

Active Transportation Funding

Suzanne Carlson, Administrator – Public Transportation Division

Amy Ramsdell, Administrator – Delivery and Operations Division

Joint Committee on Transportation

March 10, 2025



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

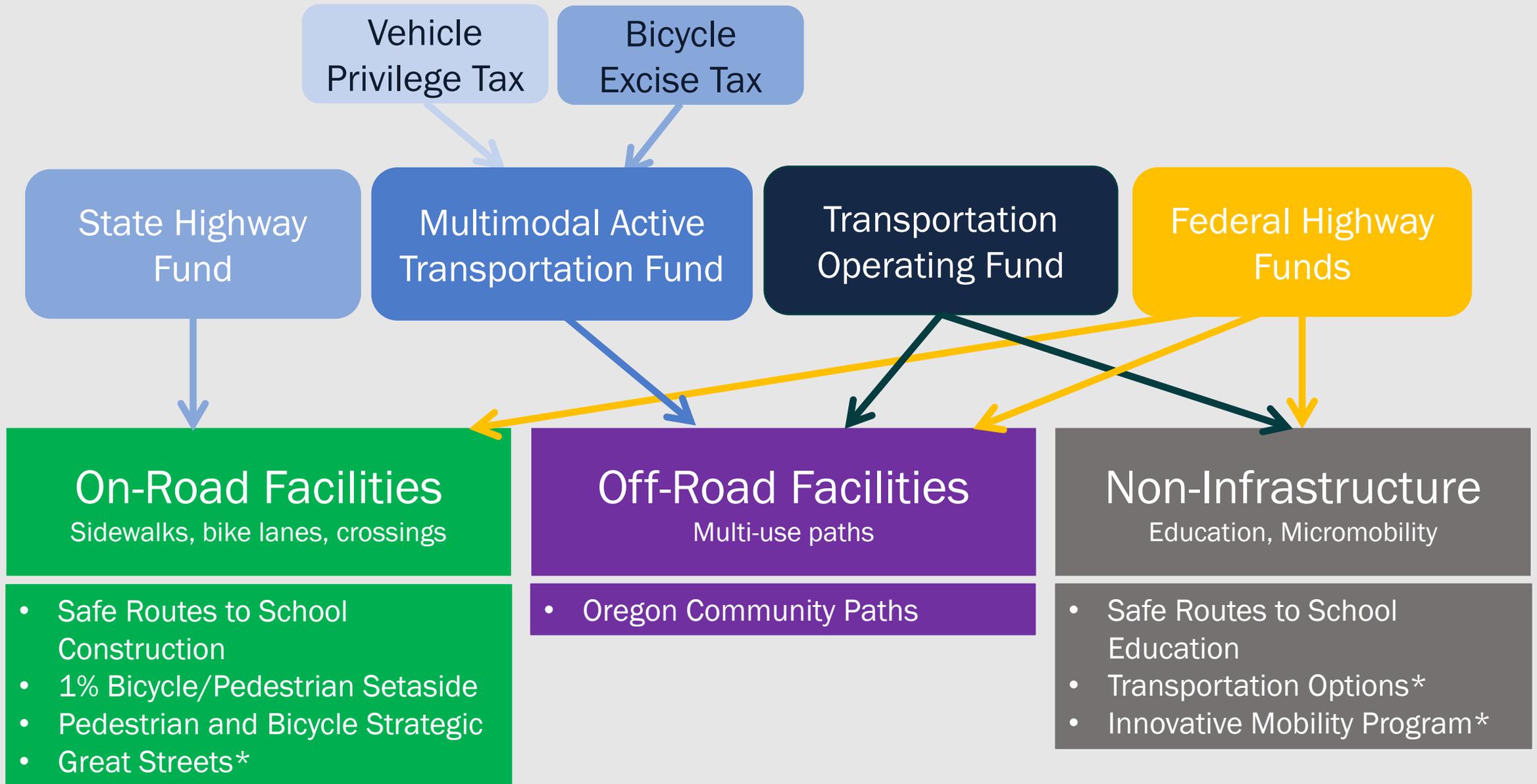
Required Bicycle and Pedestrian Investments

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



*Indicates that the funds are only partially spent on pedestrian and bicycle improvements and programs.

