

TILLAMOOK COUNTY
COUNTY ROAD ADVISORY COMMITTEE MEETING (CRAC)
Monday, January 3, 2022
3:00 PM TO 5:00 PM

[Click here to join the meeting](#) call in number is 1-971-254-3149, Conference ID: 162776352#

1. Call Meeting to Order
2. Review and Approve November 1, 2021, meeting minutes
3. Staffing
4. General Obligation Bond discussion
5. Funding Opportunities
6. Construction and Capital Projects
 - a. Cape Meares Loop Road
 - b. Neskowin Emergency Egress Route
 - c. FEMA Projects
7. Bridges
 - 7a: Bridges Removed from System
 - USFS: Bays Creek Bridge
 - Makinster Bridge
 - 7b: Bridges Completed
 - TCPW: Burton Fraser Road – Fagan Creek: Removed 3-ton load posting
 - TCPW: Miami Foley Road – Minich Creek: Removed 10- ton load posting
 - TCPW: Moss Creek Road – Moss Creek: Removed 3-ton load posting
 - TCPW: Yellow Fir Road – Tillamook River: Removed 10-ton load posting
 - 7c: In-Design
 - ODOT: Miami-Foley Road – Dry Creek
 - ODOT: Miami-Foley Road – Crystal Creek
 - ODOT: Bayocean Road – Dick Creek
 - ODOT: Big Trout Road - Three Rivers
 - SSH: Trask River Road – Green Creek
 - SSH: Trask River Road – Samson Creek
 - SSH: Ekroth Road – Illingsworth Creek

- SSH: Kilchis River Road – Myrtle Creek
- TCPW: Yellow Fir – Tillamook River: Conceptual Phase
- TCPW: Moss Creek Road – Miami River: Conceptual Phase – R/W needs

8. County Road Advisory Committee update

9. Public Comments

10. Next Meeting

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

Date: November 1, 2021

MEMBERS PRESENT: Curt Schonbrod, Anne Price, Bob Garrigues, Gary Hanenkrat and Gus Meyer

STAFF: Chris Laity, Jeanette Steinbach, Treasurer Shawn Blanchard, and Commissioner Erin Skaar

PUBLIC: Joanne Jene and Barbara Aufdermauer

Item 1. Call Meeting to Order: Meeting called to order at 3:00 pm. The Chair, Curt Schonbrod welcomed everyone to the meeting.

Item 2. Review and Approve October 4, 2021, meeting minutes: Bob moved to approve the October minutes, seconded by Anne, unanimously approved.

Item 3. Staffing: Staffing is currently at 21 employees. The Road Department is budgeted for 24 employees. There are two Road Maintenance Equipment Operator II vacancies as well as an Accounting Technician position vacancy. Still not being successful with recruitment for Equipment Operators.

Equipment: Dump truck is ready to be picked up. Two pickups are on order with Tillamook Motor, one will be assigned to the Supervisor and the other as a Flagging pickup. The Forest head, mini chipper and the ditching buckets have proven to be valuable pieces of equipment for quicker mobilization and efficiency.

Item 4. General Obligation Bond (GOB) discussion: Chris verified with the Treasurer's office that the current bond won't be paid till the year 2029 which will be reflected in property taxes. The Bond sunsets in 2023. The summer of 2022 will be the end of the GOB. The GOB shouldered funding that was not expected. The Cape Meares Loop project match and the 2015 storm matches. The Tillamook Bay College bond for the building expires 2027-2028 (0.26 mil), Library expires 2023/2024 (0.65 mil), General Government (1.50 mil), Veterans (0.05 mil), 4-H (0.4 mil), 911 (.20 mil), Transportation District (0.20 mil), Soil & Water Conservation (0.06 mil) and Library Capital expires 2023 (0.05 mil). A consideration would be to approach the voters in 2027/2028 when the College bond expires. Commissioner Skaar commented that the college might be considering another bond for an additional building. The members discussed what needed to be done and felt that going to the voters for another bond when the current bond is not paid off would not be a good strategy. The staff are working on a list of projects with mapping to illustrate all the projects that were made possible by the GOB. The projects also garnered monies from outside sources since the County was able to levy match monies for projects that might have otherwise not been feasible. FHWA is funding Cape Meares Loop project at a total cost of \$24 Mil which the county pays the 10.27% match. This project is vital because if Hwy 131 fails

