

Active Transportation Funding

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Joint Committee on Transportation

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EVERYONE WALKS+ROLLS

In Oregon



Safe Pedestrian Infrastructure

- **All** people using Oregon's transportation system walk or roll at one point in their trip
- **41%** of Oregonians frequently or occasionally choose to walk the entire way to work or school
2023 Oregon Transportation Needs and Issues Survey
- **Sidewalks and safe street crossings** connect to workplaces, businesses, schools and more
 - On State highways in urban areas, ODOT is missing over 2,000 miles of sidewalk

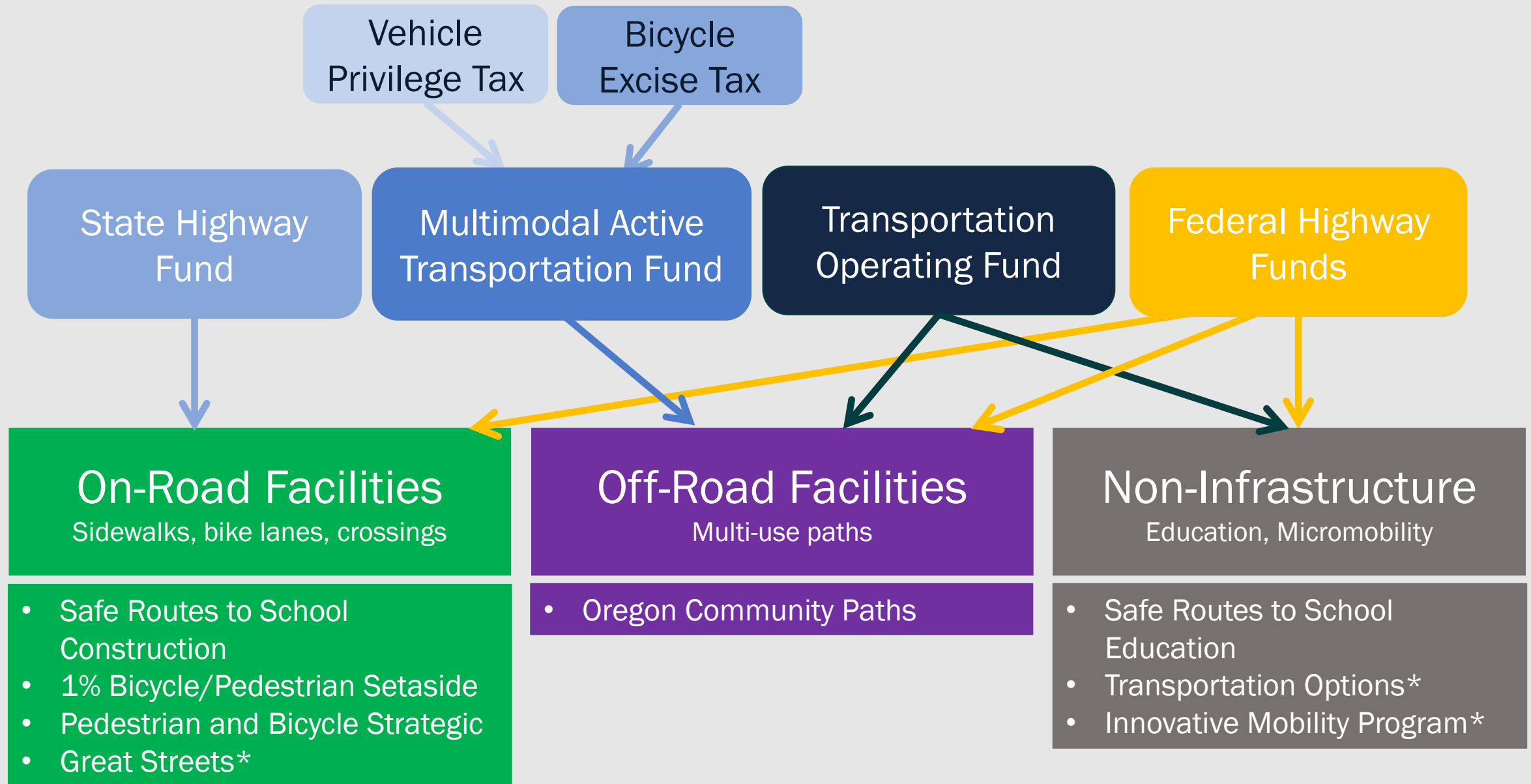
Required Bicycle and Pedestrian Investments

Oregon Bike Bill 1971 (ORS 366.514)

- Requires ODOT and local governments to:
 - **Expend at least 1%** of State Highway Funds received to provide walkways and bikeways.
 - Add walkways and bikeways wherever a public roadway is constructed, reconstructed, or relocated that is funded in part or total by State Highway Funds.