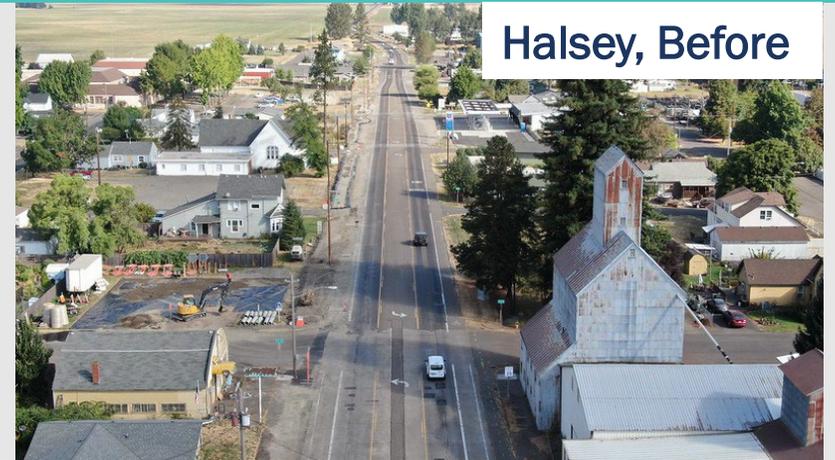
Active Transportation Programs

	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



Safe Routes to School

Safe Routes to School

2019-24 Outcomes

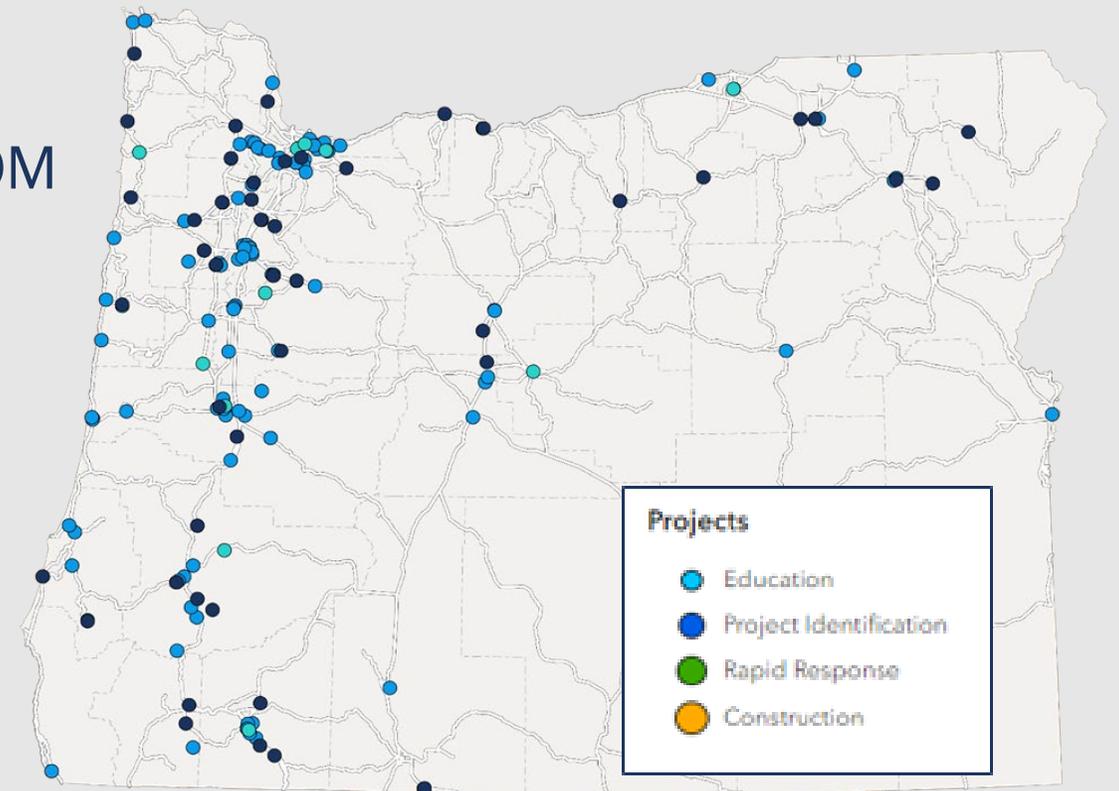
- 104 construction projects for ~\$100M
- 49 complete
- 19 in construction
- 36 in design