it would isolate the communities of Oceanside. Barbara reported that she had heard concerns of the County spending too much on this project. Bob reiterated that this project is vital. Bayocean culvert washed out in the 2015 storm and the residents of Cape Meares used logging roads for access to services. There was a couple of culvert washouts that occurred in 2015 and 2016 which left the community of Oceanside isolated. Anne said in response to Gus' comment on going for a permanent levy at the last meeting, Anne was not sure about the advantages or disadvantages of going for a bond vs a permanent levy. The main difference is that the permanent levy does not sunset, and this was the issue with the voters, a bond was more palatable because it did sunset. Barbara Aufdermauer suggested putting signs up that GOB monies were spent so that voters could see that the money is being spent on roads and bridges. Barbara asked how word can get out about all the projects that have been accomplished. Chris is meeting with several community groups and the media discussing what the county road department has accomplished and the projects. He added that he is open to attend any meetings and welcomes any suggestions from the members. Curt Schonbrod said he had planned on writing a letter, but he will wait on further discussion from the members at the next meeting on funding sources.

Item 5 Funding Opportunities: T

- a. Siuslaw RAC Grant: \$65,000. The County will be applying for funding of a road in partnership with the United States Forest Service.
- b. Salmon SuperHwy: \$2.5m is the earmark request for various projects in the county.
- c. ARPA: American Rescue Plan \$5 million: The Road department has several projects to submit to the Commissioners for this grant.
- d. Transportation Bill:
 - i. The Bridge Investment Program provides \$27.5 billion in formula funding with a 20% set-aside for off-system bridges. Additionally, the Rebuilding Rural Bridges Program provides \$1 billion for discretionary grants to inspect, replace, rehabilitate, or preserve off-system bridges or bridges in poor condition in rural areas. Chris said that the county could be eligible for funding. The new Resiliency PROTECT grant program allots \$94 million for Oregon. Tillamook County will likely be able to access the new formula funds and compete well for discretionary grants for roads and bridge projects that provide resilient infrastructure, evacuation routes, and at-risk coastal infrastructure. There is also a 24% increase proposal on the Infrastructure Investments and Jobs Act. The federal forest revenues are currently at \$500,000 although not as much as 20+ years ago, but it is stable income. Chris shared the slide below illustrating the revenue change.



Tillamook County Road Funding



- A** When compared in Real Dollars, the County's total Operating Revenue in FY 2019 is only slightly larger than 22 years ago in 1997.
- B** In 1997, the County employed nearly twice as many Maintenance workers than in 2019.
- Since 1997.....
- C** Annual Federal Forest Fees have dropped from \$2.5 million to just over \$500,000, a five-fold decrease; a ten-fold decrease since 1989.
- D** Annual State Motor Vehicle Fees have increased only modestly as a result of recent statewide legislation (HB 2017).
- E** The loss in Federal Forest Fees is only modestly recovered by the new Transient Lodging Tax.

Item 6. Construction and Capital Projects:

- a. Cape Meares Loop Road: Construction bids to open September 10th. The right of way has been acquired. FHWA is to Let the bid November 10th.
- b. Neskowin Emergency Egress Route: This project is nearing completion. This is a viable emergency route. Paving is planned for next spring.
- c. FEMA Projects:
 - i. Kilchis House: The construction cost is approximately \$2.4m with a \$600k match. Chris is working with Commissioner Skaar on the funding.
 - ii. Hadley Road: This project was estimated at \$1.7m. An option is to relocate the road.
 - iii. Old Wheeler Mohler: Construction scheduled for early next year.
 - iv. East Creek: Environmental assessment work at this stage.
- d. Paving Update: The paving that was not completed in the summer 2021 will be completed in the spring of 2022. The intersection of Pacific and Brooten will be completed in the spring.

Item 7. Bridges:

- a. FHWA: Dry Creek and Crystal Creek on the Miami Foley Road, Dick Creek on Bayocean Road and Big Trout bridge are in design with construction planned for 2023.
- b. SSH: Green Creek and Samson on Trask River Road, Illingsworth on Ekroth Road are currently funded. Myrtle Creek on Kilchis River Road is not funded at this time.

