



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: Quarterly Trails Forum
Date: Wednesday, April 10, 2024
Time: 10 a.m. to 12 p.m.
Place: Hybrid -- Metro, 600 NE Grand Ave., Portland and [Zoom](#)

10:00 a.m. Welcome (5 minutes)
Ashton Simpson, Metro Councilor

10:05 a.m. Introductions and announcements (30 minutes)
All attendees

Advocacy updates

10:35 a.m. Oregon Trails Coalition update (5 minutes)
Steph Noll, Oregon Trails Coalition

10:40 a.m. BikeLoud PDX update (10 minutes)
Aaron Kuehn, BikeLoud PDX

Project updates

10:50 a.m. Tigard's Red Rock Creek Trail (10 minutes)
Gary Pagenstecher, City of Tigard

11:00 a.m. 2024-'28 Statewide Comprehensive Outdoor Recreation Plan (15 minutes)
Caleb Dickson, Oregon Parks and Recreation Department

11:15 a.m. Oregon City Loop Trail Refinement Plan (10 minutes)
Josh Wheeler, City of Oregon City

Funding updates

11:25 a.m. Reference guide for trail funding programs (10 minutes)
Layne Wyse, Metro

11:35 a.m. Oregon State Marine Board grants (10 minutes)
Janine Belleque, Oregon State Marine Board

11:45 a.m. Oregon Community Paths grants (10 minutes)
Alan Thompson, ODOT

11:55 p.m. Adjourn

Next meeting

Wed., July 10th, 2023, 10 a.m. to 12 p.m. Hybrid -- Metro, 600 NE Grand Ave., Portland and Zoom

Statement of Inclusivity

The Quarterly Trails Forum is an inclusive and welcoming space. Participants commit to treat each other with respect, with zero tolerance for obscene, hateful, or racially derogatory language that creates an intimidating, hostile, or offensive environment. Participants have honored this in the past and we appreciate your support in continuing to do so.

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Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

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Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

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ការម Metro
ការគោរពសិទ្ធិពលរដ្ឋសំ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋ Metro
ឬដើម្បីទទួលបានក្របខណ្ឌសិរីសោភ័ណសម្រាប់សួរនាគោលនីតិ
www.oregonmetro.gov/civilrights។
បេឡាអន្តរការអន្តរក្របខណ្ឌនៅពេលអង្គ
របស់ស្ថាប័នស្រុកសួរ 503-797-1890 (ម៉ោង 8 រឺក្នុងម៉ោង 5 ល្ងាច
ថ្ងៃអង្គារ) ប្រាំពីរថ្ងៃ
ថ្ងៃអង្គារ មុនថ្ងៃដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក

إشعار بامتياز من Metro

تحتزم Metro الحقوق المدنية للمزيد من الممولات حول برنامج Metro لحقوق وخدمات مدنية أو لإبداع شوكوى خرائط مميّزي رجي زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، ي ج ب على ك الاتصال مقدم برفق لهاتف 503-797-1890 من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

Notificación de no discriminación de Metro

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Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua nte ntawm lub rooj sib tham.



Defending Our Trails and Building for the Future

Metro Trails Forum, April 2024

Steph Noll, Director



Who We Are



What We Do



Oregon Outdoor Recreation Summit

In Partnership with the Oregon Trails Summit

December 5-7, 2024 • Sunriver

Open Call
for
Session
Proposals!

OREGON TRAILS
COALITION



Trails Skills Trainings Calendar



Partners/ Funders:
- Travel Oregon
- BLM





- **Submitted testimony on 4 bills during 2024 session**
- **Co-led the charge on passing SB 1576: Rec Immunity Bill**
- **Already organizing with coalition partners for 2025 session**

It's always a good day to talk to a state legislator about your favorite trails!