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:

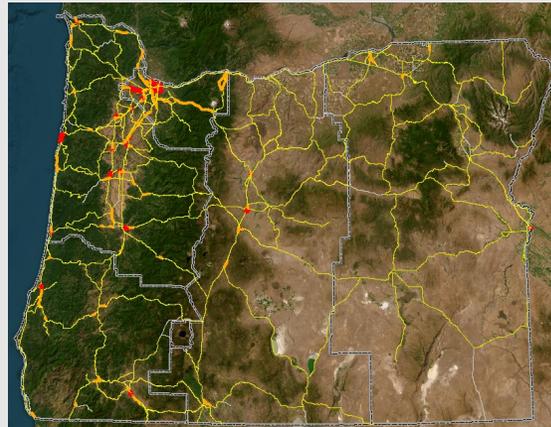
Public outreach completed

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



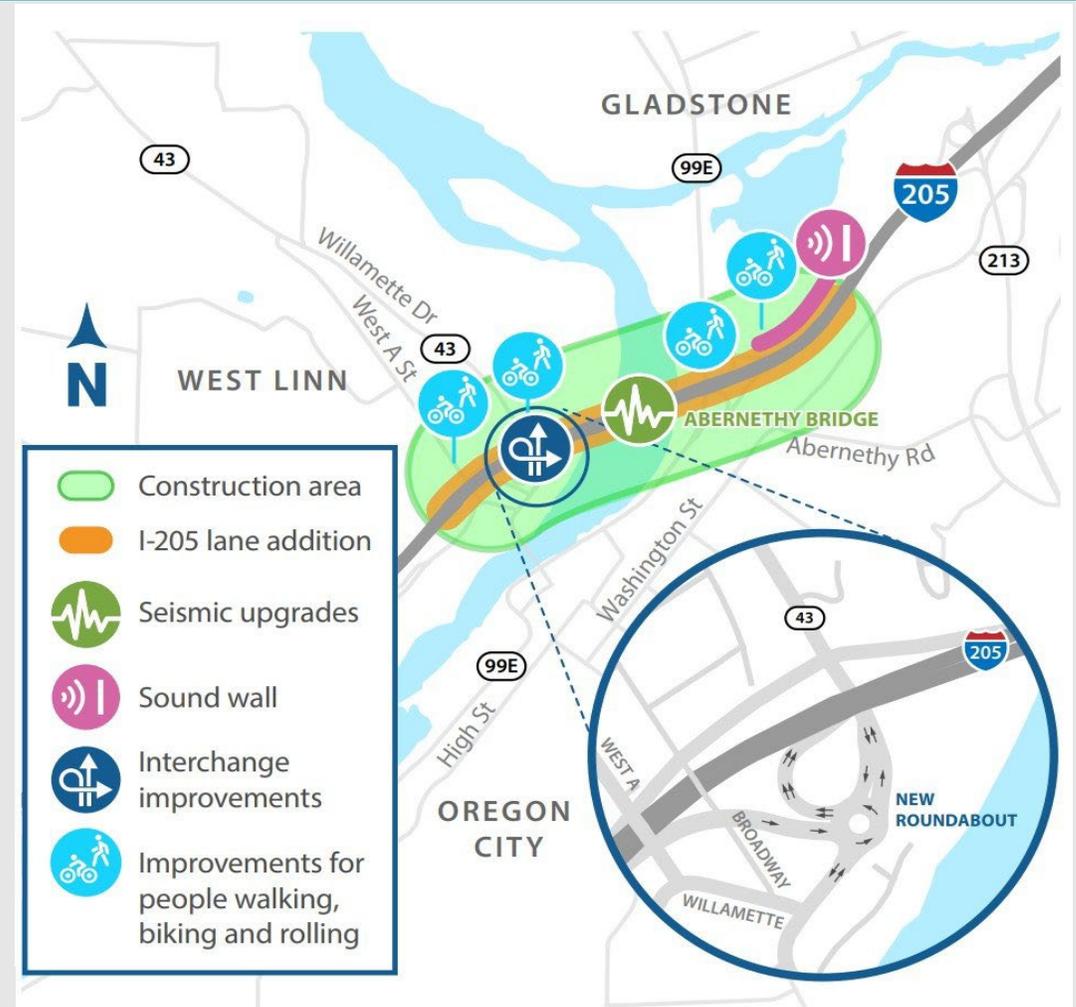


Pedestrian Crossings

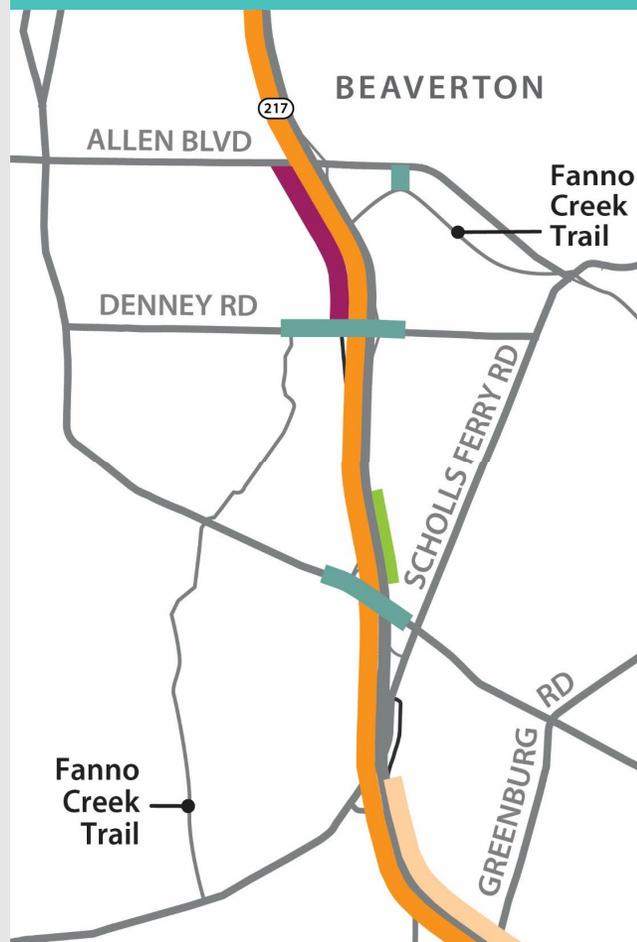
- 20% of all fatalities are pedestrians
 - 125 pedestrians died in 2022 and 108 in 2023
 - Many are at intersections.
- Newer national crossing guidelines exist
 - Existing crosswalks need to be upgraded
 - National data shows up to 50% of crossing crashes can be eliminated.
- No dedicated funding exists
 - 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**