- c. Load rated bridges: Received a report from David Evans that six bridges would be load rated.
 - i. Minich Creek on Miami River Road load limited to 10 tons. This is a deck replacement project. This will be issued to one contractor.
 - ii. Fagan Creek on Burton Fraser Road load limited to 3 tons and Moss Creek on Moss Creek Road is load limited to 3 tons. Beams will be supplied from County's stock. These two repairs will be issued to one contractor.
 - iii. Yellow Fir Road is load limited to 10 tons. This will be repaired by one contractor.

The Board signed an Emergency Order for the repair on the above four bridges which allowed bids and contracts to be signed saving 5 weeks.

- iv. Lagler Bridge on Barber Road is load limited to 10 tons. The plan is to work with property owners to develop another route.
- v. Makinster Bridge on Makinster Road is load limited to 10 tons. Working with Department of Oregon Department of Fish & Wildlife to determine if this bridge can be replaced with a culvert.

Item 8. County Road Advisory Committee member vacancies: Jeanette mentioned that Sherry Newman emailed stating that she is resigning. Jeanette suggested that Curt contact Commissioner Bell stating CRAC members recommendation as a replacement. The members would like to replace someone from the North area, but the last advertisement did not bring in any applicants. According to the by-laws, members can also be selected if they are suitable even though no vacancy exists in the area not represented. The Chair will reach out to the BOCC liaison. With Sherry's resignation, there are two vacancies in North County.

Item 9. Public Comments: Joanne Jene representing Oceanside thanked the Road Department/Sheriff Department for installing the traffic counters and radar speed sign. She would like to know the outcome. Would like a mirror installed on Maxwell Mountain Road. The sign on Cedar/Sunset to move about 20 ft.

Item 13. Next Meeting: The next meeting is January 3, 2022. The members to discuss more about funding at the next meeting. The meeting adjourned at 4:55 p.m.

Infrastructure Investment and Jobs Act (IIJA), H.R. 3684

IIJA program resources and information

NACo: <https://www.naco.org/resources/legislative-analysis-counties-infrastructure-investment-jobs-act>

ODOT: <https://www.oregon.gov/odot/Pages/IIJA.aspx>

FHWA: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

Methodology for Formula and Competitive Funding Estimates

Formula funding estimates are provided by ODOT and represent Oregon's total five year increase in funding over FAST Act levels

Competitive funding estimates are provided by NACo and represent the total five year national appropriation levels

Oregon County Road Formula funding and Grant Program Summary

Formula Programs	Funding	Distribution	New/Existing	Federal Share
All Roads Transportation Safety (ARTS) / Highway Safety Improvement Program (HSIP)	\$65,000,000	Formula	Existing	90% / 100%
The Highway Safety Improvement Program funding has been expanded to include: leading pedestrian intervals, construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds, installation or upgrades of traffic control devices for pedestrians and bicyclists, roadway improvements that provide separation between pedestrians and motor vehicles or between bicyclists and motor vehicles, and a pedestrian security feature designed to slow or stop a motor vehicle.				
Carbon Reduction Formula Program	\$82,000,000	Formula	New	80%
The Carbon Reduction Formula Program requires a state to sub-allocate 65 percent of funds apportioned for this purpose on a per-capita basis to counties and other local governments in the same way STBG funds are distributed. Eligible projects include public transit projects, trails and other projects to facilitate non-motorized users of the road, the replacement of streetlights with energy-efficient alternatives, purchase or lease of zero-emissions construction equipment, among several others.				
For populations of 50,000 or more, a state is required to provide obligation authority (OA). When obligation authority is provided alongside contract authority, the entity in receipt of OA is able to obligate – or spend – the funds designated for their area, versus OA remaining with the state and the state retaining control over project selection.				

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

\$11,479,220 Formula Existing 80% / 84.63%

Flexibility has been expanded in the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by allowing States to spend up to 10 percent of CMAQ funds on certain lock and dam modernization or rehabilitation projects and certain marine highway corridor, connector, or crossings projects if such projects are functionally connected to the Federal-aid highway system and are likely to contribute to the attainment or maintenance of a national ambient air quality standard. This program adds eligibility for shared micro mobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment. This program permits for the Secretary, at the request of an MPO, to assist that MPO with tracking progress made in minority or low-income populations as part of a performance plan.

