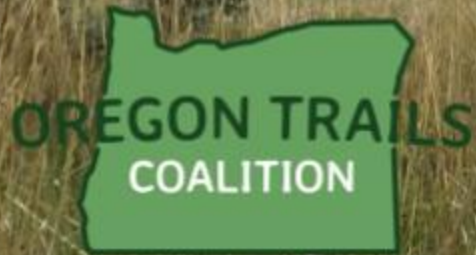


2022 Coalition Update



Trail Stewardship Coordination Workgroup



TKO - NWTA - COTA -
USFS - ODF - BCHO -
BLM - OMRA - OPRD -
NYC - OMBC - OET -
WMHCTA - ONDA -
OTTA - FPC - and you?



Backcountry First Aid - CPR & AED

Hybrid Delivery 2021/22

Backcountry First Aid Course Registration

Please complete the following form.

All information will be kept private & secure for
Clackamas Community College records.

Course Registration

Please complete the form to the left.

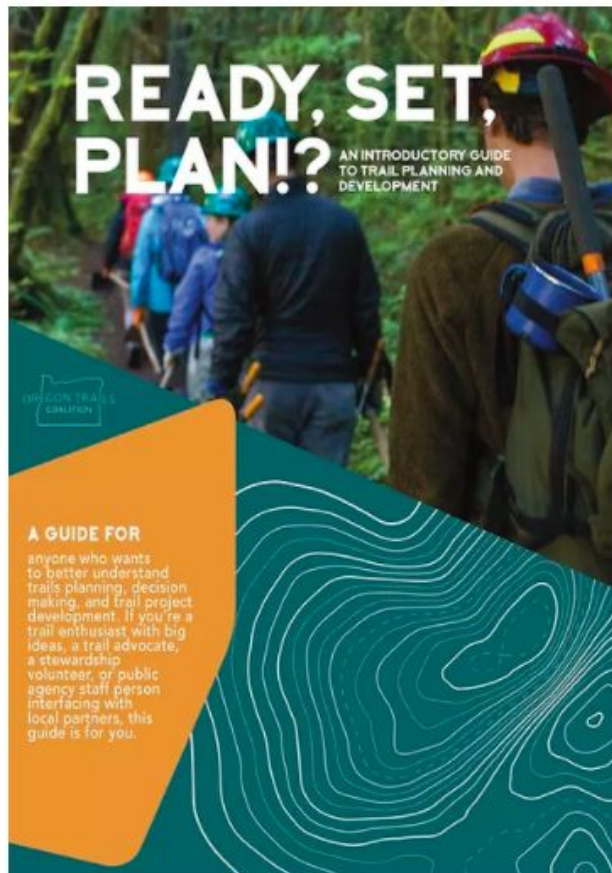
Clackamas Community College needs to collect your information to register you in our
system to archive the course roster. All information is kept private and secure



Oregon Trail Stewardship Map

oregontrailscoalition.org/stewardship

Trail Planning Made Clear



Ready, Set, Plan!? is a guide for anyone who wants to better understand trails planning, decision making, and trail project development. If you're a trail enthusiast with big ideas, a trail advocate, a stewardship volunteer, or public agency staff person interfacing with local partners, this guide is for you.

The guide was made possible with support from Bureau of Land Management and Oregon Parks and Recreation Department.

[View or download the full guide.](#)

[Appendix A: Resource Links](#)

[Appendix B: Project Worksheet](#)

Order a physical copy of the guide!



Government Funding Sources for Trails Matrix

Government Funding Sources for Trails (users guide)							
<i>name of program</i>	Users Guide <i>nickname or acronym</i> AND LINK TO WORKSHEET	<i>website</i>	<i>funding source</i>	<i>funding allocator</i>	<i>cycle frequency</i>	<i>next opportunity to apply</i>	<i>minimum / maximum amount</i>
Recreational Trails Program THIS IS A NATIONAL PROGRAM - ALL STATES HAVE A STATE OPERATED VERSION OF THIS PROGRAM	RTP	https://www.oregon.gov/opnd/GRA/Pages/GRA-rtp.aspx	Federal fuel tax	Oregon Parks and Recreation Department	annually	Anticipated 2022 schedule (same dates each year): - 4/1/2022 grant period opens - 4/30/2022 letter of intent - 6/15/2022 grants due	- \$10k minimum - \$150,000 recommended maximum for non-motor projects - No maximum for motor projects

Created by Jim Sjulín with the 40-Mile Loop



2022 Webinar Series

- Thursday, January 27th, (Partner webinar)
Rivers, Trails, and Conservation Assistance
- Wednesday, February 9th, noon-1:15: State
Agency Funding and Assistance Opportunities
for Trails
- Wednesday, March 9th, noon-1:15: Funding
Opportunities for Trails on Federal Lands

Federal Trails Advocacy

Infrastructure Bill:

- Authorization of Active Transportation Connectivity Grants (but not funding)
- 70% increase in Transportation Alternatives Funding

-0% increase in
Recreation Trails
Program



Build Back Better Reconciliation Package (We don't know where this will land!):

- Community Climate Investment Funds: Low carbon transportation projects- could include trails (not explicit)
\$3.5 Billion?
- Neighborhood Access and Equity Grants \$3.95 Billion, with substantial set aside for low-income communities
-funds set aside for community engagement, “to build or improve complete streets, multiuse trails, regional greenways, or active transportation networks or spines”
- Economic Development Funds, could potentially be used for trails
- \$450 Million for Legacy Roads and Trails Program - USDA (USFS)
- Land Corps at \$500 Million
- Urban Parks \$100 Million to develop recreation facilities and access to urban parks
- \$500 Million National Heritage Areas (Routes, Canalways, etc)

Build Back Better Reconciliation Package (cont.)

Ecological Restoration:

- \$100 million to restore and improve recreation sites on federal land (50% USDA-USFS; 50% DOI).
- \$400 million to provide grants to states and tribes for ecosystem restoration
- \$355 million for large repair projects by federal land management agencies and tribes.
- \$2.1 billion for “ecological restoration”

Wildland Fire Risk Reduction, Pre and Post Fire:

- \$200 million for post fire restoration activities, Burned Area Recovery (BAER) within three years of fire containment date.

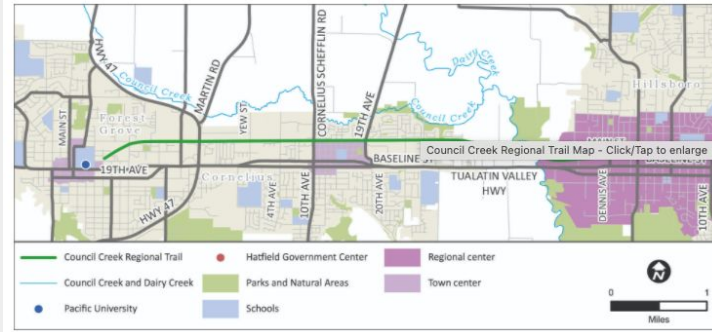
Great American Outdoors Act (GAOA): Deferred maintenance on federal lands- work with local BLM/USFS office now to identify shared priorities!

Local Government Grants Program- New cycle open!

Local/Regional/Partner Advocacy



Council Creek Regional Trail



Let us know how we can help!

Get in touch!

<https://www.oregontrailscoalition.org/>

steph.noll@oregontrailscoalition.org





Metro

Engagement with BIPOC for Trails Program Refinement

January 12, 2022

Background

2019 Bond measure criteria of racial equity,
community engagement and climate resilience

Identified opportunity for involvement during
the development of the trails prioritization tool

[Oregonmetro.gov/parksandnaturebond](https://oregonmetro.gov/parksandnaturebond)

Engagement Goals

Collect qualitative information to use with the trail prioritization tool and across bond programs

Confirm direction and collect feedback on current evaluation factors

Poll participants on which evaluation factors are most important

Establish new connections and improve trust with BIPOC community members

Engagement strategies

Collaborating with culturally-specific organizations to connect with communities of color

Developed facilitation plan and facilitation best practices

Explored different tools for virtual engagement

Stipends and interpretation provided

Planned for an evaluation process

Google Jam Board

What do these factors bring up for you when you think about how you use trails?

¿En que piensas cuando ves estos factores y recuerdas en como usas los senderos?



Outcomes

102 participants

Overall feedback aligned with tool development

Incorporated input into prioritization tool

Themes from discussions went beyond the parameters of this program

Major themes

Full report can be found on our [website](#)

Prioritize creating safe and welcoming spaces for BIPOC

Continue and improve BIPOC-focused engagement

Honor Indigenous people, land, culture, and traditions

Prioritize communities who do not have immediate access to natural spaces

Major themes

Prevent gentrification and displacement

Use multiple methods to communicate about the regional trail system and trail amenities

Infrastructure that is accessible and meets various needs and uses

Engage houseless communities

Lessons learned

Need more time for these discussions

Increase BIPOC-focused engagement

Importance of incorporating multiple methods of participation

Importance of circling back to address past and present harm and mistrust

oregonmetro.gov



Access Recreation & AccessTrails Project

Providing Better Information to People with Disabilities on Parks and Trails

As a wheelchair user
I found the greatest
obstacle to hiking a trail
is **useful information**



What prevents agencies from providing better information?

Liability concerns

No precedent

Who is Access Recreation?

AR is a coalition of accessibility specialists and park & recreation representatives from federal, state and local park agencies.



Park Agencies Represented

Portland Audubon
Hillsboro Parks & Recreation
Metro
North Clackamas Parks & Recreation District
Oregon State Parks Department
US Fish & Wildlife Service
US Forest Service
Tigard Parks & Recreation
Tualatin Hills Parks & Recreation District
City of Tualatin Parks & Recreation
West Linn Parks & Recreation


What are the Guidelines?

