

Technical Memorandum

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Project Jackson County Transportation System Plan Update

Subject: Draft Tech Memo #1: Funding Forecast (Task 2.1)

INTRODUCTION

Future federal, state, and local funding for transportation investments is uncertain, creating the challenge to accurately forecast how much is available and which transportation investments qualify. In this context, the Jackson County Transportation System Plan (TSP) Update will provide a prudent and conservative list of capital construction costs, emphasize lower cost methods that strengthen mobility within the county, and increase reliance on technologies to promote efficient streets.

This memorandum presents information on the funding sources that are available for transportation investments that will be identified in the TSP Update. These funding sources include the County's historical transportation revenue and funding forecasts. This memorandum also offers other funding opportunities for the County to consider pursuing in cases of funding gaps when implementing transportation investments through the TSP horizon. This information will help the County evaluate transportation projects, define priorities, and maximize all available funding opportunities to preserve and improve its infrastructure.

HISTORICAL FUNDING SOURCES

Understanding the County's historical funding sources for transportation investments helps to forecast potential funding available for TSP projects through the planning horizon, year 2042, as well as identify funding needs. Based on data provided by the County, System Development Charges and the County's General Road Fund have been the primary sources of revenue for TSP projects; however, grants have contributed to TSP projects as well. Most of the County's General Road Fund supports County operations and procuring capital equipment, leaving a total of approximately \$2.9 million each year on average for TSP projects (including SDC funds).

General Road Fund

The County's General Road Fund revenues are primarily generated by the State gas tax, taxes on heavy trucks, and vehicle licensing and registration fees. General Road Fund expenditures are restricted to construction, reconstruction, improvement, repair, maintenance, operation, use, and policing of public highways, roads, and streets within the County. The County currently receives an annual average of \$19 million in General Road Fund revenues of which \$2.75 million is earmarked for capital improvements. This

represents an annual increase of \$8 million in General Road Fund revenues and \$2.74 million in earmarks since 2015. Of the \$2.75 million in earmarks, \$1 million is allocated towards overlay projects, \$150,000 is allocated for various safety projects, \$500,000 is allocated toward chip sealing gravel roads, and \$1.35 million is allocated towards projects identified in the TSP. The County expects General Road Fund Revenues to remain flat over the planning horizon.

System Development Charges

System Development Charges (SDCs) are fees assessed on development for impacts created to public infrastructure. All revenue is dedicated to capital improvement projects designed to accommodate growth. The County can offer SDC credits to developers that provide public improvements beyond the required street frontage, including those that can be constructed by the private sector at a lower cost. The County currently receives an annual average of \$575,000 in SDC funds. This represents an annual increase of \$285,000 in SDC funds since 2015. The County expects SDC funds to increase over the planning horizon with an escalation rate of 2% per year.

Historical funding data provided by the County for the previous 10-year period is summarized in Table 1.

Table 1: Historical Funding Sources

Funding Source	Fiscal Year									
	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
SDCs	\$0.6M	\$0.4M	\$0.3M	\$0.3M	\$0.8M	\$0.4M	\$0.5M	\$0.6M	\$0.5M	\$0.7M
General Road Fund	\$16.8M	\$17.8M	\$16.8M	\$18.3M	\$18.0M	\$16.8M	\$20.7M	\$22.4M	\$29.2M	\$24.8M
County Operations/ Capital Equipment	-\$15.8M	-\$16.3M	-\$15.1M	-\$15.8M	-\$14.8M	-\$16.0M	-\$17.8M	-\$17.8M	-\$26.0M	-\$22.2M
Total Capital Funding Available	\$1.6M	\$1.9M	\$2.0M	\$2.8M	\$4.0M	\$1.2M	\$3.4M	\$5.2M	\$3.7M	\$3.3M

Grants

Jackson County has historically benefited from several other revenue sources, such as transportation improvement grants and other miscellaneous programs administered by the Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). Although they are not considered consistent and reliable funding sources, they have contributed (or will contribute) to several major projects identified in the County's Capital Improvement Plan (CIP). These other revenue sources include:

- Surface Transportation Block Grant (STBG)
- All Roads Transportation Safety (ARTS) program
- Statewide Transportation Improvement Program (STIP)
- Congestion Mitigation and Air Quality (CMAQ) program

Surface Transportation Block Grant (STBG) Program

STBG funds are flexible federal dollars that can be used for County projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, or tunnel on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The County can either apply 100 percent of these funds toward projects that comply with federal regulations or 90 percent toward projects that do not have federal constraints. The County currently receives an annual average of \$685,000 in STBG funds (after the 90% fund exchange). The County expects STBG funds to remain flat over the planning horizon.