Federal Lands Access Program (FLAP)

\$1,487,875,000* Formula Existing Up to 100%

The Federal Lands Access Program increased the off-the-top planning allocation to the United States Department of Transportation five percent to 20 percent, and increased the federal share for FLAP projects from 90% to 100%.

Additionally flap funding may be used for contextual wayfinding makers, landscaping, and cooperative mitigation of visual blight.

*The funding estimate for FLAP represents the total five year national appropriation levels, more accurate information will be reported when FHWA produces state allocations.

National Electric Vehicle Formula Program

\$52,000,000 Formula New 80%

The National Electric Vehicle Formula Program was created to provide funding to States to: strategically deploy electric vehicle, charging infrastructure and to establish an interconnected network, and to facilitate data collection, access, and reliability.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

\$94,000,000 Formula New 80%

Counties can use PROTECT formula funding for resilience improvement, community resilience and evacuation route, and at-risk coastal infrastructure improvements.

Bridge Investment Program (BIP) / State Special Bridge Program

\$268,000,000 Formula New 50% / 80%

ODOT is in the process of developing systems for distributing funding for what they are calling the Special Bridge Program.

Surface Transportation Block Grant (STBG) Program - Local Bridge Program

\$34,000,000 Formula Existing 80% / 89.73%

STBG has Increased the off-system bridge set-aside | \$5.18 billion over five years

The STBG set-aside has increased from 15 percent to 20 percent of a state's FY 2009 share of the no-longer-existent Highway Bridge Program, resulting in an increase of \$258 million annually from current law. Low-water crossings are now eligible.

Surface Transportation Block Grant (STBG) Program - Transportation Alternatives Program (TAP)

\$37,000,000 Formula Existing 80% / 89.73%

The percentage of STBG states are required to sub-allocate to local governments based on population increased from 50 to 59 percent, and an option is available for states to sub-allocate up to 100 percent.

Competitive Programs	Funding	Distribution	New/Existing	Federal Share
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Active Transportation Infrastructure Investment Program	\$200,000,000	Competitive	New	80%
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The Active Transportation Infrastructure Investment Program funds are allocated for facilitating significant increases in walking and bicycling by increasing safety, providing access to jobs and services, creating active transportation spines, or connecting two or more communities

Bridge Investment Program (BIP)	\$12,510,000,000	Competitive	New	50% - 80%
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Counties can apply directly to USDOT for the competitive portion of the BIP to carry out small and large bridge projects. Eligible projects are defined as those meeting the following goals, including:

- (1) Reducing the number of bridges already in poor condition or those that are in fair condition but are at risk of falling into poor condition in the next three years
- (2) Reducing the number of bridges and the amount of individual vehicle miles traveled (VMT) over bridges in poor or vulnerable condition, as well the VMT over bridges that do not meet current design standards or that have weight restrictions

Capital Investment Grant (CIG)	\$15,000,000,000	Competitive	Existing	80%
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The bill makes several changes to the Capital Investment Grant program, including:

- (1) Raising the threshold for federal assistance from \$100 million to \$150 million and total project cost from \$300 million to \$400 million for Small Starts projects
 - (2) Requiring New Starts, Small Starts and core capacity improvement project applicants to make progress toward meeting the performance targets set in section 5326(c)(2) in order to receive a grant
 - (3) Requiring core capacity improvement projects be located in a corridor that is projected to be at or over capacity within the next ten years, rather than the next five years, before moving into the engineering phase
 - (4) Allowing applicants to bundle multiple projects that meet certain requirements and restrictions
- Requiring USDOT to establish a CIG Dashboard displaying information on each project seeking a grant agreement.

Charging and Fueling Infrastructure Grants	\$2,500,000,000	Competitive	New	80%
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Counties can apply directly to USDOT for Charging and Fueling Infrastructure funds to carry out eligible projects that promote the deployment of infrastructure for EVs and hydrogen, propane and natural gas in designated areas. Propane refueling infrastructure is restricted to medium and heavy-duty vehicles.