Active Transportation Funding: Sources, Eligible Uses, & Programs



Active Transportation Programs

	Fund Source	Description	Total 21-24	Total 24-27	Total 27-30
Pedestrian and Bicycle Program	Federal and State	Federal flexible funds (STBG); State highway funds	\$22.2M	\$70.5M	\$25M
Safe Routes to School Grants	Federal and State	HB 2017; Federal flexible funds (IIJA/STBG); Transportation Alternatives	\$58M	\$74.0M	\$49M
Oregon Community Paths Grants	Federal and State	Transportation Alternatives; Transportation Operating Funds; MAT: Vehicle Privilege tax; Bicycle Excise tax	\$12.2M	\$60.1M	\$38.2M
Great Streets (Supports more than just active transportation investments)	Federal and State	Federal flexible funds (IIJA/STBG); General Fund	\$26M	\$25M	\$70.6M



Bicycle and Pedestrian Safety on State Roads

- Oregon dedicates 1% of State Highway Fund for bicycle/pedestrian facilities; amount fluctuates with SHF
- Current rate of investment will take 150 years to build out bike and pedestrian network on state roads



Halsey, Before



Halsey, After

Safe Routes to School

Safe Routes to School

2019-24 Outcomes

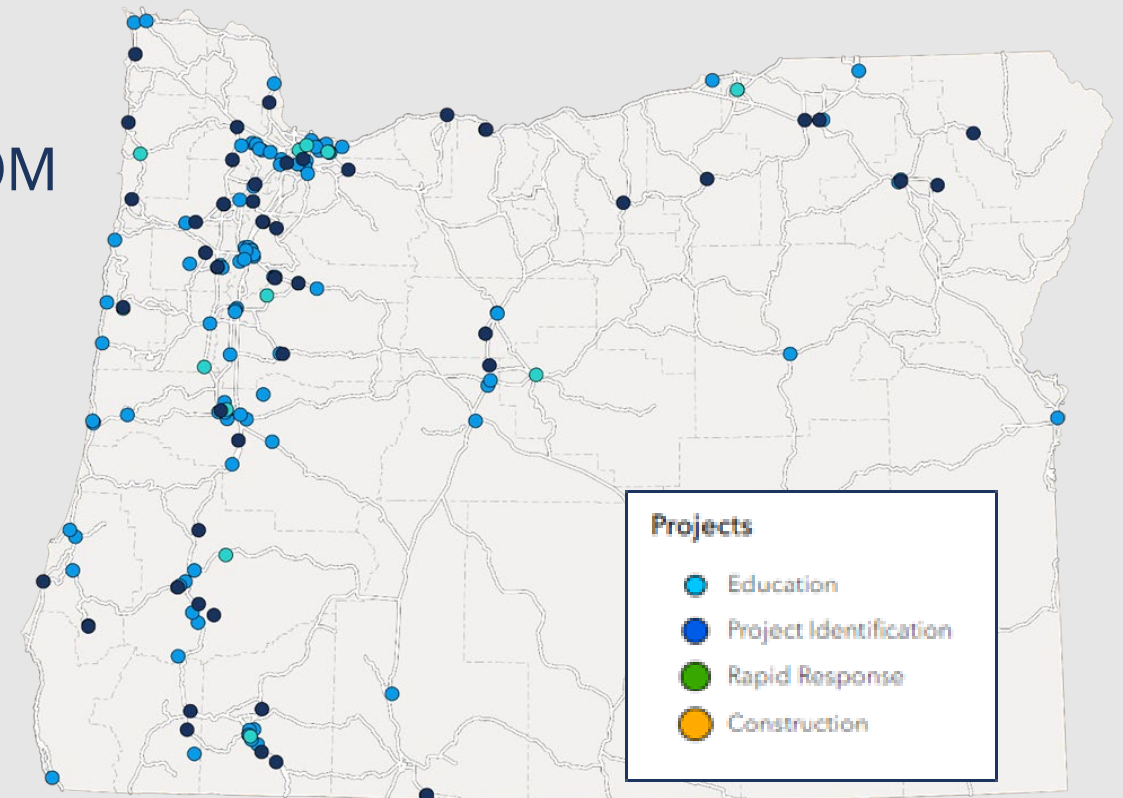
- 104 construction projects for ~\$100M
- 49 complete
- 19 in construction
- 36 in design