All Roads Transportation Safety (ARTS) Program

ARTS funds are intended to address safety needs on all public roads in Oregon. By working collaboratively with local road jurisdictions (cities, counties, MPO's, and tribes), ODOT expects to increase awareness of safety on all roads, promote best practices for infrastructure safety, compliment behavioral safety efforts, and focus limited resources to reduce fatal and serious injury crashes across the state. The program is data driven to achieve the greatest benefits in crash reduction and should be blind to jurisdiction. The ARTS program primarily used federal funds from the Highway Safety Improvement Program (HSIP). The County recently received over \$1,000,000 in ARTS funds for improvements on East Evan Road.

Congestion Mitigation and Air Quality (CMAQ) Program

CMAQ funds are for projects that help reduce emissions and meet national air quality standards, such as transportation demand management programs, bicycle and pedestrian improvements, public transportation projects, diesel retrofits, and vehicle emission reduction programs. All types of non-motorized transportation projects are eligible for CMAQ funding. States are required to provide a non-federal match for program funds (which has not been the case historically for Federal lands highway funding). The County recently received over \$1 million in CMAQ funds for improvements on Crews Road, Foothill Road, and Clay Street.

The County expects to continue to receive ARTS and CMAQ funds, as well as funds from other state and federal grant programs over the planning horizon. Given the variability in the amount of grant funding the County receives, the County conservatively expects to receive an annual average of \$750,000 in grant funding over the planning horizon.

FUNDING FORECAST

The historical funding data shows that the County expects to continue to receive funds from a variety of federal, state, and local sources; however, the amount of funds could vary over time. This section provides funding forecasts for the County for implementation of future TSP projects. The forecasts include three possible scenarios that reflect the historical funding data as well as discussions with County staff. The forecasts are intended to model what revenue the County could anticipate over the next 20 years through the TSP planning horizon and range from conservative to ideal.

Scenario 1 (Conservative)

Scenario 1 assumes the County will continue to receive an annual average of \$685,000 in STBG funds (after the 90% fund exchange); the County will continue to receive an annual average of \$575,000 in SDCs with an annual escalation rate of 2% per year, and the County will continue to earmark \$2.75 million from the General Road Fund for capital improvements, including \$1 million towards overlay projects, \$150,000 towards various safety projects, \$500,000 towards chip sealing gravel roads, and \$1.35 million towards projects identified in the TSP. Table 2 summarizes the Scenario 1 (Conservative) funding forecast. As shown, this forecast assumes there will be \$49.6 million available to fund projects in the TSP. This represents a \$21.6 million increase in the forecast since 2015.

Table 2: Scenario 1 (Conservative) Funding Projection

Funding Source	Fiscal Year Timeframe		
	2022-23 to 2026-27 (First 5 Years)	2027-28 to 2031-32 (Second 5 Years)	2032-33 to 2041-42 (Last 10 Years)
STBG (at 90%)	\$3.4M	\$3.4M	\$6.8M
SDC	\$3.0M	\$3.3M	\$7.7M
General Road Fund	\$13.8M	\$13.8M	\$27.5M
Total	\$20.2M	\$20.5M	\$42.0M
<i>Less Overlay/Safety Projects/ Chip Sealing Gravel Roads</i>	<i>-\$8.3M</i>	<i>-\$8.3M</i>	<i>-\$16.5M</i>
Net Total	\$11.9M	\$12.2M	\$25.5M

Scenario 2 (Moderate)

In addition to the funds identified in Scenario 1, Scenario 2 assumes the County will receive an annual average of \$750,000 in grants from a variety of sources. Table 3 summarizes the Scenario 2 (Moderate) funding forecast. As shown, this forecast assumes there will be \$64.7 million available to fund projects in the TSP. This represents a \$36.7 million increase in the forecast since 2015.