Web-document on how to provide trail [any] information so it is inclusive for people of all abilities

Other information to be considered during the design of trails and their features

[Cover](#) [Contents](#) [Summary](#) [Primary](#) [Secondary](#) [Examples](#) [More topics](#) [Glossary](#) [Resources](#)





[◀ Back to cover](#) [Next page ▶](#)



**GUIDELINES FOR
PROVIDING TRAIL
INFORMATION TO
PEOPLE WITH DISABILITIES**

A project of the
Access Recreation Committee and
Independent Living Resources

Funded through a generous grant from the
Recreational Trails Program of the
Oregon Parks and Recreation Department



January 2013

© 2013 Access Recreation Website design and publishing by Architectural Webdesign Wind powered by MachHighway

[◀ Back to cover](#) [Next page ▶](#)

Primary information

•7 recommendations

•No budget impact

1. Contact info
2. Location
3. Symbols
4. Rating
5. Amenities
6. Description experience
7. Design elements

Section 1

See [Examples 1 and 2](#) for a prototype webpage where all these topics have been assimilated.



Basic location information starts with the point of arrival



An example of 3 accessible feature symbols



An example of a moderate to difficult wooded trail

Primary Information about trails – overview

This first part of the Guidelines identifies information that is considered minimal and mandatory for all information sharing whether on a webpage, on published materials or at the site itself. This information is descriptive of the existing conditions and therefore is obtainable and can be applied without cost. The categories described in greater detail include:

Contact information - whom does one contact to find out the latest **condition** of the trail or recreational features; whom does one contact to arrange for **assistance**; whom does one contact in case of an **emergency**.

Location information - where is the trail or recreational feature; where are parking and other amenities available; where are trailheads or points of arrival.

Considerations about the use of **symbols** on a webpage, on published materials or on signage at the site itself, taking into account that differences of color may not be suitable for all users. A combination of color, shape and readily comprehensible symbol design will provide the most universal application.

A **rating system** that presents relative levels of difficulty and the degree of exertion that may be required, applicable primarily for people with mobility impairments.

Identifying the **amenities** along a trail or recreational feature that may be useful in deciding whether to pick a particular trail or not, such as special views, benches or resting areas, *toilets, a *visitor center and available water. *Built facilities such as toilets and visitor centers need to conform to the ADA Accessibility Guidelines, and in the case of visitors centers, should incorporate the Smithsonian Guidelines for Accessible Exhibition Design.

A **description** of the overall trail itself as a continuous experience - a virtual tour - so that the potential user can decide whether to pick a particular trail or not.

A discussion about specific **design elements** and constraints such as typical and extreme slopes, cross slope and seasonal obstacles in the path.

Secondary

•9 recommendations


•Some budget impact


1. Current
2. Site photos
3. Maps
4. Enhanced maps
5. GPS
6. Distance
7. Low vision/blind
8. Signage/wayfinding
9. Operations maintenance

[Cover](#) [Contents](#) [Summary](#) [Primary](#) [Secondary](#) [Examples](#) [More topics](#) [Glossary](#) [Resources](#)

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Section 2

See **Examples 1 and 2** for a prototype webpage where all these topics have been assimilated. 



Secondary information about trails – overview

If the first part of the Guidelines provides information that is considered minimal and mandatory, then it follows that this second part of the Guidelines proposes information that is considered additional and discretionary, and which can be assimilated when opportunity and budget allow. The categories include:

Keeping **information current** and indicating to the prospective user when that information was last updated. Get help to keep information current by taking advantage of **user feedback** through devices such as blogs and wikis.

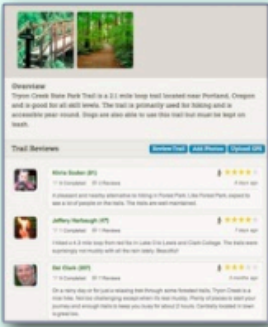
The use of **site photos** and other illustrations that can augment descriptive text and give the prospective trail user a better sense of what may be experienced.

The creation of **trail maps**, both for online use and for possible printing or for posting at trailheads. The development of **interactive or enhanced maps** may add to the map experience by providing features such as aerial photos, street views and other features that may help better to understand basic map information. Those features may be contributed live by trail users.

The incorporation of **global positioning system** [GPS] data to locate specific points along the trail or at the recreational facility. The inclusion of **markers**, such as distance markers, both located on printed and web materials as well as along the trail itself, so that users that have limitations - such as knowing how far an electric wheelchair can travel on one charge - may plan better and monitor their progress.

Considerations about how people who are **blind or visually impaired** benefit from certain types of information. That topic leads logically to issues of **signage and wayfinding**, which although important for all users, is particularly of concern to those who have visual impairments.

Considerations about how **Operational and maintenance issues** can impact the quality and usability of a trail. And finally some general **Reminders** about how to consider one's role in this process.



ACCESS RECREATION GUIDELINES FOR COMMUNICATING TRAIL INFORMATION TO PEOPLE WITH DISABILITIES

[◀ Previous page](#) Page 9 of 42 [Next page ▶](#)

The AccessTrails Project

“Walking our talk”

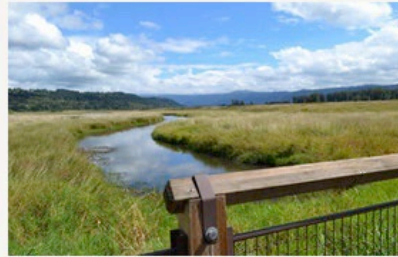
Applying the Guidelines



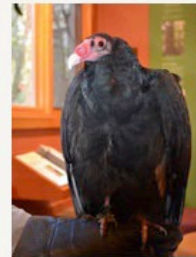
Access Recreation's exploration of 36 regional trails and parks



Beyond accessible ... to adventure!



Steigerwald Lake NWR

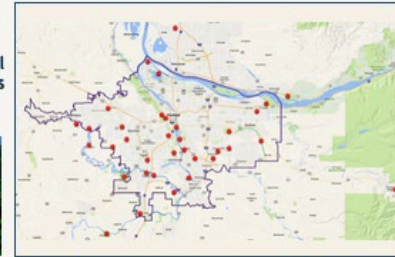


Portland Audubon Sanctuary



4T Trail Loop

Click on map to see all 36 trails and parks

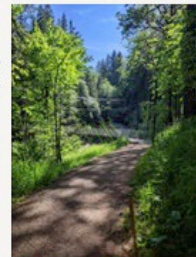


Map of all the sites documented—click to see the full list

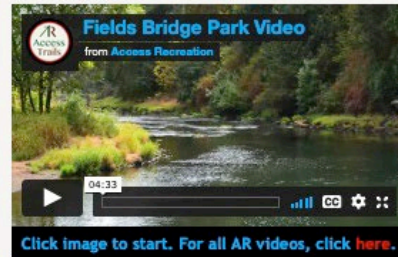
Click any photo to see all 36 trails and parks



Tryon Creek NA



Hoyt Arboretum



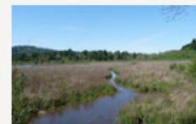
One of 18 videos created by Access Recreation

Our trail reviews don't intend to identify trails which are considered ADA accessible, but rather to share information about select trails of interest, as they are, so people with disabilities can make their own determination about whether to try a trail or not.

Although the information presented addresses issues of importance for people with disabilities, we feel this information will benefit all trail users and sets a new standard that should be applied to all trail descriptions.

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This site provides trail information using Guidelines developed by AR to increase access to pertinent information on trails for people with disabilities.



Oaks Bottom/Redwood Trail



Graham Oaks



Powell Butte



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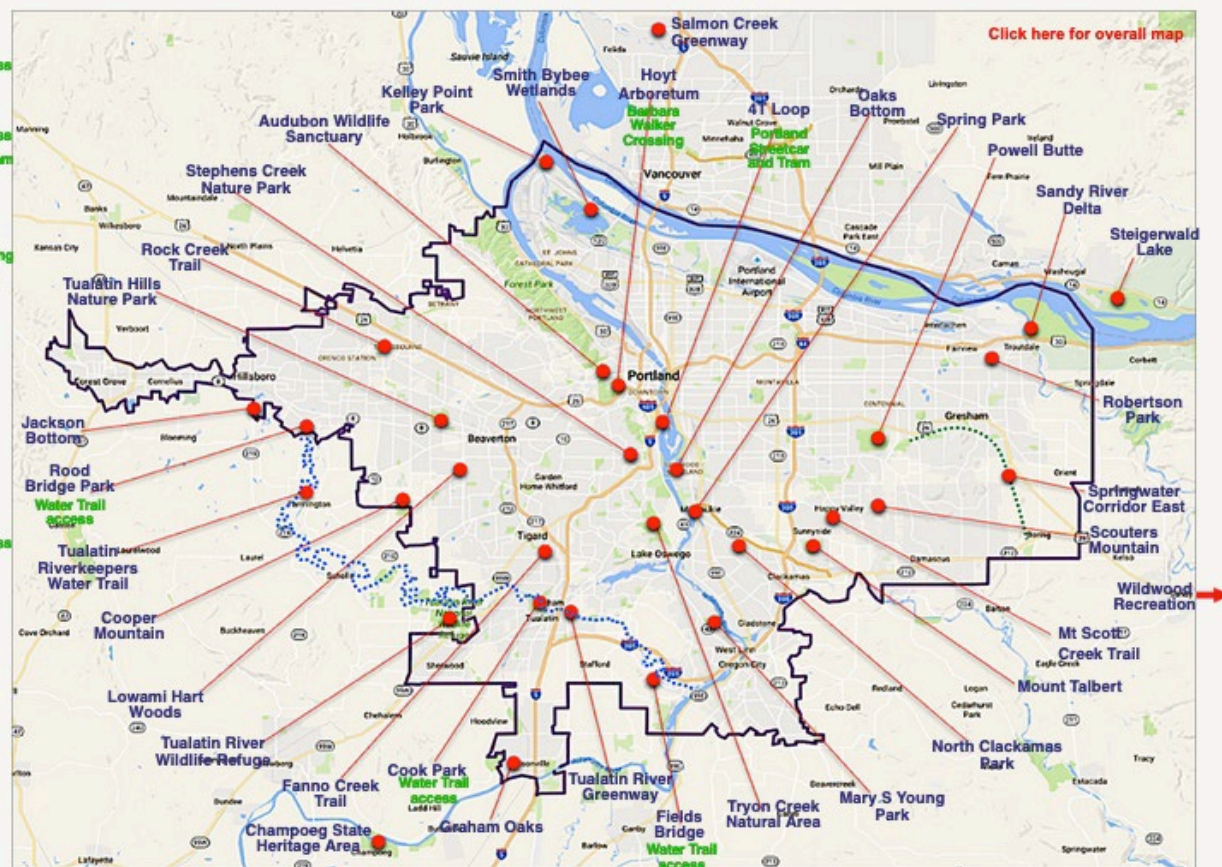