Fifty percent of total program funds will be distributed annually through Community Grants for the installation of EV and alternative fueling infrastructure on public roads, schools and in other publicly accessible locations. Rural areas, low- and middle-income neighborhoods, and communities with either limited parking or a high number of multiunit housing will be prioritized for awards. The federal cost share will be 80 percent, with an additional requirement that – as a condition of contracting with an eligible entity to carry out a project under this section – a private entity is responsible for the local match.

Congestion Relief Program**\$250,000,000****Competitive****New****80%**

Funds from a grant under the Congestion Relief Program may be used for a project or an integrated collection of projects, including planning, design, implementation, and construction activities, to achieve the program goals, including--

- (1) deployment and operation of an integrated congestion management system;
- (2) deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing;
- (3) deployment and operation of mobility services, including establishing account-based financial systems, commuter buses, commuter vans, express operations, paratransit, and on-demand microtransit; and
- (4) incentive programs that encourage travelers to carpool, use non highway travel modes during peak period, or travel during non peak periods.

Culvert removal, replacement and restoration grant program**\$4,000,000,000****Competitive****New****80%**

Counties can apply directly to USDOT for the Culvert removal, replacement and restoration grant program to carry out eligible projects that replace, remove or repair culverts that would improve or restore fish passage for certain fish, with a priority given those species who are endangered or at risk of becoming endangered, or projects that address fresh-water runoff that impact certain marine life.

USDOT is required to provide technical assistance to underserved communities. The section authorizes \$800 million annually, with a federal share of no more than 80 percent.

Healthy Streets Program**\$500,000,000****Competitive****New****80% - 100%**

Counties can apply directly to USDOT for the Healthy Streets Program to install cool and/or porous pavements or to expand tree cover with the goal of reducing urban heat centers and improving air quality. Priority will be given to applicants who:

- (1) Are proposing projects in low-income or disadvantaged communities
- (2) Have entered into a community benefits agreement with community representatives
- (3) Are partnering with a qualified youth or conservation corps

Local and Regional Project Assistance (Rebuilding American Infrastructure with Sustainability and Equity-RAISE)**\$7,500,000,000****Competitive****Existing****80%**

Counties can apply for a RAISE project that is: a highway or bridge project; a public transportation project, a passenger rail or freight rail transportation, a port infrastructure investment project (with limitations), the surface transportation components of an airport project, a project for investment in a surface transportation facility located on Tribal land, or a project to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species.

National Infrastructure Project Assistance	\$10,000,000,000	Competitive	New	60%
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Counties can apply only for a National Infrastructure Project Assistance that is: a highway or bridge project carried out on the National Multimodal Freight Network, National Highway System, a freight intermodal (including public ports) or freight rail project that provides a public benefit, a railway-highway grade separation or elimination project; or an intercity passenger rail project.

Nationally Significant Federal Lands and Tribal Projects Program	\$12,500,000	Competitive	Existing	100%
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No changes were made to eligibility.

Nationally Significant Multimodal Freight and Highway Programs (INFRA)	\$8,000,000,000	Competitive	Existing	60% / 80%
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Counties can apply directly to USDOT for INFRA grants, which are awarded on a competitive basis, to carry out a variety of eligible projects, including for:

- (1) Highway freight project on the National Highway Freight Network
- (2) Highway or bridge project, including to add capacity for improve mobility
- (3) Intermodal or freight projects
- (4) Rail-highway grade crossing separation

Additionally, to be eligible for INFRA grants, a project must reasonably be expected to have costs that equal or exceed: \$100 million; or for a project located in a single state, 30 percent of the state's federal-aid highway apportionment for the most recently completed FY OR for projects located in multiple states, 50 percent of the federal-aid highway apportionment of the state with the largest apportionment for the most recently completed FY.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	\$87,000,000,000	Competitive	New	80%
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In addition to a formula component, the new Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program includes:

- (1) Enhancing the resilience of infrastructure assets, including projects to improve the resilience of surface transportation assets and evacuation routes
- (2) Ensuring continuity of operations and/or rapid recovery of communities where a natural disaster has occurred
- (3) Utilizing and improving natural coastal infrastructure
- (4) The program creates four subgrants to distribute the funds:
 - Planning Grants (\$140 million)
 - (1) Resilience Improvement Grants (\$980 million)
 - (2) Community Resilience and Evacuation Route Grants (\$140 million)
 - (3) At-Risk Coastal Infrastructure Grants (\$140 million)
 - (4) The federal cost share ranges from 80 to 100 percent for various projects eligible under this section. There are also opportunities to reduce the