Trails Day at the Capitol February 12



Trails Day Platform

- **Oregonians love trails.** 74% of Oregonians use local trails and are happier, healthier and more connected to their communities because of it!
- Oregonians want to keep our trails open! **Protect Oregon Recreation with a legislative fix to recreational immunity** in the 2024 session.
- Oregon is home to iconic landscapes and deserves world class trails! The Oregon Signature Trails Inventory shares a vision for how bold investments in trails can create bold returns for Oregonians and Oregon communities. **Let's chart a path forward for investing in our trails!**

Recreational Immunity

- Laws that encourage landowners to open lands to the public for recreational use by protecting the landowner if a recreational user seeks damages after an injury.
- Fields vs Newport Decision: Subjective Intent is too subjective for Recreational Immunity to function as the legislature intended
- CIS Memo: Improved trails that are used to access a recreational area should be closed.



Recreational Immunity: Effects

'Tough spot': Oregon Coast towns close trails after lawsuit puts legal shield in jeopardy



Zach Urness

Salem Statesman Journal

Published 7:26 a.m. PT Dec. 15, 2023 | Updated 11:41 a.m. PT Dec. 17, 2023



Oregon cities weigh increased liability worries on public trails



By **Justin Higginbottom** (JPR)

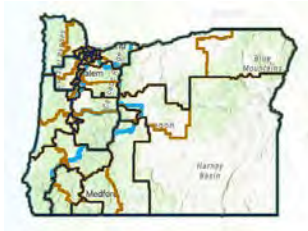
Jan. 8, 2024 10:42 a.m.

Cities including Bandon and Ashland are waiting for guidance from the state Legislature to decide whether to close trails to avoid new potential liability.

The City of Bandon is considering closing its trail system. In an agenda report for the Jan. 9 council meeting, City Attorney Shala Kudlac noted that “local municipalities have been advised by its insurance provider ... to close City-owned and maintained improved trails as a precaution and to avoid potential liability.”



Recreational Immunity: Taking Action



1. Relunched POR Coalition!

2. Hosted informational webinar

3. Coordinated legislative outreach and testimony

4. Passed emergency (and temporary) fix bill: SB 1576

Building for 2025 Session

- Convening BIPOC Trails Network
- Organizing September 2024 Policy Makers Ride
- Working toward 2025 Recreational Immunity Legislation
- Working with transportation safety, justice, and climate advocates to ensure trails are part of a likely 2025 Transportation Measure:
 - Increase funding for Oregon Community Paths program
 - Ensure bike, pedestrian, and trails investments are part of major capital projects
 - Pursue specific trail project funding



OREGON SIGNATURE TRAILS VENTORY REPORT



OREGON SIGNATURE TRAIL

Oregon Coast Trail

A towns to trails hiking experience following the entire coastline of Oregon from the mouth of the Columbia River to south of Brookings including lots of beach and dunes hiking as well as coastal, old-growth rainforests and spectacular coastal bluff views of the rugged, cliff-lined Pacific Ocean.

The completed trail vision includes various route options for water ferries to cross coastal bays/river mouths and downtown city pathways to experience Oregon coastal culture and visitor amenities in the many unique towns along the way.



OREGON SIGNATURE TRAILS



- Applegate Ridge Trail, Jack-Ash Trail and Connectors
- Blue Mountains Trail
- Cascades to Caves Route
- Corvallis to Sea Trail
- Deschutes River Paddle Trail
- Gorge Towns to Trails
- Historic Columbia River Highway State Trail-Marine Drive Trail-North Portland Greenway
- Joseph Branch Trail
- Oakridge-Westfir MTB Center
- Oregon Coast Trail
- Oregon Desert Trail
- Oregon Timber Trail
- Pacific Crest Trail (Oregon Section)
- Salmonberry Trail
- Willamette River Water Trail

The 15 Signature Trails indicated above can be found in more detail in the following pages. [View the interactive map of trails here](#)

Why Signature Trails?

- Oregonians deserve world class experiences in their own backyards
- Moving beyond “low hanging fruit” to bolder investments
- Putting forth inspiring vision will build collaboration and increase investment in trails overall



\$1.33 Million Signature Trails Funding Package Passes Congress!