Map and list of parks and trails that were visited by the AccessTrails project team

[Access Recreation](#)[All the trails](#)[All the videos](#)

- Audubon Wildlife Sanctuary
- Champoeg State Heritage Area
- Cook Park [Water Trail access](#)
- Cooper Mountain Nature Park
- Fanno Creek Trail
- Fields Bridge Park [Water Trail access](#)
- 4T Loop [Portland Streetcar and Tram](#)
- Graham Oaks Nature Park
- Hoyt Arboretum Overlook Trail
- Hoyt Arboretum Redwood Trail
- Hoyt to Pittock [Barbara Walker Crossing](#)
- Jackson Bottom Wetlands Preserve
- Kelley Point Park
- Lowami Hart Woods Natural Area
- Mary S Young Park
- Mt Scott Creek Trail
- Mount Talbert Natural Area
- North Clackamas Park
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- Powell Butte
- Robertson Park
- Rock Creek Trail at Orchard Park
- Rood Bridge Park [Water Trail access](#)
- Salmon Creek Greenway
- Sandy River Delta
- Scouters Mountain
- Smith Bybee Wetlands
- Spring Park Natural Area
- Springwater Corridor East
- Steigerwald Lake Wildlife Refuge
- Stephens Creek Nature Park
- Tryon Creek Natural Area
- Tualatin Hills Nature Park
- Tualatin River Greenway
- Tualatin Riverkeepers - Water Trail
- Tualatin River Wildlife Refuge
- Wildwood Recreation Site



Map Showing location of hiking trails and parks that have been visited by Access Recreation as part of its AccessTrails Project: 2014 - 2017
● Gray dots represent sites that have been revisited during 2021 and the corresponding websites that were updated in 2021.



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Smith and Bybee Wetlands Natural Area Metro/Portland Parks & Recreation

[Access Recreation](#)[All the trails](#)[All the videos](#)

Photo tours by topic



Overview



Location and Arrival



Amenities and Features



Trail characteristics



Signage and Wayfinding



Operations and Maintenance

Trail facts at a glance

Name: [Smith and Bybee Wetlands Natural Area](#)

Parks agency: [Metro](#)

Contact: Metro Parks and Nature Dept (503) 797-1545; (503) 262-5538 [emergency number]

Location: 5300 N. Marine Drive, Portland

Hours: legal sunrise to legal sunset

Public transit: [TriMet bus 11](#) stops nearby on both sides of N. Marine Drive - there is a crosswalk, but no traffic light

Length: parking lot to Bybee Lake viewpoint with Smith Lake loop = .9 mile; parking lot to canoe launch = .4 mile, each one way

How difficult do we consider it: easy, a few bumps and some steep sections

Date of last visit: August 11, 2021

Description

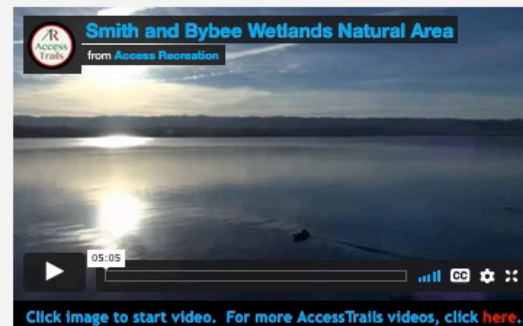
The Smith and Bybee Wetlands Natural Area is virtually invisible in this industrial area and yet it is one of the largest urban wetlands in the United States. You can access this natural area by car or bus. However, if you're feeling very ambitious, add this destination as you walk or bike the 40-mile Loop Trail that runs along the edge of the park. There are bike racks where you can lock up your bike since bicycles and dogs are prohibited on the Interlakes Trail to prevent wildlife from being disturbed.

The Interlakes trailhead is located at the beginning of the entrance road. The main parking lot is about a half-mile from here. There are accessible parking spaces, a drinking fountain and accessible bathrooms at this parking lot. A covered picnic area is located here, also, but metal columns block wheelchair access to the picnic benches. Although, access could be made by entering through the grass, the picnic benches do not have extended ends to allow wheelchair use.

Spring is the best time to go bird-watching or to see the Western painted turtles sunning on the logs. Along the Interlakes Trail, there are three designated wildlife viewpoints, two are covered—all are off-trail at wide, unmarked junctions. Although the trail is paved, roots may cause bumps and ruts in the asphalt surface. The surface of the wildlife viewpoints is metal grating without edge protection. This could be hazardous for some wheelchair users. Some of the transitions from trail to the grating are steep and may have a lip.

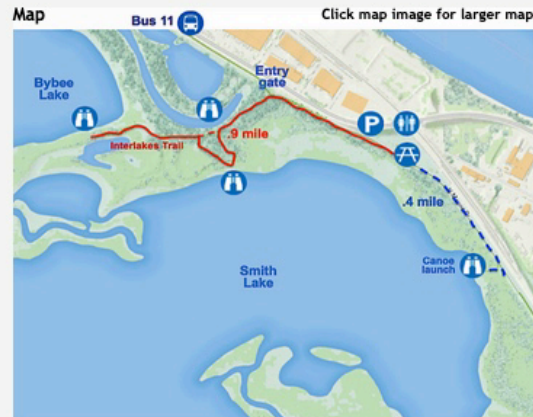
This urban wetland can be explored by trail or by boat. There is a canoe launch at the far end of the entrance road, about a half-mile from the main parking lot. You can park along the road. The trail down to the water is steep in spots. The trail ends before reaching the water. This area is usually muddy.

Video



Click image to start video. For more AccessTrails videos, click [here](#).

Map



Walking or paddling, Smith and Bybee Wetlands is one of the most outstanding places to see native wildlife in a Pacific Northwest city. The Interlakes Trail passes through huge cottonwoods, other wetland trees and grasslands, to several spots with great views of the natural area's two namesake lakes.

Between mid-April and late-June is the best time to see the more than 35 species of songbirds, Pacific chorus frogs, raptors, Western painted turtles and various mammals.

[Click for Map Legend](#)



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Trail facts at a glance

Name - [Steigerwald Lake National Wildlife Refuge](#)

Parks agency - [US Fish & Wildlife Service](#)

Contact - Josie Finley 360-887-4106

Location - WA-14 E past Washougal, WA and mile marker 18

Hours - Dawn to dusk daily, seasonal trail closed October 1 – May 1

Public transit - [Gorge West End Transit](#) (WET) bus - service is seasonal and limited - check their website for schedule and dates

Length - 2 3/4 miles

How difficult do we consider it - Easy

Last visited - November 17, 2016

Photo Gallery

Overview

**Amenities and
Features**

**Signage and
Wayfinding**

A complete photo tour of the trail
click on any photo to begin various tours by topic



Overview
12 photos



Location and Arrival
12 photos



Amenities and Features
12 photos



Trail characteristics
12 photos



Signage and Wayfinding
12 photos




Operations and Maintenance
12 photos

**Location and
Arrival**


**Trail
Characteristics**

**Operations and
Maintenance**


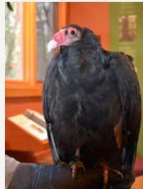


Web Design and Mapping



Access Recreation's exploration of 36 regional trails and parks

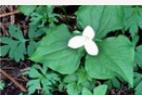
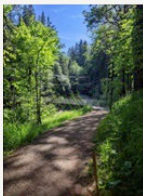
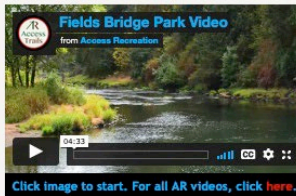


Beyond accessible ... to adventure!

Click on map to see all 36 trails and parks

Click any photo to see all 36 trails and parks

One of 18 videos created by Access Recreation

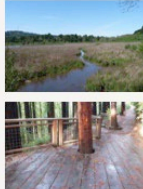


Click image to start. For all AR videos, click [here](#).