Table 3: Scenario 2 (Moderate) Funding Projection

Funding Source	Fiscal Year Timeframe		
	2022-23 to 2026-27 (First 5 Years)	2027-28 to 2031-32 (Second 5 Years)	2032-33 to 2041-42 (Last 10 Years)
Scenario 1 (Total)	\$20.2M	\$20.5M	\$42.0M
Scenario 1 (Net Total)	\$11.9M	\$12.2M	\$25.5M
Grants	\$3.8M	\$3.8M	\$7.5M
Total	\$24.0M	\$24.3M	\$49.5M
Net Total	\$15.7M	\$16.0M	\$33.0M

Scenario 3 (Ideal)

Scenario 3 includes the same funds as scenarios 1 and 2; however, funds from the STBG program are assumed to be 100% of the available funding and funding from the General Road Fund includes an assumed escalation rate of 0.7% to reflect estimated population growth¹. Table 4 summarizes the Scenario 3 (Ideal) funding forecast. As shown, this forecast assumes there will be \$68.4 million available to fund projects in the TSP. This represents a \$40.4 million increase in the forecast since 2015.

Table 4: Scenario 3 (Ideal) Funding Projection

Funding Source	Fiscal Year Timeframe		
	2022-23 to 2026-27 (First 5 Years)	2027-28 to 2031-32 (Second 5 Years)	2032-33 to 2041-42 (Last 10 Years)
STBG (at 100%)	\$3.8M	\$3.8M	\$7.5M
SDC	\$3.0M	\$3.3M	\$7.7M
General Road Fund (0.7% escalation)	\$13.9M	\$14.4M	\$30.4M
Grants	\$3.8M	\$3.8M	\$7.5M
Total	\$24.5M	\$25.3M	\$53.1M
<i>Less Overlay/Safety Projects/ Chip Sealing Gravel Roads</i>	-\$8.3M	-\$8.5M	\$17.7M
Net Total	\$16.2M	\$16.8M	\$35.4M

As indicated above, the three funding forecast scenarios are higher than the forecast in the current TSP by \$21.6 to \$40.4 million over the 20-year planning horizon. The forecasts will be considered during project development and prioritization (e.g., Conservative Funding Scenario can help identify high priority, Tier I projects, while the Moderate and Ideal Funding Scenarios can help determine, medium and low priority Tier I and Tier II projects). Despite the funding forecast, the County may need to identify additional funding sources to implement projects in the TSP.

ADDITIONAL FUNDING SOURCES

Additional funding sources are summarized below. The sources are organized by local, state, and federal funding mechanisms and are tailored to transportation-specific investments. In addition to these sources, the County may also seek state and federal grant opportunities where transportation facilities are a secondary focus of the funds. For example, the Statewide Transportation Improvement Fund (STIF) is intended for transit service, facility, and operations improvements, but transportation projects that improve access to transit – such as sidewalks or bike lanes leading to transit stops – could also be eligible for funds.

¹Average annual growth rate based on Portland State University population growth forecasts for Jackson County between 2022 and 2045.

Local Funding Mechanisms

Potential local-level funding sources are summarized in Table 5. These funding sources can be used currently to fund capital projects or may be considered by the County for implementation as new funding sources. Including this table in the TSP does not create new funding sources but rather presents the various funding sources that local governments throughout Oregon have utilized. In general, local funding sources are more flexible than funding obtained from state or federal grant sources.