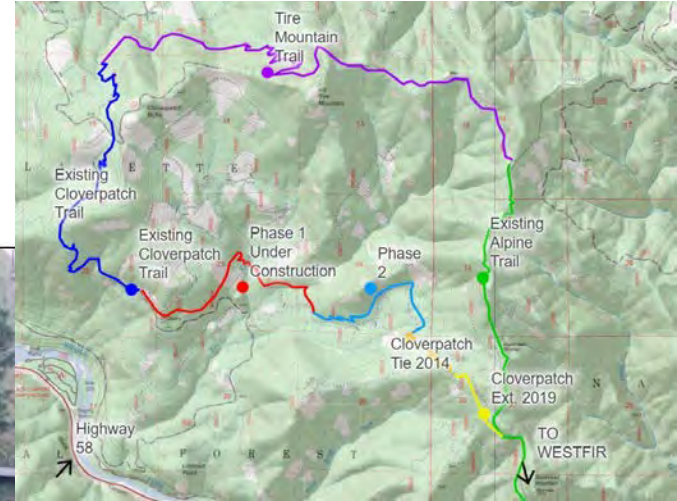




Photo Credit: Susan Schen

Thank you for all you do for
Oregon trails and trail users!

oregontrailscoalition.org

[steph.noll@
oregontrailscoalition.org](mailto:steph.noll@oregontrailscoalition.org)



BIKELOUD

Regional Trails



About us

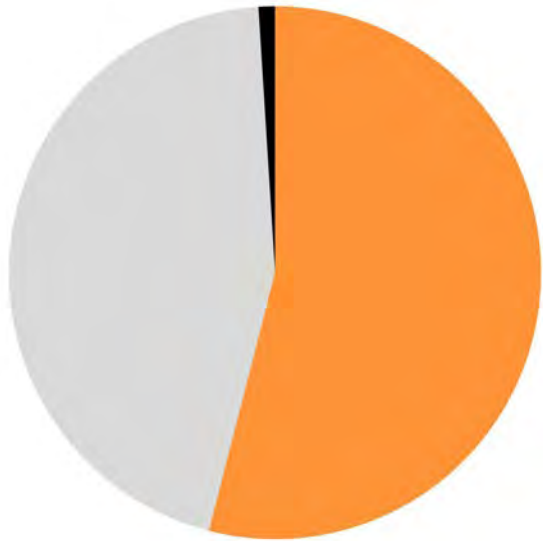
BIKELOUD promotes bicycle transportation in Portland by **empowering riders** and creating *safe streets for people*.

25x30

346 members



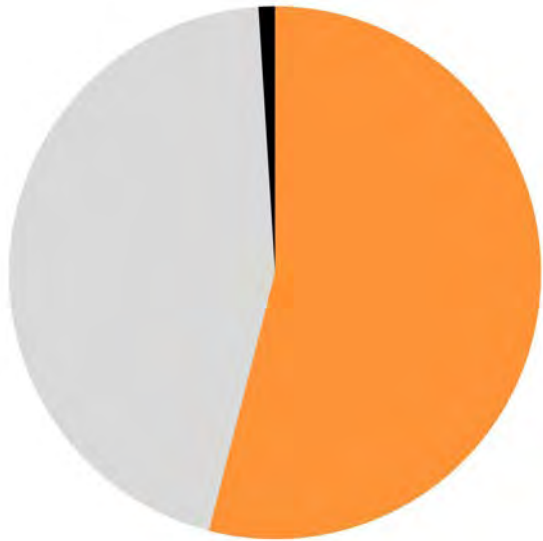
- Campaigns **No Turns on Red**
- Programs **Bike Buddy**
- Events **Ladds 500**
- Rides **Voting Districts**
- Research **Surveys**
- Education **Farmers markets**
- Action **Saved Broadway**
- Fun **Bike Summer**



● Bike (54%)

● Walk (45%)

● Other (1%)



● **Bike**

- Ride to the trail
- Start at closest trail
- Network of off-street paths



Henry Pittock with bicycle club

Donkey engines are used in the timber in connection with thousands of feet of wire cable, and the logs are hauled down hill from the stump to ponds formed by damming Bridal Veil Creek below. These

Mrs. Weathered talked mines and gave out souvenirs, Mr. Conkin distributed souvenir copies of his Mining Journal. Mr. Steel doted on mountain peaks, Miss Michell told of the great Columbia-River

Leann. There were private rooms, reception-rooms, desks, tables, lounges, typewriters, writing material, heat, light, wardrobes, etc. Fruits, flowers, refreshments, etc., were on hand for the entertainment of the hundreds who called to pay their respects to the members of the delegation from the far Northwest.