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Designed on EverWeb



Map and list of parks and trails that were visited by the AccessTrails project team

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[All the videos](#)



Click here for overall map

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Designed on EverWeb



Five Year
Cooperative Agreement with
Access Recreation,
US Fish & Wildlife Service &
Independent Living Resources

To follow Access Recreation Projects go to
accessrecreation.org

To view current profiled trails go to
accesstrails.org



For more information or questions
contact Georgena Moran at:

georgena@accessrecreation.org

Infrastructure Investment and Jobs Act Implications for Oregon

Presentation to Metro Quarterly Trails Forum

Susan Peithman

January 12th, 2022

Background: Infrastructure, Investment and Jobs Act (IIJA)

- November 2021
- \$1tn investment over 5 years of which
- \$567bn is for transportation related projects
- New programs for resilience and climate change
- Special funding for bridges and EV charging
- **\$100m** in discretionary grants

However...only **about half** of the \$567bn is new money, the rest is a reauthorization of existing programs.

Background: What's in it for Oregon?



\$200m for Public and Active Transportation (a 35% increase)

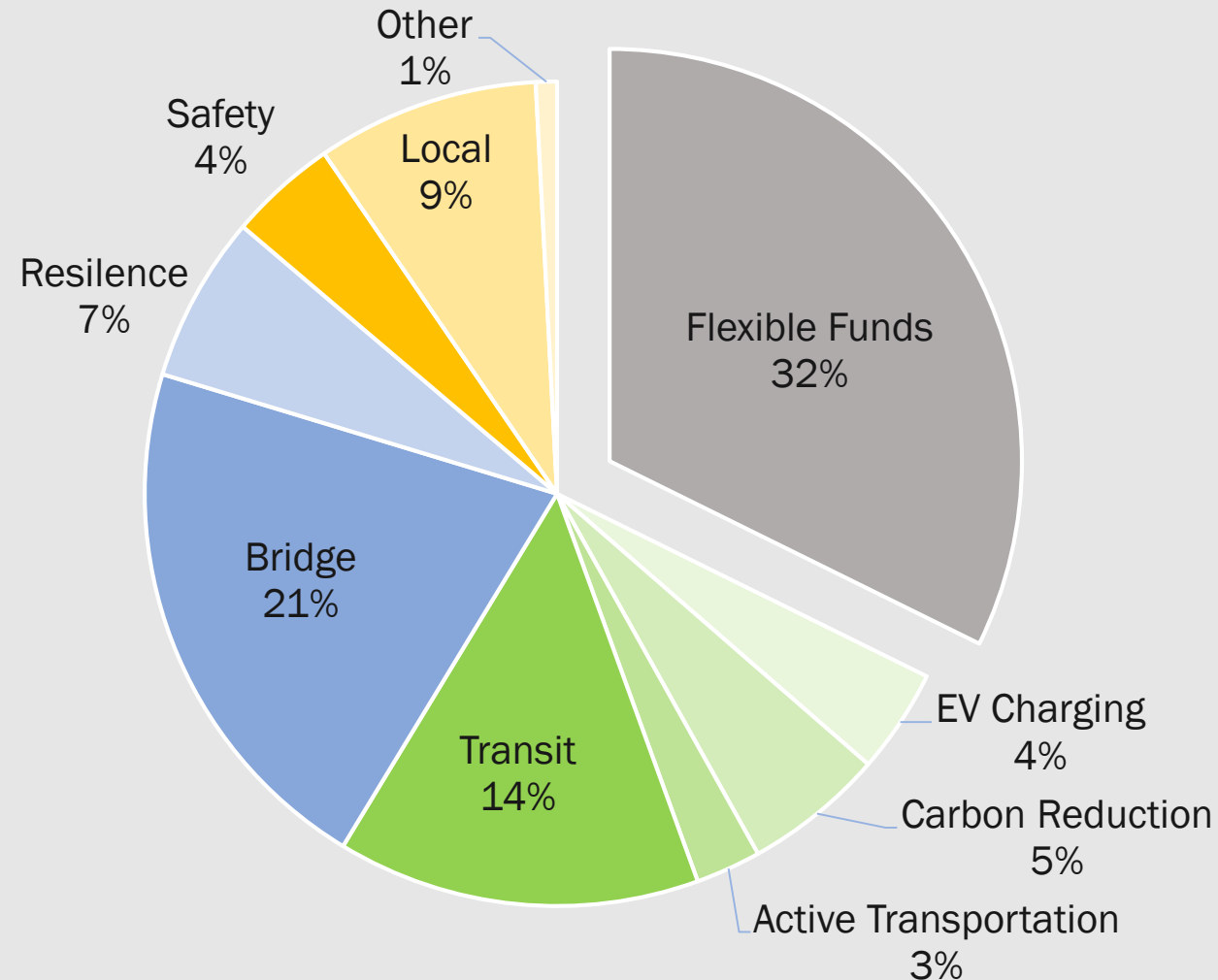


\$1bn for highways & special programs (a 38% increase)



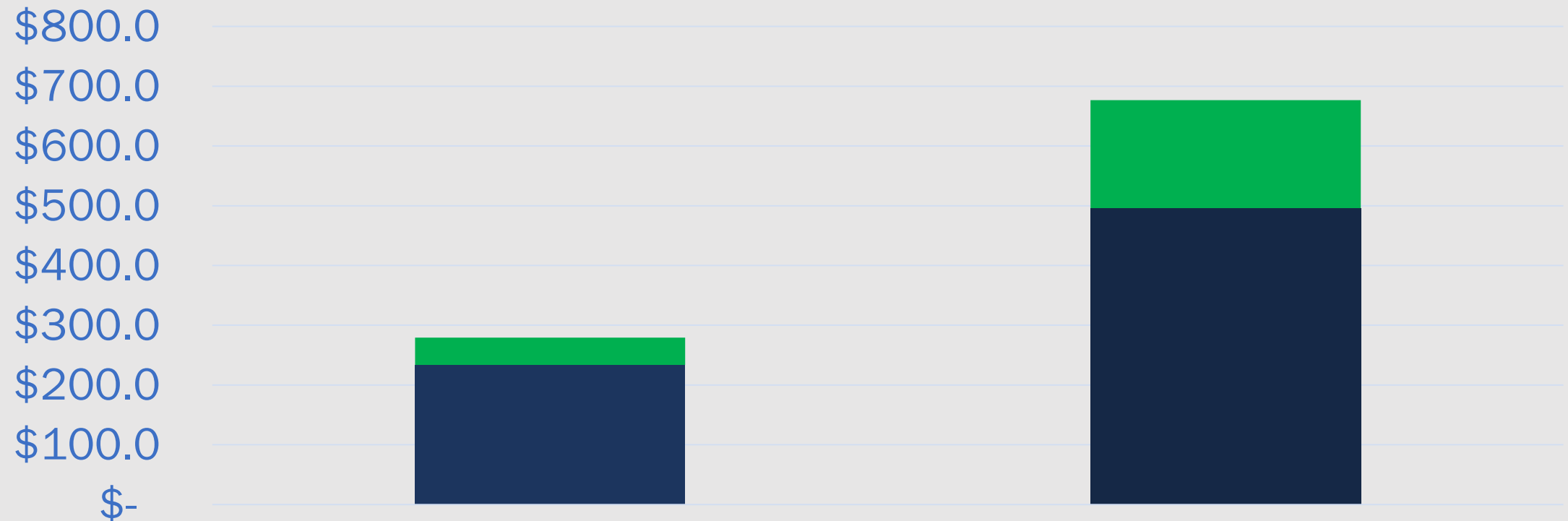
Competitive Grants from a **\$36bn** nationwide fund

Background: What's in it for Oregon?



Background: IJA Funding Compared to HB 2017

In millions of dollars in state and federal FY 2026



What does the IIJA mean for Public and Active Transportation?

- Nearly \$200 million in additional formula funding through the IIJA.
- \$30 million in additional direct funding for pedestrian and bicycle programs.
- Grants for GHG reduction and climate resilience.



Highlights: AT Programs

- Transportation Alternatives (TA) set-aside of 10% of STBG = 60% increase
- Roughly \$30M increase in TA funds for OR
- New TA 59/41 split between local and statewide allocations = more \$ to MPOs
- ODOT will use statewide allocation for Oregon Community Paths grant competition
- Recreation Trails set-aside stays the same



Highlights: Grants

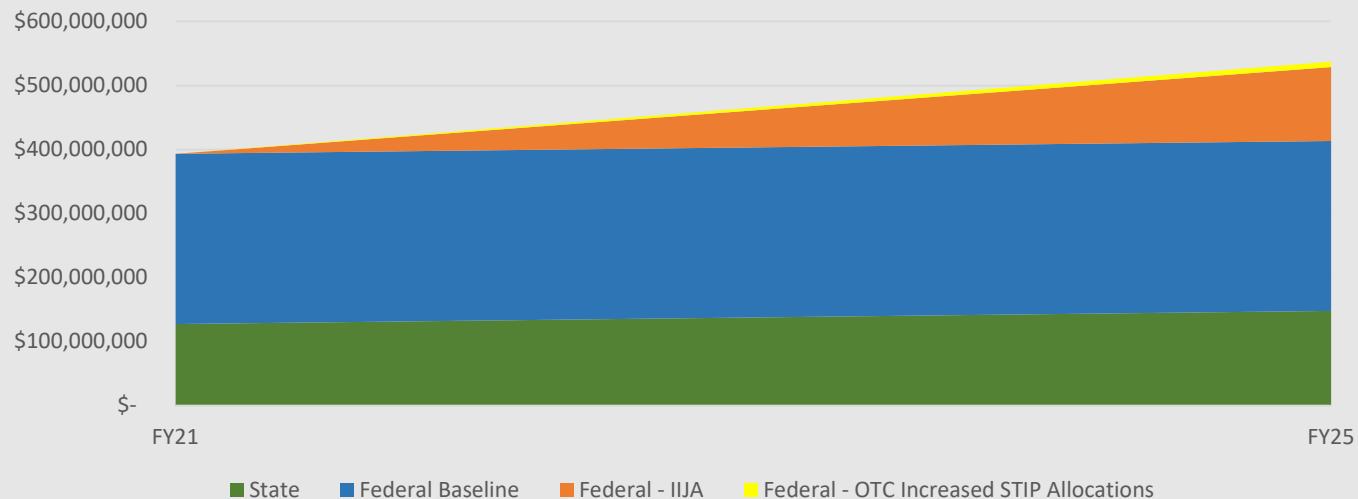
- RAISE Grants – \$7.5b and funding more car-free transportation projects
- New Reconnecting Communities Pilot Program Grants - \$1b to restore community connectivity
- Safe Streets and Roads for All - \$5b for local vision zero efforts
- Authorized by not funded
 - Healthy Streets Program
 - Stopping Threats on Pedestrians Program
 - Active Transportation Infrastructure Investment Program