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

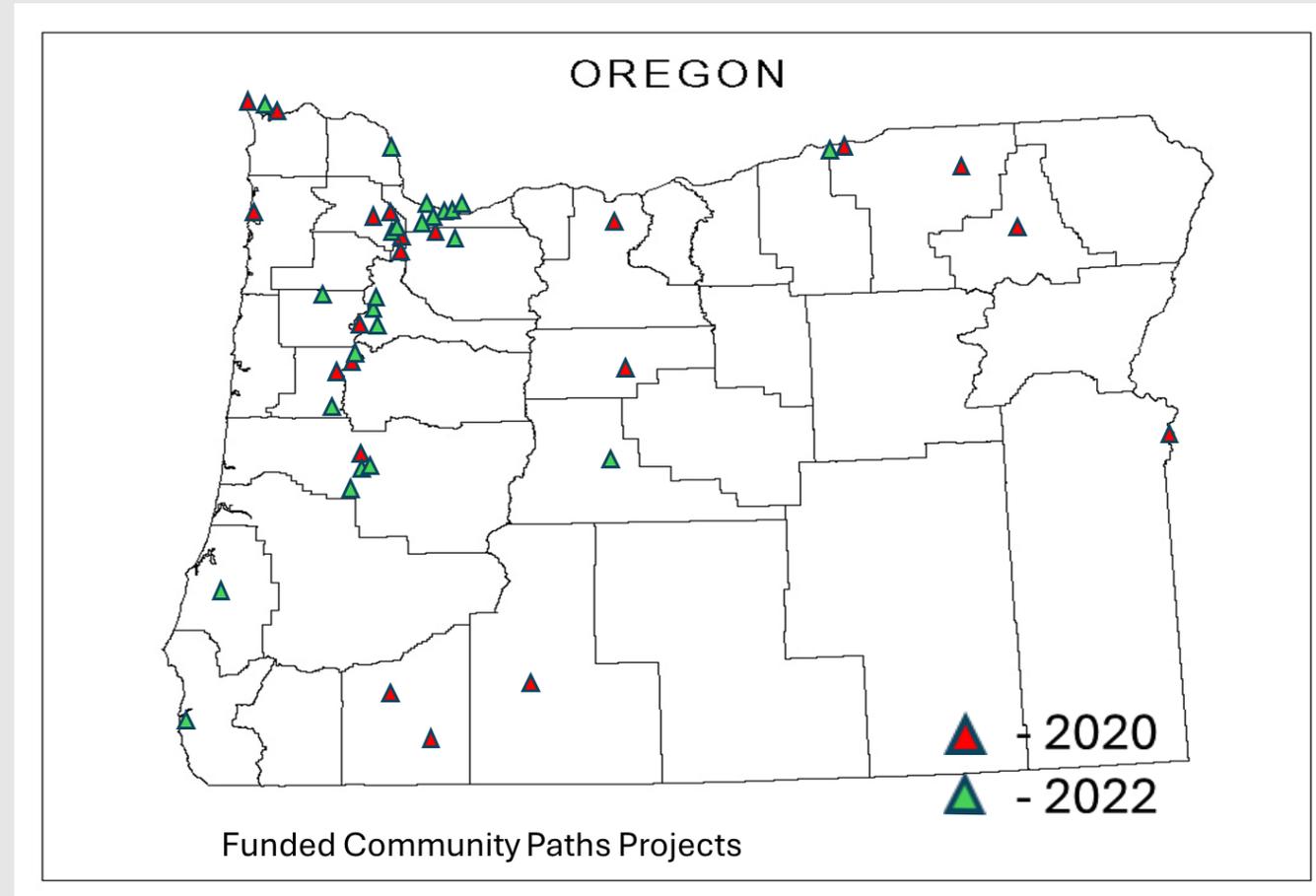
Continuous access during construction - \$400K