The celebration of Washington's birthday on board the Southern Pacific train will never be forgotten by those whose good fortune it was to have been present. The Oregon car was gaily decorated, and from early morn till midnight there were recitations, singing, speech-making, cake-walks, banjo music, etc.

The Northwest delegation went to the free library and to the Pclayune office daily, where they read The Oregonian while in New Orleans.

amount in feet. and deductions being on is a fair waste that the for slab using ch and mor saws, bu scale, hav hand saw possible rapidly grievance imaginari ference h is held.

The Morning Oregonian, Monday, March 26, 1900

NEW BICYCLE PATHS

Where Tax Money Will Go This Year

The not nights and hot days, the whole year round, are too much for us," the head of the family explained, "and when the Mormon missionaries tell the Brisbane people of Salt Lake's lovely climate, it is enough to make them restless and desire to try it. We have friends at Ogden and at Salt Lake, who became converts to Mormonism several years ago, and they wrote us that all the pleasant descriptions by Mormon elders are realized, both as regards climate and their ability to make money in Utah.

"I had accumulated quite a property in Brisbane, but my buildings were carried off by the flood of 1893, when the freshets of the Brisbane River met the extremely high tides of the harbor and flooded the entire residence district, carrying off houses and rendering the real estate valueless ever after.

"Times are hard all over the Colony of Queensland, and particularly in Brisbane. Those who depend upon their daily labor are out of work most of the time, and since the war in the Transvaal, the cost of living has increased very much. We find that all food is cheaper in Portland, with the exception of beef and mutton, which are the only cheap commodities in Brisbane. Fresh meat, however, has advanced in Queensland to double what it used to be. Two years ago we could get the choicest cuts of beef or mutton in Brisbane at "tuppence ha'penny" (5 cents) a pound, but now its fourpence ha'penny. However, we are all sick and tired of meat, and we used to eat too much of it in that warm climate."

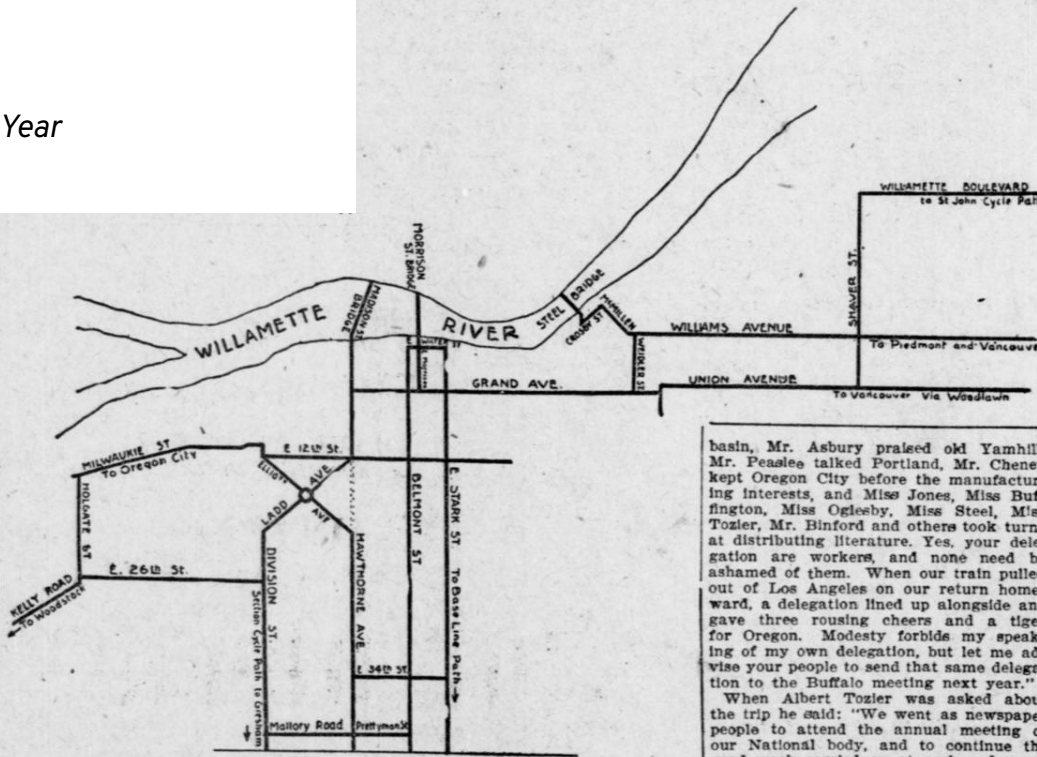
Mrs. Downe was asked if she did not have some misgivings on going to Utah, where Mormons practice polygamy, and Mr. Downe might be tempted to take another wife.