Public Transportation

Nearly \$200 million in additional funding for public transportation in rural and urban communities

Oregon Federal and State Public Transit Funding
FY 21 vs FY 25 (projected) excluding COVID Stimulus



Highlights: GHG Reduction & Climate Resilience

- New Carbon Reduction Program will have \$82m for Oregon
- Bike, ped, transit and electrification all eligible
- About 1/3 will go to Portland, Salem and Eugene
- PROTECT Program has \$93.8m in formula funding for adaption and resilience
- AND \$250-300m/year in nationwide competitive grants





Our Strategy:

**Updating and Enhancing the 24-27 Statewide
Transportation Improvement Program (STIP)**

What is the STIP and what are our existing priorities?

- ODOT's primary discretionary fund
- Decided by the Oregon Transportation Commission on a 5 year basis
- 24-27 STIP decided by OTC in 2020
- IIJA crosses over the \$21-24 and 24-27 STIP cycles
- 24-27 STIP will go from about \$2.5bn to \$2.95bn if all other funding decisions remain fixed.

OTC/ODOT Strategic Action Plan Priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

IIJA Timeline & Public Engagement Approach

	November	December	January	February	March
Stakeholder Engagement	Seek feedback on priorities for allocation of flexible funds		Public comment period on scenarios		
OTC	Briefing at November meeting		Feedback on draft scenarios	General discussion	Approve final funding allocation

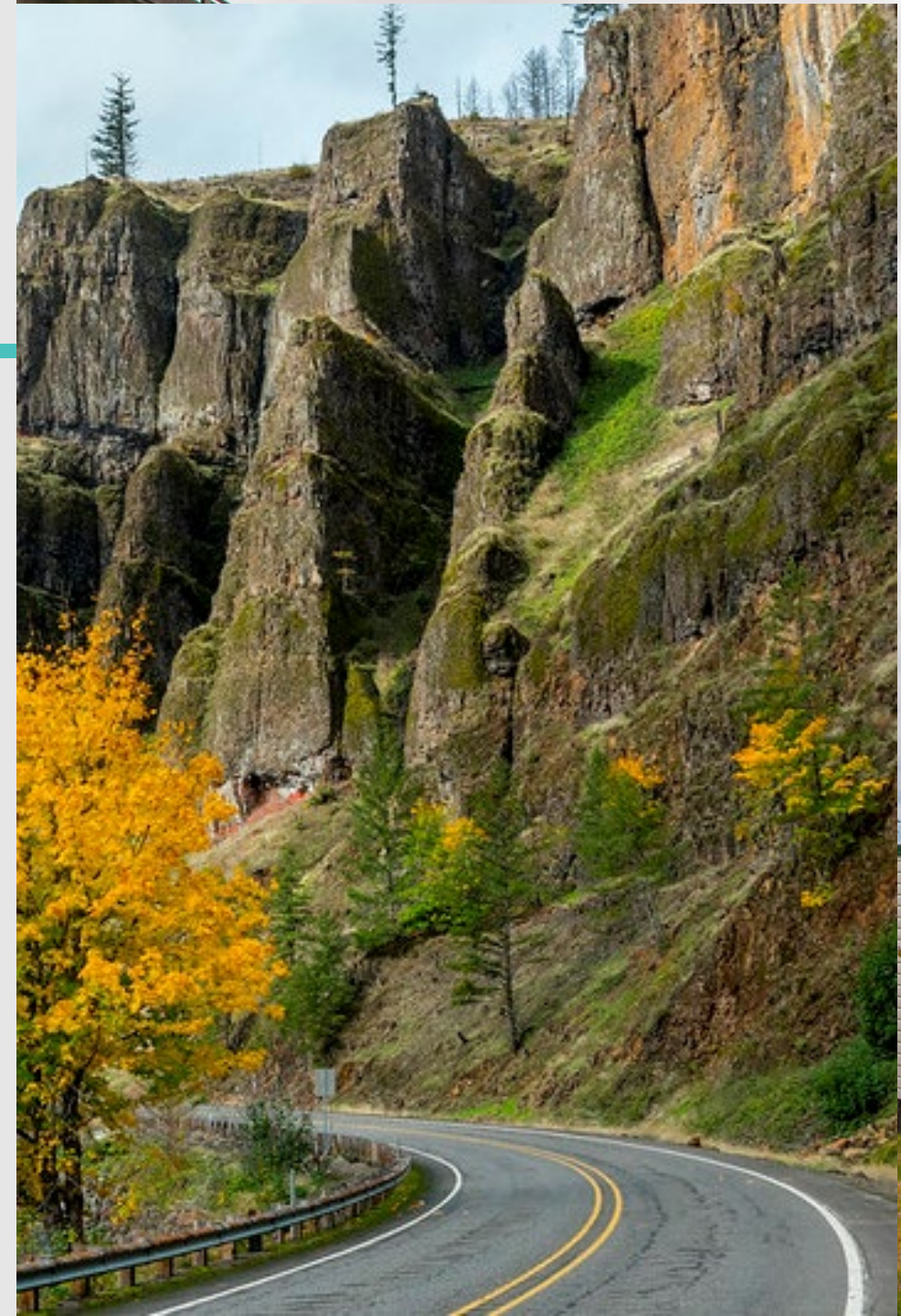
How to Provide Feedback

- Provide public comment at OTC meetings
 - January 20
 - February 17 (special meeting on IIJA)
 - March 10
 - March 30 (special meeting on IIJA)
- Submit comments and letters through OTC website at www.oregon.gov/odot/Get-Involved/Pages/OTC-Comments.aspx
- Watch for online open house in February



How to Follow IIJA

- Subscribe to ODOT's STIP update list at public.govdelivery.com/accounts/ORDOT/subscriber/topics
- Visit ODOT's IIJA website at www.oregon.gov/odot/Pages/IIJA.aspx



ODOT's Safe Routes to School Program Upcoming Funding

LeeAnne Fergason

Safe Routes to School Program Manager

Overview



What is Safe Routes to School?

Funding for Safe Routes to School

Construction Program

Education Program

Q and A

Your Input Requested

- Do you have any thoughts for the SRAC as they head towards recommending another round of SRTS funds in 2022?
- What do you need from staff in order to help spread the word about the next solicitation?
- Are there any events or meetings coming up at which we should offer a presentation?
- Do you have any wisdom to share to make future solicitations better?

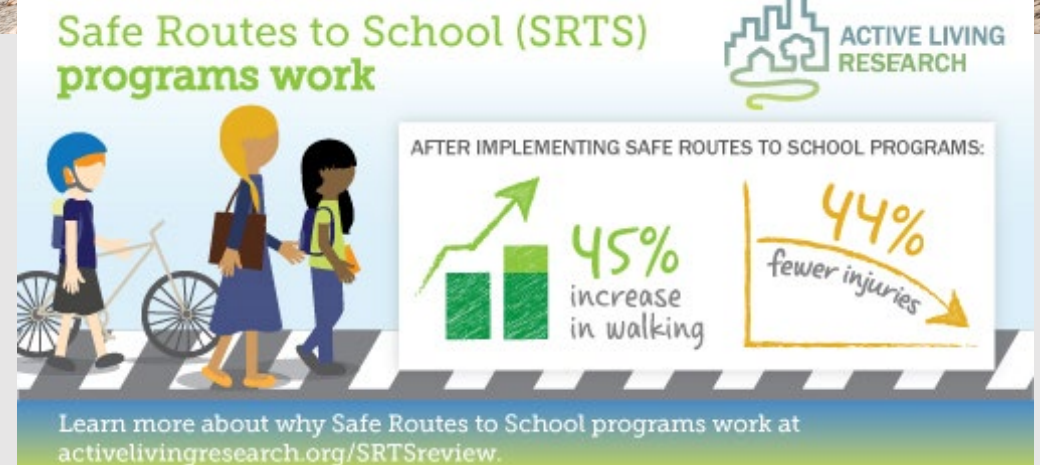




What is Safe
Routes to School?

ODOT Safe Routes to School Vision

ODOT's Safe Routes to School Program creates a future where Oregon students and families can choose and have access to safe, active and shared transportation options to and from school. To accomplish this, the program leverages and evaluates investments in safe infrastructure, education, and encouragement programs. The program prioritizes underserved communities and facilitates high quality and effective programs implemented with transparency through partnerships and evaluation.