2025-26 Awards

- 89 applications for \$138.2M
- 28 projects awarded for \$31M

Additional planning and education awards

HB 2017 Funded SRTS Projects (2019 – 2026)



Great Streets Program

- Uniquely looks beyond a single need or asset to multiple high-priority needs within a community or corridor
- Focuses on outcomes, primarily safety
- Creates more complete streets and safer, more accessible transportation for all users
- Funding
 - Great Streets 1: 2022-2027 (\$51 million)
 - Great Streets 2: 2027-2030 (\$70 million)



Great Streets Examples



OR422: Chiloquin Hwy – OR422S: Chocktoot Street (Chiloquin)

- High-visibility crosswalks, new sidewalks and bike lanes, pavement preservation and high visibility markings
- Multiuse path along OR 422 connecting neighborhoods
- Tribal facilities and parks, new stormwater facilities
- Realignment of OR 422 intersections at Chocktoot St and Chocktoot St at 1st Ave
- Installation of corridor and gateway treatments in partnership with City of Chiloquin

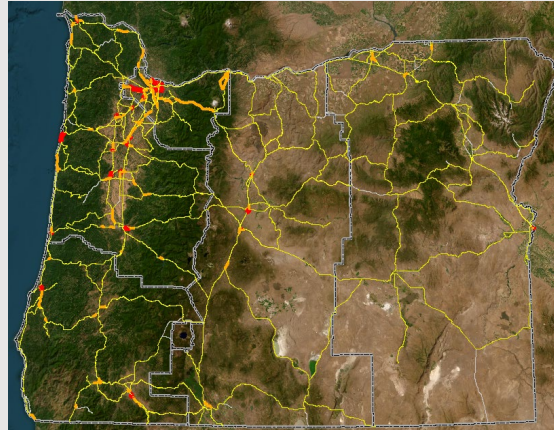
Status:

Public outreach completed

Preliminary Engineering phase started this month

Great Streets Funding Gap

- Plan to continue to fund federally (around \$20M per yr)
- **Additional annual needs**
 - Unmet demand
 - More funding can support larger needs, more high-need areas and higher cost improvements
 - Stormwater collection and treatment
 - Paving and striping
 - Bigger intersection improvements



Transit stop and no sidewalks

In this corridor, since 2018 there have been:

- 3 pedestrian fatalities
- 20 pedestrian or bicyclist involved crashes

Not enough funding to address the \$30-\$50M need for corridor



Pedestrian Crossings

- 20% of all fatalities are pedestrians
 - 125 pedestrians died in 2022 and 108 in 2023
 - Many are at intersections.
- Newer national crossing guidelines exist
 - Existing crosswalks need to be upgraded
 - National data shows up to 50% of crossing crashes can be eliminated.
- No dedicated funding exists
 - The Governor's Budget includes \$9 million per biennium to address existing crosswalk deficiencies and bring them up to new standards.