Railroad Crossing Elimination Program

\$2,500,000,000

Competitive

New

80%

Counties can apply directly to USDOT for Railroad Crossing Elimination Program funds, at an 80 percent federal cost share, to meet the following goals of:

- (1) Eliminating frequently blocked at-grade crossings
- (2) Improving the health and safety of communities
- (3) Reducing the impacts of rail operations on underserved communities
- (4) Improving mobility and commerce

\$500 million will be provided annually for eligible projects, including:

- (1) Closing or separating at-grade crossings
- (2) Track relocation
- (3) Installing protective devices and other technological solutions that improve safety
- (4) Planning, environmental review and design activities related to an eligible project

Reconnecting Communities Pilot Program

\$500,000,000

Competitive

New

80%

Reconnecting Communities Pilot Program has Planning Grants and Capital Construction Grants

Planning Grants | \$150 million over five years. Counties can apply directly to USDOT for planning funds to carry out feasibility studies on the impact of removing or mitigating physical infrastructure barriers, including within communities, to improve accessibility and facilitate economic development at an 80 percent federal share. Applications will be evaluated on criteria including the age of the facility, its impact on accessibility and its current role in meeting traffic demands.

Capital Construction Grants | \$350 million over five years. USDOT will make awards to the owner of an eligible facility, including at-grade crossings, limited access highways, viaducts and other principal arterial facilities acting as a barrier. The facility owner could partner with a county to carry out eligible projects, including the removal, retrofit or mitigation of an eligible facility and the replacement of an existing facility with a new facility that restores connectivity.

Rural Surface Transportation Grant Program

\$2,000,000,000

Competitive

New

80%

Under the Rural Surface Transportation Grant Program, a rural area is defined as "an area outside an urbanized area with a population over 200,000." Eligible counties can apply directly to USDOT for these funds to carry out a wide variety of highway and bridge projects that increase connectivity, improve safety, and facilitate the movement of goods and people. Counties can also bundle projects.

No more than 10 percent of funds can be used toward project with costs less than \$25 million. Finally, USDOT must reserve 15 percent annually of funds made available under this section to provide grants for eligible projects in states with rural roadway fatalities as a result of lane departures that are higher than the national average.

Safe Routes to School **\$570,000,000** **Competitive** **Existing** **100%**

Amounts apportioned to a State under the Safe Routes to School program may be used for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

Safe Streets and Roads for All Grant Program **\$1,000,000,000** **Competitive** **New** **80%**

Counties can apply directly to USDOT for competitive Safe Streets and Roads for All awards to support and implement local safety initiatives to prevent death and serious injury on roads and streets, known as Vision Zero and Toward Zero Deaths national strategies

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program **\$500,000,000** **Competitive** **New** **100%**

Counties can apply directly to USDOT for SMART awards to carry out demonstration projects focused on smart community technologies and systems, including those focused on:

- (1) Coordinated automation
- (2) Connected vehicles
- (3) Intelligent, sensor-based infrastructure
- (4) Systems integration
- (5) Commerce delivery and logistics
- (6) Drones
- (7) Smart grid technologies

Both development and construction phase activities are eligible costs. Certain restrictions apply, including:

- (1) No more than 40 percent of the funds awarded to primarily benefit large communities
- (2) No more than 30 percent awarded to benefit mid sized communities
- (3) No more than 30 percent awarded to benefit rural communities

Stopping Threats on Pedestrians **\$25,000,000** **Competitive** **New** **100%**

Counties can apply directly to USDOT for Stopping Threats on Pedestrians funds for bollard installation, defined as a "project to install raised concrete or other metal posts on a sidewalk adjacent to a roadway to are designed to slow or stop a vehicle." The federal share is up to 100 percent.

Wildlife Crossings Pilot Program **\$350,000,000** **Competitive** **New** **80%**

Counties can apply directly to USDOT for this Wildlife Crossings Pilot competitive grant program to carry out eligible projects that reduce collisions and/or improve habitat connectivity.