Safe Routes to
School Funding:

SRTS Education

- Source: FHWA/NHTSA (federal funds)
- 1 million annually
- Increases to 1.3M for 2024-27

SRTS Construction

- Source: ODOT's SRTS Fund/Keep Oregon Moving Act (state funds)
 - 10 million annually
 - Increases to 15M in 2023



Breakdown by Program for 2-year Cycle 2023-2024

Construction Grants
\$26.25 million

87.5 percent or greater of SRTS funds, will used in a competition to build street safety projects

Rapid Response Grants
\$3 million

Up to 10 percent of SRTS funds will be used for urgent needs and safety issues

Project Identification- Planning Assistance
\$750,000

Up to 2.5 percent of SRTS funds will be used by ODOT to help communities identify projects and create a local SRTS Plan.

Education Grants and Services
\$2 million

In addition ODOT allocates 1 million annually through the STIP for Education programs



<https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

SRTS Construction and Education Program Overview

Key Dates:

January 2022: Materials are online

March 18, 2022:
Applications due

July 31, 2022: Application Part 2 due
(for Construction grants only)



February 1 - March
18, 2022

Application
for Construction
Grant, Education
Grant, and Planning
Assistance

April/May
2022

**Review
and
Approval**
for Education
Grants and
Planning
Assistance

May 1- July 31,
2022

**Application
Part 2**
for
Construction
Grant Program

August-
December
2022

**Review
and
Approval**
for
Construction
Grants

Planning Assistance (Project Identification Program):

Description

You will get...

A **Safe Routes to School Plan** to address barriers and get ready to apply for funding

Eligibility

ODOT's consultant to do the work on behalf of the jurisdiction.

Process

Your responsibility...

School community and road authority work together.

How to Apply

Create a Project Management Team



Competitive Construction Grants



Eligibility

Match

Project Selection

Project Delivery

How to Apply

https://www.cognitoforms.com/ODOT2/_2022SafeRoutesToSchoolCompetitiveConstructionGrantApplication

Projects Must...



Address a barrier to students walking and rolling to school

Support of the School District or School

Within one mile of a school

On a public road right of way

Local cash match requirement

Commitment to outreach

Aligned with a plan

Minimum \$60K
Maximum \$2 Million

Rapid Response Grants

Program Details



Request maximum of
\$500,000

Timely
Opportunity

Proof required

Urgent, time sensitive, could not have
been planned for

Urgent Safety
Need

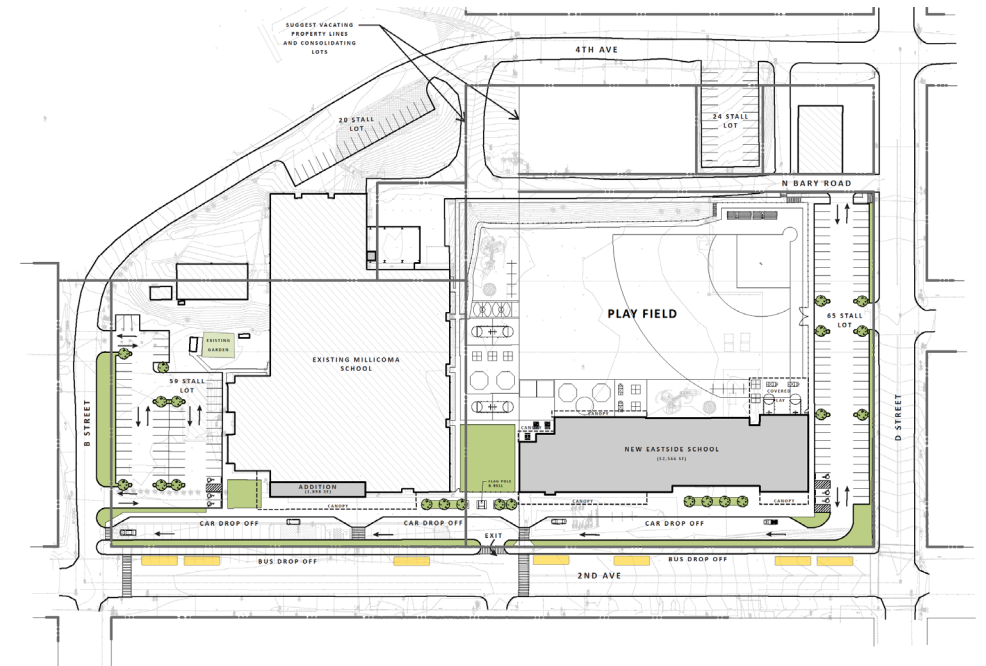
Recent crash with moderate or serious injury or fatal
involving a bicyclist or pedestrian with cost effective fix.



Project Examples

Finished Project: City of Coos Bay

The project will construct approximately 4.931 feet of sidewalk along 2nd Ave, D St, and 6th Ave, as well as bike lanes, crosswalks, curb ramps, rapid flashing beacons, video inspection, and road signs, storm drain enhancements to existing system, and reuse of detention ponds established already, but improved.

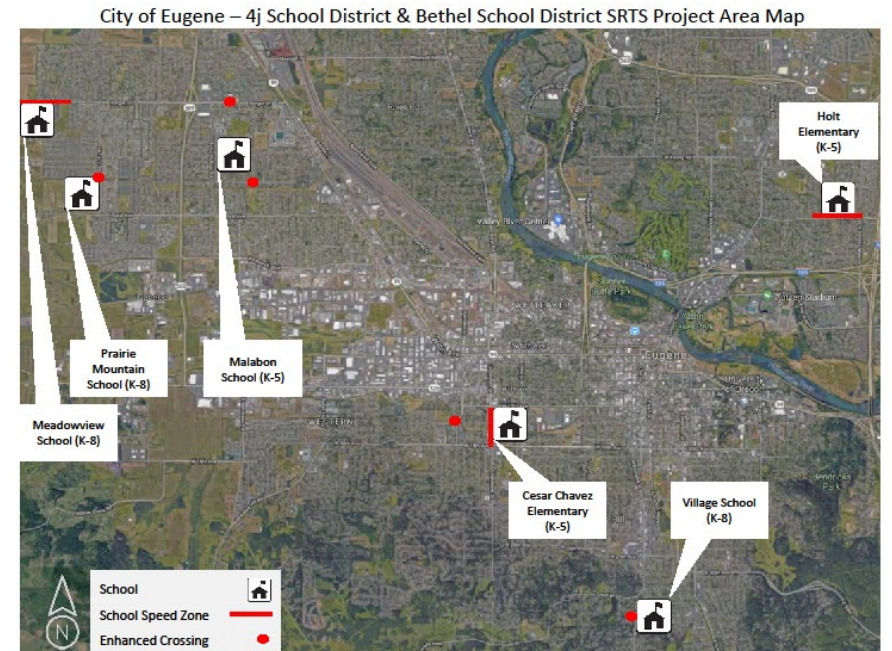
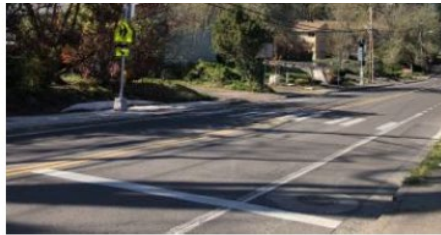


00 EASTSIDE & MILLICOMA
ARCHITECTURAL SITE PLAN

SCALE = 1:30
N
STEELE
architecture interior planning

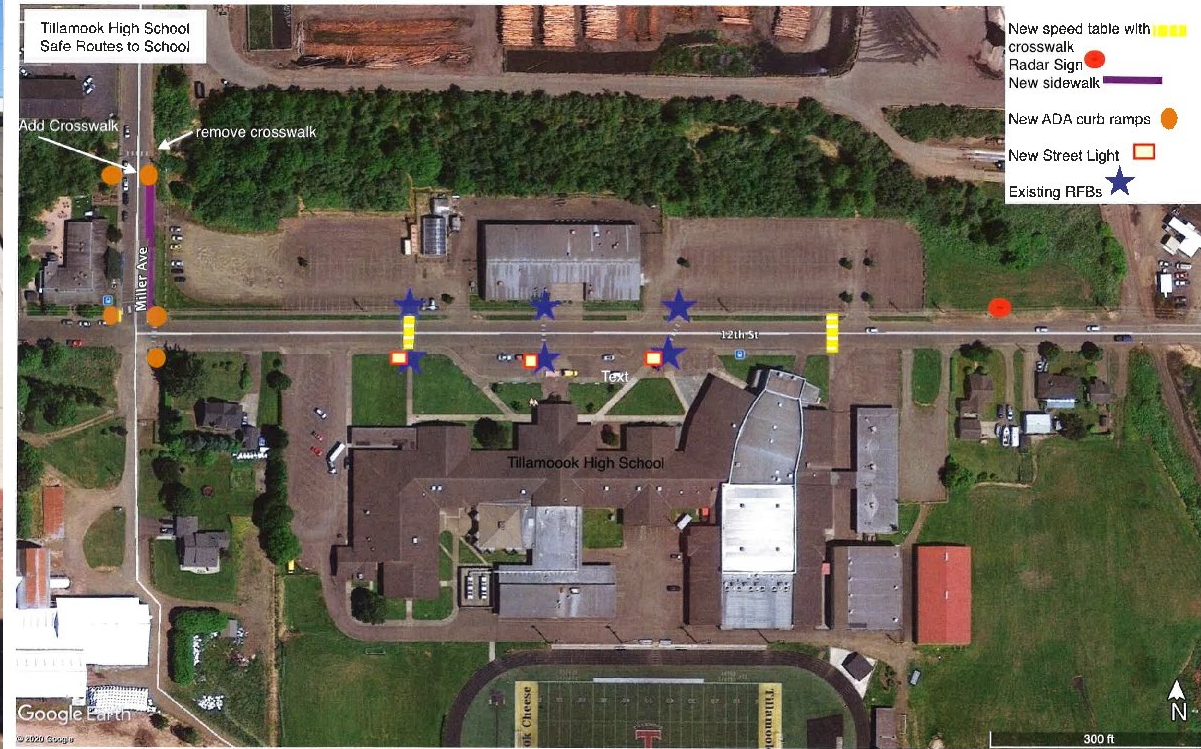
Finished Project: City of Eugene

The project will construct speed zone flashers and speed readers on Chambers St at 14th Ave (SB) and on Chambers Street at Fern Ridge Path (NB); crosswalks, curb ramps, and a pedestrian island on Garfield St at 14th Ave; speed cushions on Chambers St at 15th Ave; speed zone flashers and speed readers on Harlow Rd at Calvin St (WB) and Harlow Rd at Honeysuckle Ln (EB); curb ramps, crosswalks, and rapid flashing beacons on Willamette St south of 34th Ave; crosswalks, curb ramps, and a pedestrian island on N Terry St at Donohoe Ave; speed zone flashers and speed readers on Barger Dr at Legacy St (EB) and on Barger Drive at Ohio St (WB); crosswalk, curb ramps, a pedestrian island, and rapid flashing beacons on Barger Dr at Altamont St; speed humps on Marshall Ave east of Echo Hollow Rd; and, curb extensions and crosswalks across Marshall Ave at Taney St.