Abernethy Bridge

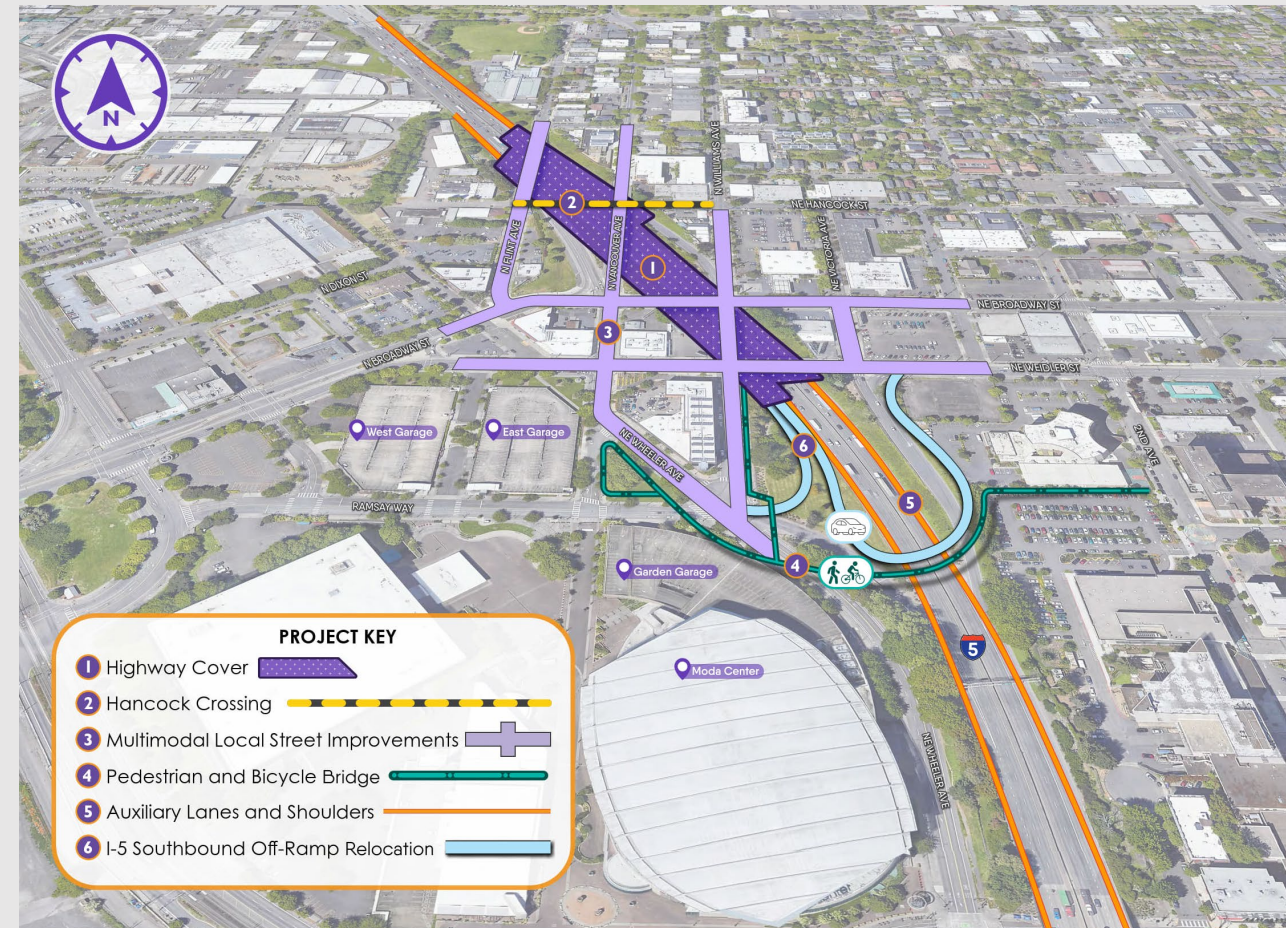
- **OR 43 Interchange**
 - New multiuse path along the riverside of OR 43 from I-205 southbound exit ramp to intersection with Willamette Falls Drive
 - New rapid flashing beacon and crosswalk to support people walking or biking across OR 43 to access Willamette Falls Drive and West A Street
- **OR 99E/Clackamette Drive**
 - A multiuse path
 - A 6-foot sidewalk connection with a new crossing on Clackamette Drive
 - An 8-foot sidewalk connection between ramp terminals on OR 99E
- **New ADA curb ramps in project area**
- **Approximate Cost: \$6M**