Table 5: Potential Local Funding Mechanisms

Funding Source	Description	Potential Application
Street Utility Fees/Road Maintenance Fees	A fee based on the number of automobile trips that a particular land use generates; usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system.	System-wide transportation facilities including streets, sidewalks, and bikeways.
Transportation System Development Charges (SDC)	SDCs are fees assessed to development for impacts on public infrastructure. SDCs may be an improvement fee, a reimbursement fee, or a combination thereof. Reimbursement fee revenues are dedicated to capital projects that increase capacity to meet the needs of growth. SDC credits are provided to developers for public improvements they construct which add capacity to the system beyond that required to serve their development. SDC credits may also be given for development provisions that reduce vehicular capacity demand on the transportation system, such as providing end-of-trip bike facilities within the new development.	SDCs may only be used for the portion of transportation improvements that generate additional capacity demand related to growth. Although a current funding source for the County, this revenue could be increased.
Stormwater SDCs, Grants, and Loans	SDCs, grants, loans, and stormwater improvement fees can be obtained for improving stormwater management facilities constructed as part of transportation system improvements.	SDCs may only be used for the portion of transportation improvements that generate additional stormwater management capacity related to growth.
Local Fuel Tax	A local tax can be assessed on the purchase of fuel within the County. This tax is added to the cost of fuel at the pump, along with the state and federal fuel taxes.	System-wide transportation facilities including streets, sidewalks, and bikeways.
Incentives	The County could provide enticements such as bonus densities and flexibility in design in exchange for a public benefit. Examples might include providing additional bicycle parking in exchange for bonus densities. Incentives may be used with SDC methods to reduce transportation impacts from new development.	System-wide transportation facilities including streets, sidewalks, bikeways, and transit.
Public/Private Partnerships	Public/private partnerships have been used around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities. These partnerships could be used to provide services such as vehicle charging stations, public parking lots, bicycle lockers, or car share facilities.	System-wide transportation facilities including streets, sidewalks, bikeways, and transit.
Tax Increment Financing (TIF)	TIF is a tool that cities and counties may use to create special districts (tax increment areas) where public improvements are made to generate private-sector development. During a defined period, the County freezes the tax base at the pre-development level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can	System-wide transportation facilities including streets, sidewalks, bikeways, and transit.

Funding Source	Description	Potential Application
	go into a special fund created to retire bonds issued to originate the development or leverage future improvements. A number of small-to-medium sized communities in Oregon have implemented, or consider implementing, urban renewal districts that will result in a TIF revenue stream.	
Street District	Oregon state law (Oregon Revised Statute 371) allows for the formation of special streets taxing districts for purposes of constructing and maintaining streets within the taxing district boundaries. A Street District would be a separate entity from Jackson County, with its own property tax levy rate and an elected board of commissioners. Those within the potential district boundaries must vote on the creation of a Streets District.	Street improvement projects.
Revenue and General Obligation Bonds	Bonding allows municipal and county government to finance construction projects by borrowing money and paying it back over time, with interest. Financing requires smaller regular payments over time compared to paying the full cost at once, but financing increases the total cost of the project by adding interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote. These bonds add the cost of improvement to property taxes over time.	Construction of major capital improvement projects within the County, street maintenance and incidental improvements.
Economic Improvement Districts (EIDs)	EIDs pool funds from area businesses to make improvements in the business district.	Transportation facilities including streets, sidewalks, bikeways, and transit located within the EID area.
Local Improvement Districts (LIDs)	LIDs pool funds from property owners to make local transportation improvements.	Transportation facilities including streets, sidewalks, bikeways, and transit located within the LID area.
Street Fund Serial Levy	This levy is a voter-approved property tax levied in addition to the permanent tax rate.	Operations or capital programs.
Vehicle Registration Fee	An extra fee on all registered motor vehicles in the County. Requires County-wide approval and implementation.	Operations or capital programs. Although a current funding source for the County, this revenue could be increased by the extra fee.
Urban Growth Management Agreement (UGMA)	UGMAs are intergovernmental agreements that outline how facilities are managed in the areas outside City limits, but inside City Urban Growth Boundaries (UGB).	Transportation facilities including streets, sidewalks, and bikeways within UGBs
Hotel/Motel Taxes	Under state law, 70% of revenues from such taxes must fund programs boosting tourism. Many jurisdictions have hotel/motel taxes and could use a portion of the revenue for transportation investments.	Tourism, economic development, and sidewalk improvement programs.
Dedicated Property Taxes	Washington County has a dedicated property tax to fund its Major Streets Transportation Improvement Program. Since 1986, the Program has funded \$900 million of new roads, sidewalks, bridges, and bikeways. Voters approved the funding source multiple times. Today, the program raises an average of \$44 million per year. Washington County also has a property tax to support its Urban Road Maintenance District, levying 25 cents per \$1,000 assessed value; the program raises about \$4.4 million/year for local roadway maintenance.	System-wide transportation facilities.