- 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

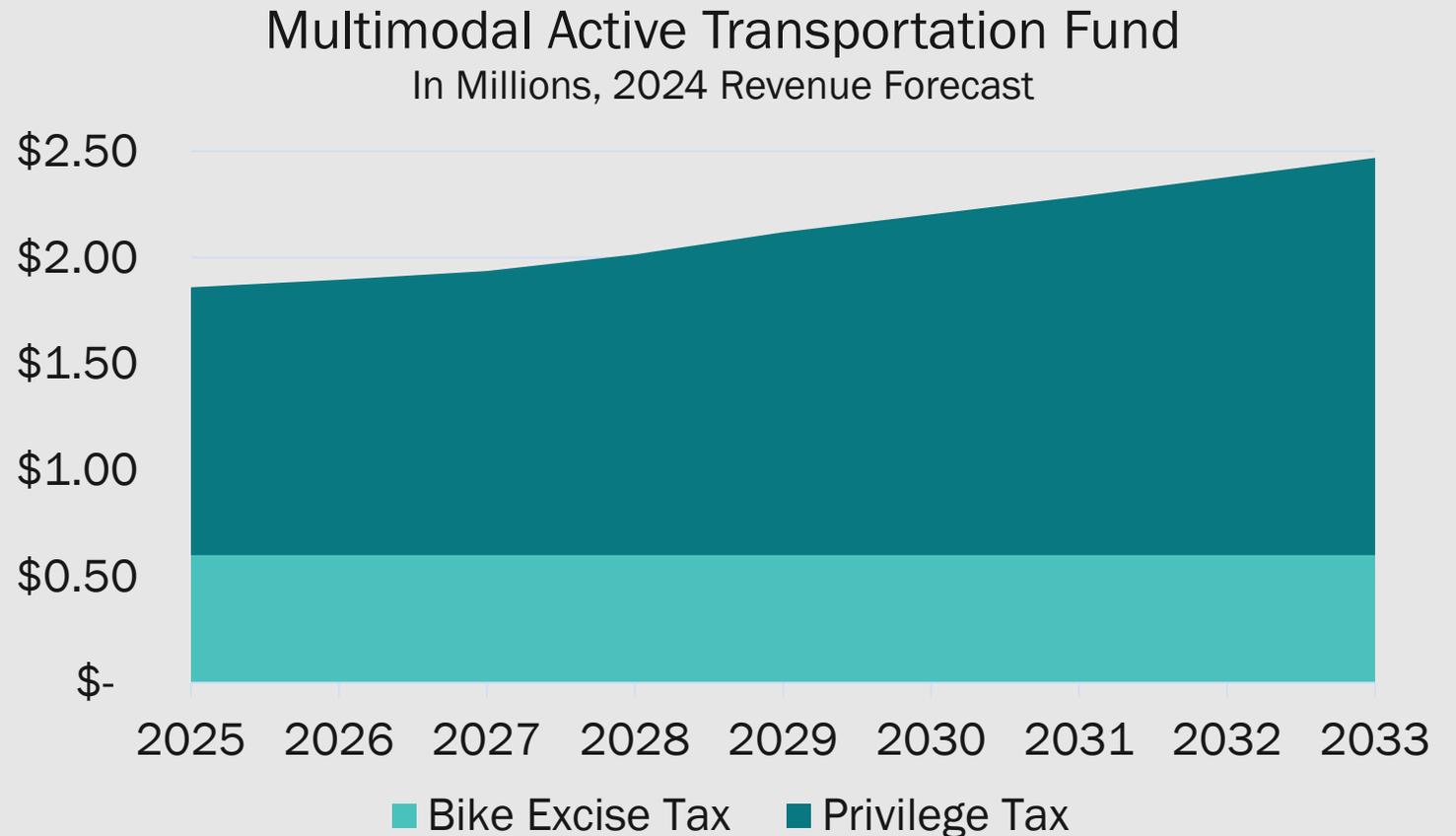
- **Status**

- 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



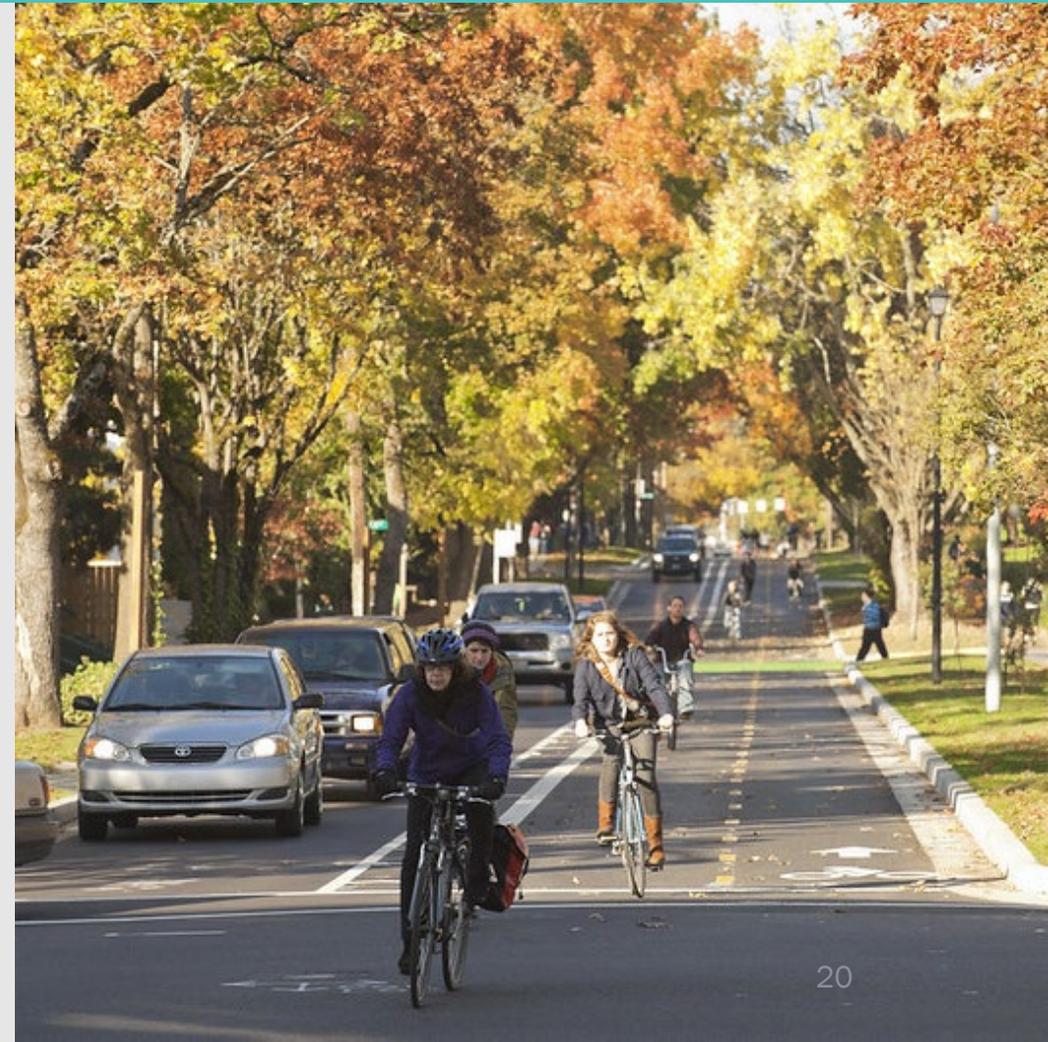
Options for Increasing State Active Transportation Funding

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 adult fare	Mobile system	Tap fare pay at the
Full 15-64	\$1.60	\$3.25
Reduced 65+ seniors and disabled	\$0.80	\$1.50
Youth 5-14	\$0.50	\$1.00
Students/Youth 15-19	\$3.00	N/A

Farebar and drivers do not give change
No other currency or fare changes will be given on board.
*Tap fare only on farebar and farebox only. *Business applies



KNEELING

RAMP