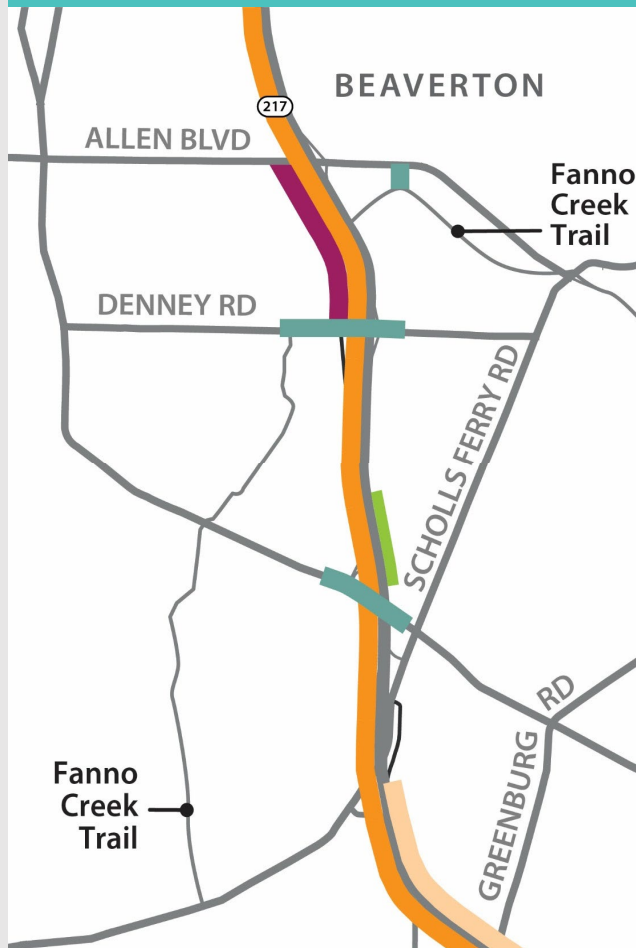
I-5 Rose Quarter Improvement Project: Multimodal Improvements

- **Pedestrian and Bicycle Bridge:** New bridge over I-5, connects to City of Portland Green Loop
- **Highway Cover:** Reconnects local streets and creates space for enhanced bicycle and pedestrian facilities and future development
- **Hancock Crossing:** New roadway on northern highway cover with sidewalks and bicycle lanes
- **Multimodal Local Street Improvements:** Local streets upgraded with dedicated bicycle facilities, wider sidewalks, and filling sidewalk gaps

Cost Range: \$135M - \$170M



OR217 Bike & Pedestrian Improvements



Original Project Scope - \$1.5M

- Fanno Creek Trail extension to Allen Boulevard
 - Last segment of OR217 parallel network
- Widen sidewalk on north side of Denney Road from Fanno Creek Trail to SW 105th
 - Improves access between segments of Fanno Creek Trail.
 - Connects to previous City of Beaverton project

Added Opportunity to Improve Network - \$2M

- New sidewalk and bike lane on northern Hall Boulevard overpass
 - Sidewalks on both sides of Hall Blvd
 - Striped bike lanes in both directions
 - Funding from Washington County and City of Beaverton