Finished Project (Rapid Response): City of Tillamook

The project will install street lights, a radar sign, and construct speed tables on 12th Street; construct sidewalk on the east side of Miller Avenue; and construct 5 ADA curb ramps in the Project area, hereinafter referred to as “Project.”



Education Program details:



Description

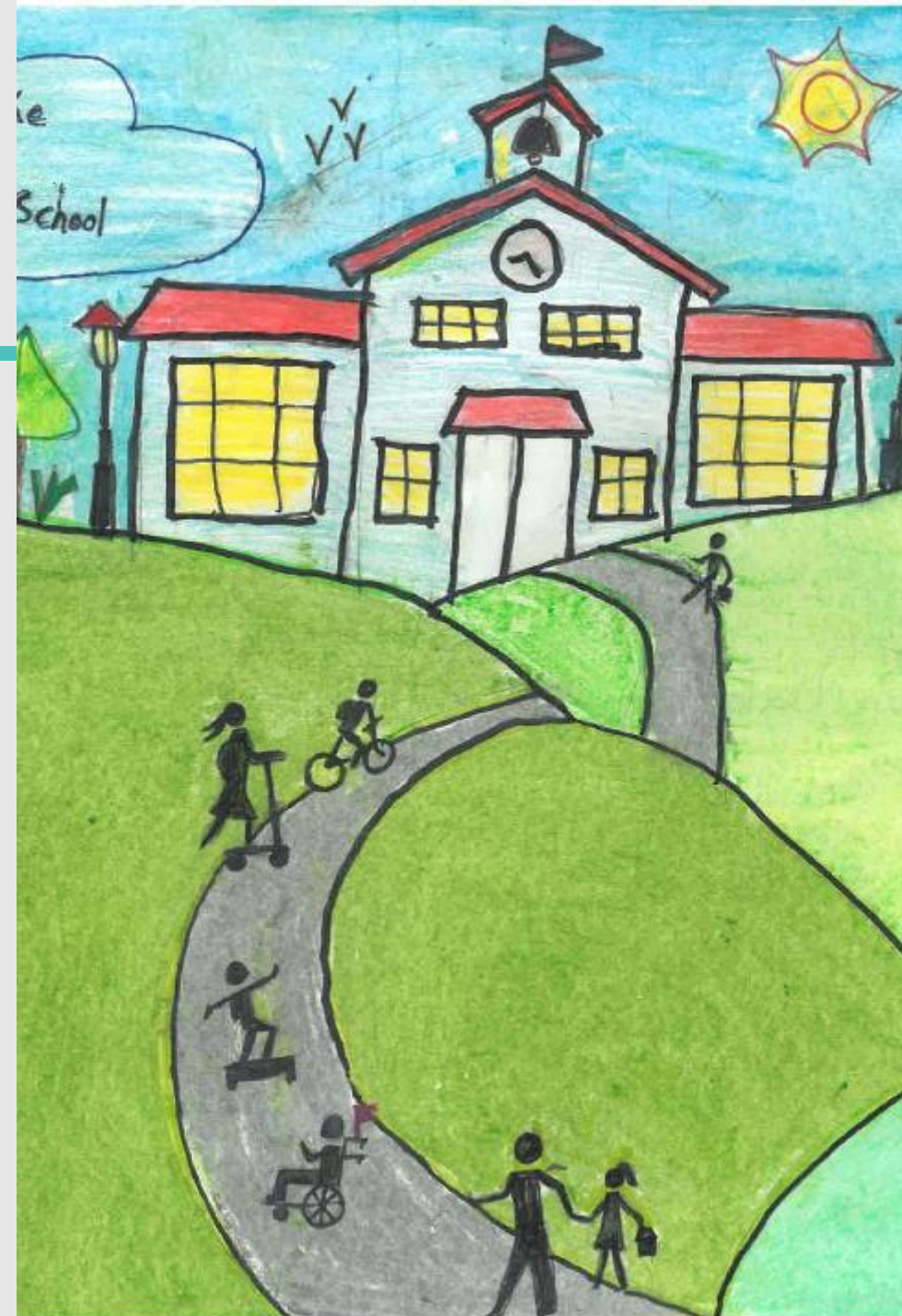
Eligibility

How to Apply

Education Program Description

- Community grants available
 - For capacity building like funding a SRTS coordinator
 - For new approaches
- Resources available for all right now at <http://oregonsaferoutes.org/>
 - SRTS resource hubs for trainings and other assistance from SRTS experts
 - Free print materials and safety campaigns

Are you new to Safe Routes to School?
We have support to get you started.



ONLINE OPPORTUNITIES

- January 13, 11am-12pm Workshop: Coast/Willamette Valley
<https://zoom.us/meeting/register/tJlsduutrTMuHtFy4IMaOswF4FptyklFpk0U>
- January 13, 2pm-3:30pm Workshop: Portland Metro/Region 1
<https://us02web.zoom.us/j/83753903244?pwd=eTJPbHMwb0haZ1RFWCt5K2F4Tis5dz09>
- January 18, 12pm-1:30pm Webinar
<https://us06web.zoom.us/meeting/register/tZOrdeCsrDguHNTKIPbDXuuMXB7t0y-lqcLI>
- January 19, 9am-10am Workshop: Eastern/Central/Southern Oregon
<https://us06web.zoom.us/meeting/register/tZAscu-qpj0oEtVpJ8HTKRVwJlcgR9jubMgv>

Program Manager Office Hours

<https://us02web.zoom.us/j/6890767761?pwd=enBnTGNvZ2YzNUFjK0E2MVFUNEZrQT09>

Meeting ID: 689 076 7761 Passcode: SRTS

- February 3, 3pm-4:30pm
- February 10, 3pm-4:30pm
- March 3, 3pm-4:30pm
- March 10, 3pm-4:30pm



Q and A



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- Do you have any wisdom to share to make future solicitations better?





SRTS Education Contact:

Heidi Manlove, ODOT Program Manager, Transportation Safety Division, MS #3

Email: Heidi.manlove@odot.state.or.us
(503) 968-4196

SRTS Construction Program Contact:

LeeAnne Ferguson, ODOT Program Manager, Transportation Development Division

Email: LeeAnne.Ferguson@odot.state.or.us
(503) 910-8994

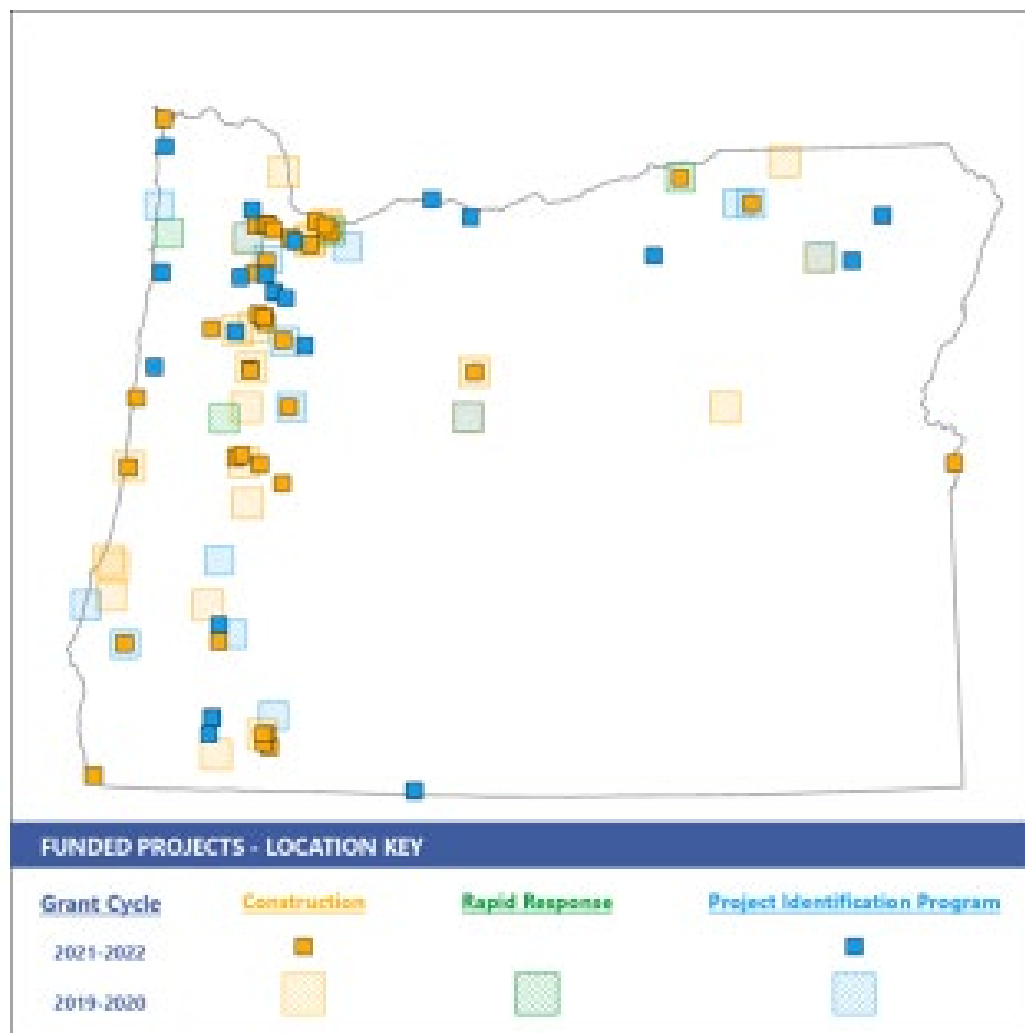
Website: <http://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>



