byway Facilities – Inform travelers of the significance of the byway’s intrinsic qualities
5. Access to Recreation – provide access for visitors who otherwise would not be able to access the area
6. Resources Protection – includes inventories and analysis of resources and enhancement, protection, and preservation of resources
7. Interpretive Information – Includes signs, brochures, pamphlets, maps, videos, audio, and websites
8. Marketing Program – Developing a marketing plan, public relations, development of collateral materials, and identification of advertising.

Selection: Applications are selected based on the ability to improve the quality of life in communities by integrating land use, transportation, housing, and conservation of open green space and natural resources. Funding is targeted toward projects that provide the greatest strategic benefit. Projects that benefit the byway traveler, leverage other private or public funds, and that are ready to implement will receive higher priority.

Application Period: Opens in February, application due in April

Applicants: Nominations may be submitted by a local government, through the state, by an Indian Tribe, or by a Federal land management agency

Program Website: <http://www.bywaysonline.org/>

Administrator: Patrick Moran, ODOT Scenic Byways Program Manager
(Patrick.m.moran@odot.state.or.us 503-986-4261)