OR217 Bike & Pedestrian Improvements

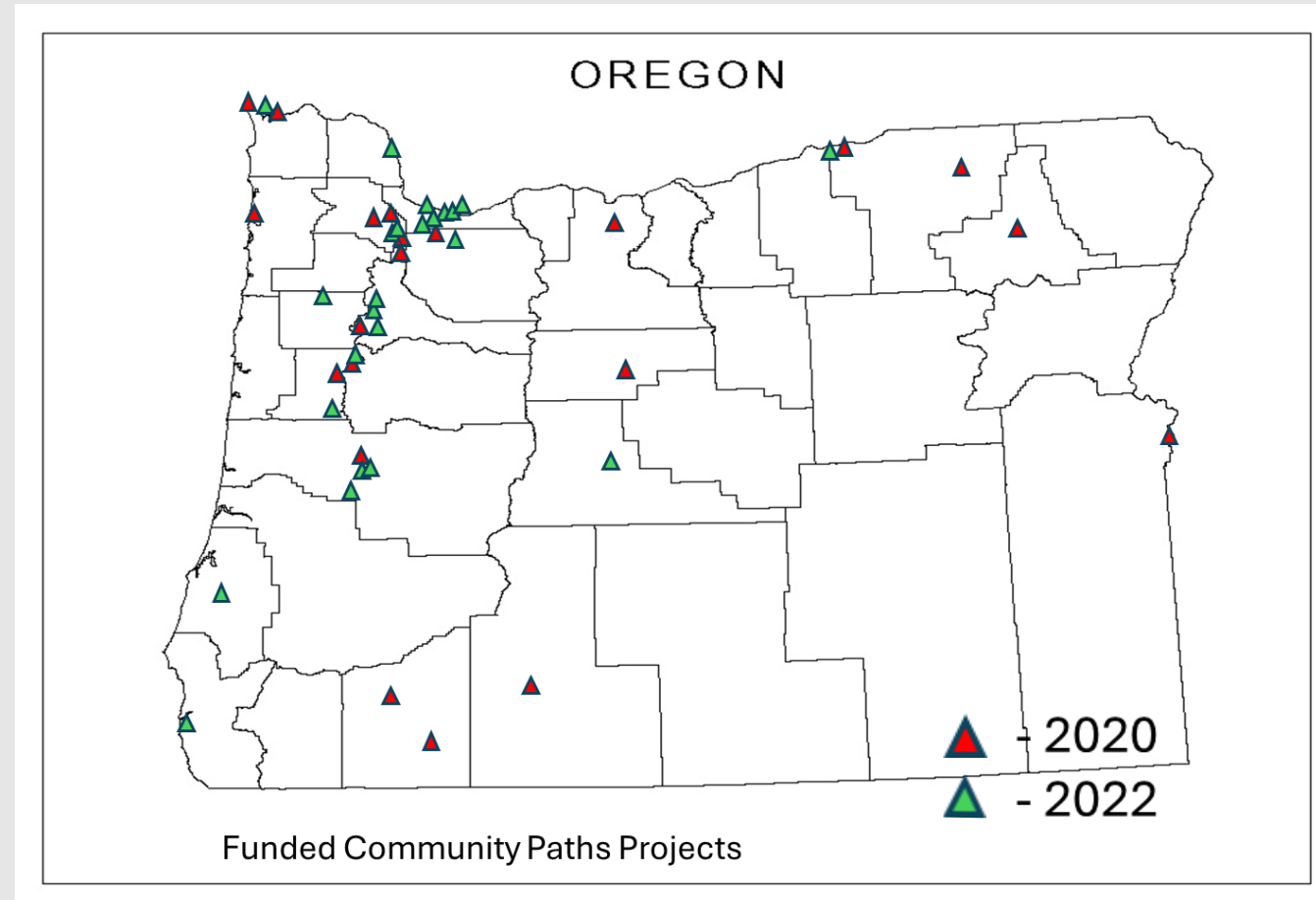
Continuous access during construction - \$400K

- Hall Blvd overpass in Tigard
 - Full closure of Hall is faster and lower cost
 - Temporary bridge for bikes and pedestrians
 - Uninterrupted connectivity for active users
 - Maintains access to jobs and transit



Oregon Community Paths

- Grants for walking and biking multi-use path planning and construction
- Outside of the road right-of-way.
- Projects must improve a critical link to a destination, a regional path connecting communities, or a roadway crossing connecting two path segments
- Biennial calls for projects, first cycle in 2020



Community Path Examples



Reedville Trail \$2.2 million

Repaired and extended the Reedville Trail one mile, providing a paved path to an elementary school, and a pedestrian bridge over a drainage channel.



Astoria Riverwalk Lighting \$850,000

Constructed ~3000 feet of bollard lighting along the Astoria Riverwalk between Bay Street and Hamburg Avenue