Additional Slides for Questions

If needed

2019-21 Construction Outcomes



- 158 M requests
- 44 M funded
- 75 projects
- 34 Safe Routes to School Plans
- 11 Safe Routes to School Education Grantees*

* Not shown on map

Construction Outcomes 2019 - Present:

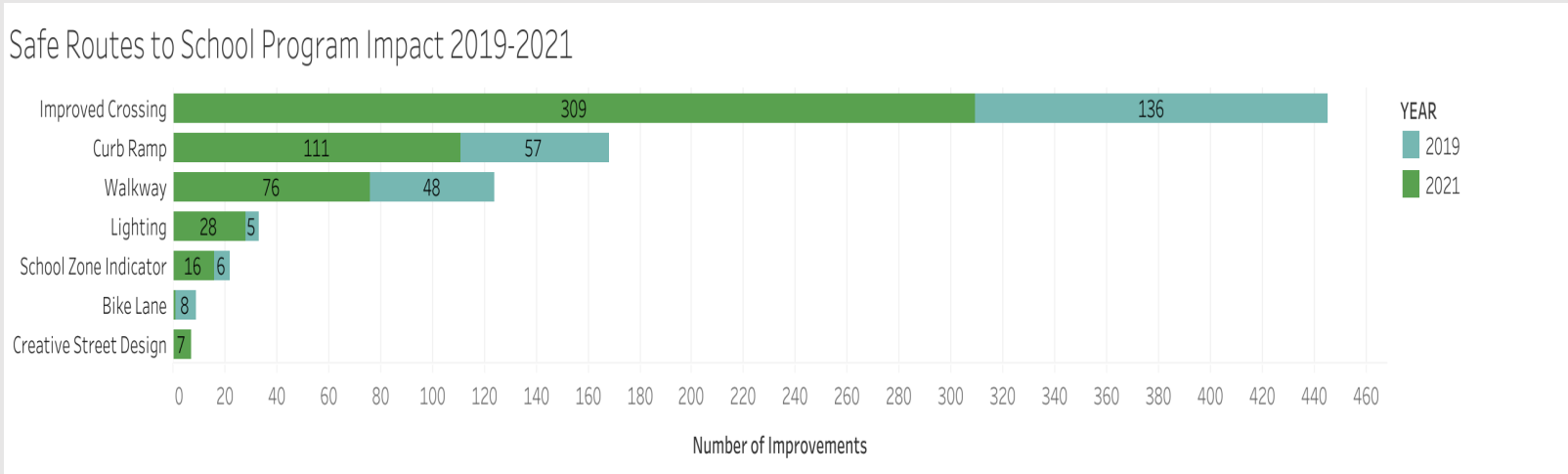
All funded projects are for students at Title I schools.

83% of funds will be spent on a project within a Priority Safety Corridor

62% of the funds will go to schools with the highest % of low income families

46% of funds will be spent in areas outside of an MPO

35% of funds will be spent cities with population under 5,000





NPS-RTCA



Rivers, Trails and Conservation Assistance Program

About Us. The National Park Service – Rivers, Trails and Conservation Assistance program (NPS-RTCA) works with hundreds of partners across the United States to turn their conservation and outdoor recreation visions into a reality. Through an annual application process, our NPS staff are invited to assist communities, nonprofits, government institutions, tribes and land management agencies on their projects.

How We Work. NPS-RTCA is a unique federal program that supports community-led projects by leveraging resources through diverse partnerships. Though we are not a funding program or a “traditional consultant,” we align the planning, design and technical expertise of NPS staff with the skills and abilities of our project partners. Depending on the scale of the project, NPS-RTCA can invest up to four years on developing a clear direction and evolving community synergy for their project.

Community Engagement. Although each community project is different, NPS-RTCA strives to achieve successful outcomes by engaging the community in the vision and planning process, ensuring the project provides equitable and inclusive access for all, leveraging resources from those with shared goals, and developing strategies that nurture and sustain the project. Together, with our partners, NPS-RTCA strives to move the needle on conservation and outdoor recreation in America.

The National Park Service is not just about national parks, we're about your parks.



Focus Areas

NPS-RTCA supports diverse community-led projects.



Build Healthy Communities Through Parks, Trails and Outdoor Opportunities

- **Parks.** Create a system of parks for all Americans.
- **Restoration.** Restore blighted lands for public use.
- **Access to Outdoor Recreation.** Develop or improve outdoor recreation access to lands and waters.
- **Health.** Develop parks and outdoor recreation opportunities to support community health goals.
- **Heritage.** Tell community stories by integrating history and culture into their local projects.



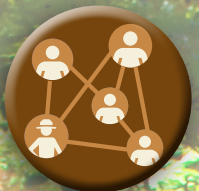
Conserve Natural Lands, Rivers and Watersheds

- **Climate Change Adaptation.** Evolve ecosystem services using parks, greenways and conservation areas to support community resiliency to a changing climate.
- **Land and Habitat Conservation.** Assist communities in developing land protection and conservation strategies.
- **River Restoration.** Restore rivers and riparian areas to their natural systems.



Strengthen the Organizational Capacity of Community Partners

- **Collaboration.** Bring stakeholders together to implement shared ideas and goals, and to leverage skills and resources.
- **Organizational Development.** Strengthen the capacity of community organizations to support conservation and outdoor recreation outcomes.



Enhance Community and National Park Service Networks

- **Natural Disasters.** Assist communities that are impacted by natural disasters to integrate conservation and outdoor recreation into their recovery.
- **Gateway Communities.** Facilitate implementing shared goals between local communities and neighboring public land managers.



Engage Youth in Outdoor Recreation and Stewardship

- **Program Development.** Support organizations that work to provide youth with life-long outdoor recreation projects.
- **Engage Youth.** Incorporate youth into the community planning and development of conservation and outdoor recreation projects.

Newsletters

Click on any link below to explore how NPS-RTCA works with various communities, governments, nonprofits and tribes. The newsletters are organized by themes relevant to our work.

Subscribe: Visit [this link](#) to subscribe to the NPS-RTCA program newsletter.

[Rivers](#)

[Conservation](#)

[Healthy Recreation](#)

[Outdoor Recreation](#)

[Active Transportation](#)

[Working with National Parks](#)

[Connecting Communities by Trails](#)

[Inspiring Youth Through the Outdoors](#)

[Connecting People to Parks Through Art](#)

[Native American Community-Led Projects](#)

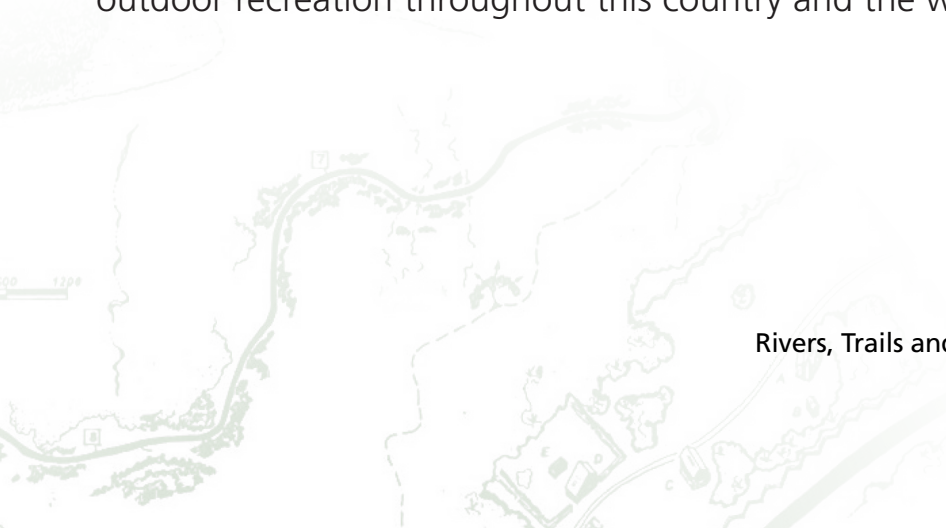
[Preserving Cultures and Telling Their Stories](#)

[Groundwork: 21st Century Conservation Partnership](#)





The National Park Service preserves unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations. The Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.



nps.gov/RTCA

Rivers, Trails and Conservation Assistance Program
National Park Service
U.S. Department of the Interior