State and Federal Funding Mechanisms

In addition to local funding sources, the County can seek opportunities to leverage funding from state and federal funding sources. Table 6 outlines state and federal sources and their potential applications. State and federal sources change regularly as new transportation legislation is passed or existing legislation is modified. Potential state funding sources are limited and competitive. Any future improvements that rely on state funding may require County and regional consensus that they are more important than needs elsewhere in the region and the state.

Table 6: Potential State and Federal Funding Mechanisms

Funding Source	Description	Potential Application
State Fundings Mechanisms		
Statewide Transportation Improvement Program (STIP)	STIP is the State of Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.	Projects on any facility that meet the benefit categories of the STIP. (Historic, periodic source of revenue for the County.)
Transportation and Growth Management (TGM) Grants	TGM grants are planning grants administered by ODOT and awarded on an annual basis. They are generally awarded to projects that will lead to more livable, economically vital, transportation efficient, sustainable, and pedestrian-friendly communities. The grants are awarded in two categories: transportation system planning and integrated land use/transportation planning.	Transportation system plans and planning efforts that integrate land use and transportation. (Historic, periodic source of revenue for the County.)
All Roads Transportation Safety Program (ARTS)	The federal Highway Safety Improvement Program (HSIP) is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns within the county, consistent with Oregon's Transportation Safety Action Plan. (Historic, periodic source of revenue for the County.)
Immediate Opportunity Fund (IOF)	The IOF is discretionary and provides funding for transportation projects essential for supporting site-specific economic development projects. These funds are distributed on a case-by-case basis in cooperation with the Oregon Economic and Community Development Department. These funds can only be used when other sources of financial support are insufficient or unavailable. These funds are reserved for projects where a documented transportation problem exists or where private firm location decisions hinge on the immediate commitment of road construction. A minimum of 50 percent match is required from project applications.	Any identified projects that would improve economic development in the county and where there are documented transportation problems.
Connect Oregon	Lottery-backed bonds distributed to air, marine, and rail projects statewide. No less than 10 percent of Connect Oregon funds must be distributed to each of the five regions of the state, if there are qualified projects in the region. The objective is to improve the connections between the highway system and other modes of transportation.	System-wide transportation facilities.
Oregon Parks and Recreation Local Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. Local match is required.	Trails and other recreational facility development or rehabilitation.

Funding Source	Description	Potential Application
Oregon Transportation Infrastructure Bank (OTIB)	A statewide revolving loan fund is available to local governments for many transportation infrastructure improvements, including highway, transit, and non-motorized projects. Most funds made available through this program are federal; streets must be functionally classified as a major collector or higher to be eligible for loan funding.	Infrastructure improvements to major collectors or higher classified roads for vehicle, transit, and non-motorized travel.
State Highway Fuel Tax Increase or User Fee	ODOT is currently researching a state user fee for drivers to address steady or declining state gas tax revenues. An increase in the state gas tax or a user fee would need to pass through state legislation and would increase the state's transportation funds.	System-wide transportation facilities including streets, sidewalks, bikeways, and transit.
Multi-modal Active Transportation Fund	This fund invests in multimodal transportation infrastructure improvements across Oregon.	Pedestrian and bicycle-related projects.
Safe Routes to School (SRTS)	SRTS, administered by ODOT, focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school.	Pedestrian and bicycle-related projects within the vicinity of local schools.
Oregon Community Paths (OCP)	This State of Oregon program combines funds from the Multimodal Active Transportation Fund, Oregon Bicycle Excise Tax, and federal Transportation Alternatives Program to help communities create and maintain connections with primarily off-street pedestrian and bicycle facilities.	Off-street pedestrian and bicycle facilities (primarily).
Small City Allotment Funds	ODOT allocates dollars to fund transportation projects for Oregon's smallest communities. Eligible cities must have a population of less than 5,000 as of the most recent Census.	System-wide transportation facilities including streets, sidewalks, bikeways, and transit.
ODOT Bridge Program	ODOTs Bridge Section coordinates selection and funding of Federal Highway Bridge Program bridges through the Local Agency Bridge Selection Committee, a committee of city, county, and state representatives. Local agency bridges are prioritized using a Technical Ranking System and selected in categories of Large (30,000+ square feet of deck area), Small On-System, and Small Off-System.	Bridges.
ODOT Emergency Operations Program Funding	A federal program that provides emergency funding for repair or reconstruction of highways and roads damaged during natural disasters or catastrophic failures. ODOT's Maintenance and Operations Branch administers the Emergency Operations Program and can assist local agencies navigate the Emergency Repair process.	Highway and bridge repair from natural disasters or catastrophic failures.
Transportation Options	The TO program focuses on implementation of the Oregon Transportation Options Plan, including: managing demand across the transportation system; educating students and the public on travel options and how to safely use them; connecting veterans, low income populations, communities of color, and others with ways to get to and from work or school; supporting vanpooling; and more.	Projects supporting implementation of the Oregon Transportation Options Plan.
State Transit Improvement Fund (STIF) and Public Transportation Funds	STIF is a newer dedicated source of funding under Section 122 of the House Bill (HB) 2017 Transportation Funding Package for improving or expanding public transportation service in Oregon.	Pedestrian and bicycle improvements that provide connections to transit.