Oregon Community Paths Outcomes

- **Cycle 1 (2020): 20 Projects**

- 12 federally funded, \$8M avail
- 8 state funded, \$7M avail

- **Status**

- 9 completed
- 10 in construction
- 1 in process

- **Cycle 2 (2022): 21 Projects**

- 14 federally funded, \$33M avail
- 7 state funded, \$4M avail

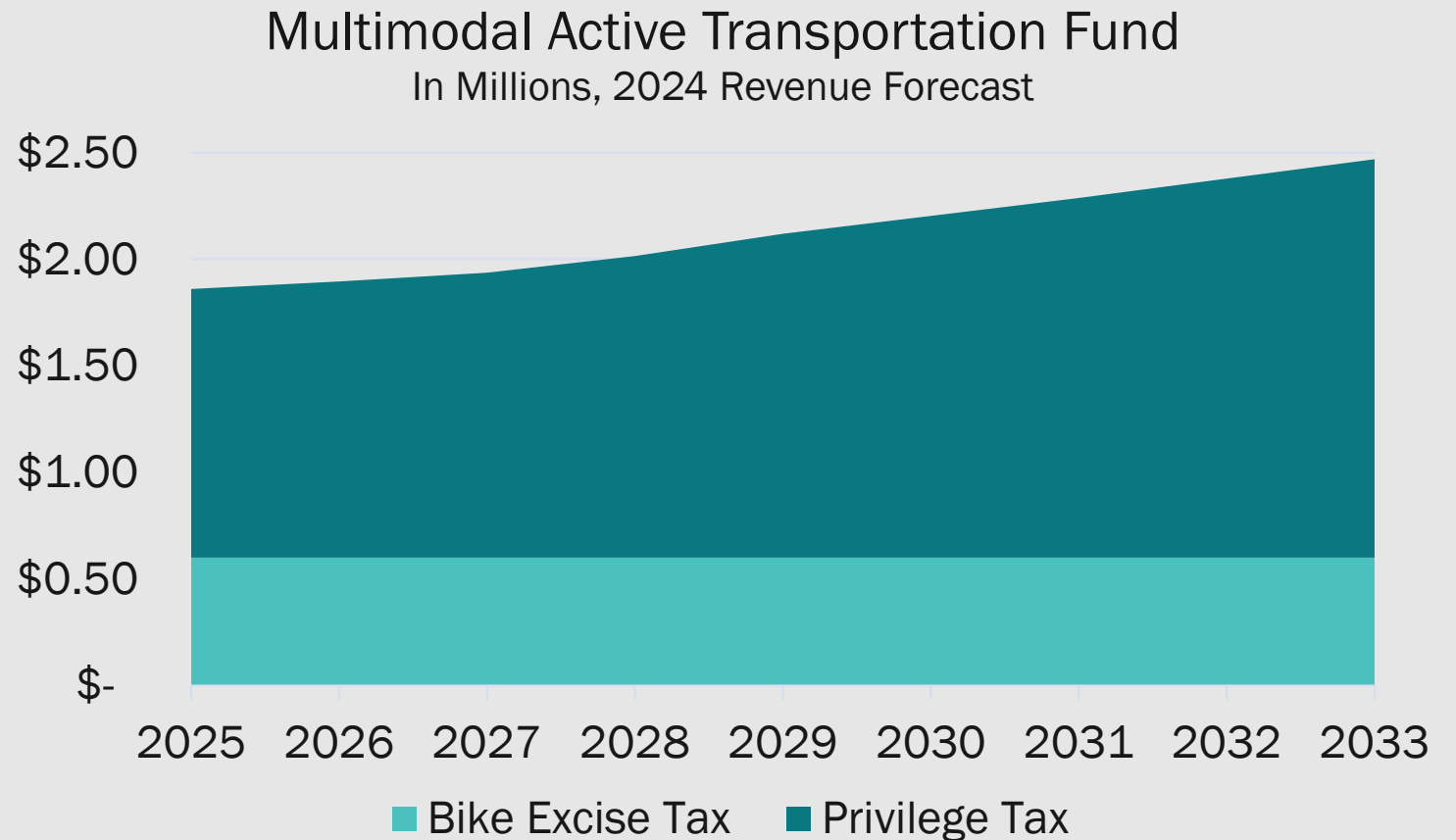
- **Status**

- 0 completed
- 15 in construction
- 6 in process

- Cycle 3 (under way): 41 applications for \$110M submitted
\$61M in available federal funding

Multimodal Active Transportation Fund Revenue Projection

- MAT includes 7% of **ODOT's share of privilege tax and bicycle excise tax**
- Combined total of **almost \$2m/year**, growing modestly over time
- MAT revenue funds **Oregon Community Trails program**, with TOF and FHWA Transp. Alternatives formula



Options for Increasing State Active Transportation Funding

Safer Bicycle/Pedestrian Networks On Road

- Increase % set-aside to active transportation
- Increase allocation to Safe Routes to School and/or create allocations for other programs

Networks Off-Road

- Increase privilege tax or increase portion going to Multimodal Active Transportation Fund
- Increase bicycle excise tax or make it a percentage of bicycle cost
- Dedicate other existing or new funding sources



Questions?



Thanks for having your fare ready

Standard Local Fare	Standard Express	Highway Express
Full 15-19	\$1.60	\$3.25
Reduced 10-14, Students, and Seniors	\$0.80	\$1.50
Youth 5-9	\$0.50	\$1.00
Mountain Busier 30 Fare		
Full 20+	\$3.00	N/A

Transfer and drivers do not give change
We don't carry cash and fare changes are the responsibility of the rider. Please plan ahead and use the correct fare. *Charters apply.