Funding Source	Description	Potential Application
State Highway Trust Fund/Bicycle Bill	When roads are constructed or reconstructed, Oregon law requires walkways and bikeways be provided. Additionally, all agencies receiving State Highway Funds are required to spend at least 1% of those funds on bicycle and/or pedestrian infrastructure improvements (ORS 366.514). Currently, cities and counties receive 20% and 30% of the state's highway trust funds, respectively, which can be used for walking and biking projects along roads.	Bicycle and pedestrian projects.
Sidewalk Improvement Program (SWIP)	ODOT's SWIP builds pedestrian and bicycle facilities on state roads and local roads that help people moving across or around the state system.	Bicycle and pedestrian projects.
Various Public or Private Grant Programs	Many public and private grant programs exist, such as People for Bikes, that offer funding support for transportation infrastructure. New such grant programs are formed often and should be regularly tracked by the County.	Various depending on the grant program.
Federal Funding Mechanisms		
Infrastructure Investment and Jobs Act (IIJA)	The IIJA (aka "Bipartisan Infrastructure Law," BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs (resilience, carbon reduction, bridges, electric vehicle charging infrastructure, wildlife crossings, and reconnecting communities) and increased funding. Oregon will receive over \$4.5 billion over the next five years.	Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges, and address climate change.
Infrastructure for Rebuilding America (INFRA)	INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.	Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Discretionary Grant program invests in road, rail, transit, and port projects that promise to achieve national objectives. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies).	Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact.
National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	NHS roads and bridges (and non-NHS bridges so long as bridge condition provision requirements are satisfied).
Highway Safety Improvement Program (HSIP)	The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Safety projects.
Congestion Mitigation and	CMAQ is a federally-funded program for surface transportation improvements designed to improve air quality and mitigate	All types of transportation projects that improve air

Funding Source	Description	Potential Application
Air Quality Improvement Program (CMAQ)	congestion. CMAQ funds are apportioned annually to each State according to the severity of its air quality problems. The program is jointly administered by Federal Highway Administration and the Federal Transit Administration.	quality and mitigate congestion. (Historic, periodic source of revenue for the County.)
Transportation Alternatives (TA)	The BIL continues the TA set-aside from the STBG program. Eligible uses of the set-aside funds include all projects and activities that were eligible under the previously spending bill. This encompasses a variety of smaller-scale transportation projects.	Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
Federal Lands Access Program (FLAP)	The Federal Lands Access Program (Access Program) was established 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.	Projects accessing high-use Federal recreation sites or Federal economic generators.
Congressionally Directed or Discretionary Funds	Congressionally Directed funds may be received through either highway program authorization or annual appropriation processes. These funds are generally described as "demonstration" or "earmark" funds.	Highway freight projects on the National Highway Freight Network, NHS highway/bridge projects/project in National Scenic Areas, freight rail/intermodal/port projects, rail-highway grade crossings or grade separation projects.
National Highway Freight Program (NHFP)	The NHFP was created by the FAST Act to invest in freight projects on the National Highway Freight Network. This program is apportioned to States by formula and a State must have had a freight plan in place beginning FY 2018 in order to receive formula funding.	Construction, operational improvements, freight planning, and performance measures.