"I'm not afraid," she said; "I know all about that. The missionaries tell us that polygamy is all done away with," and she said she had been told that by her

the evening. Henry Hallam, as the Mexican, sang his role in much better voice than previously. The comedians, George Kunkel as Hadad, and John Henderson as Nockey, entered into the funmaking

logs are then pulled out on to the track and the "train" starts for the mill, where another pond is ready to receive the logs, which are switched into it by an ingenious device on the track. The mill has

ROUTES TO BICYCLE PATHS.



AVENUES BY WHICH WHEELMEN MAY REACH THEM.

The accompanying map shows the East Side streets leading to the various bicycle paths now completed.

basin, Mr. Asbury praised old Yamhill. Mr. Peaslee talked Portland, Mr. Cheney kept Oregon City before the manufacturing interests, and Miss Jones, Miss Bufington, Miss Ogleby, Miss Steel, Miss Tozier, Mr. Binford and others took turns at distributing literature. Yes, your delegation are workers, and none need be ashamed of them. When our train pulled out of Los Angeles on our return homeward, a delegation lined up alongside and gave three rousing cheers and a tiger for Oregon. Modesty forbids my speaking of my own delegation, but let me advise your people to send that same delegation to the Buffalo meeting next year."

When Albert Tozier was asked about the trip he said: "We went as newspaper people to attend the annual meeting of our National body, and to continue the good work carried on at each and every session that we have attended, that of advertising our city and state.

"An article from an Eastern Oregon paper stated that the delegation had done nothing in New Orleans. Why such an article should be published, beginning with a misstatement, I know not, and the statement appearing, too, before the National Editorial Association members had all left New Orleans. The delegates paid their own expenses, collected their own

POSTOFFICE APPOINTMENTS

It is Said Changes Are Not Made at Hillsboro and Forest Grove.

HILLSBORO, Or., March 24.—(To the Editor.)—As a friend and supporter of our townsman, Hon. Thomas H. Tongue, I, together with many others of his friends, am called upon daily to explain his action relative to the nonappointments of the Hillsboro and Forest Grove postmasters. The present incumbents are Democrats, who were appointed by President Cleveland. The term of Mr. Marsh, now in the Forest Grove office, expired last February; that of Mr. Schulmerich, in the Hillsboro office, will expire in a few days. It is currently reported by parties not favorable to Mr. Tongue, that should he fall in renomination, he will appoint his sister-in-law, Mrs. W. D. Pittenger, to the Hillsboro office, and retain Mr. Marsh in the Forest Grove office. Reports are also in circulation that Mr. Tongue is delaying these appointments expecting the assistance of the three or four applicants for each of those positions, and that he will

Willamette Iron & S
 JAMES LOTAN, Manager, PORTL
IRONFOUNDERS, MACHINISTS, B
STEAMBOAT BUIL
 Designers and builders of Marine Engine
 Dredging Machinery and General Mill and
 Pulleys, Shafting, etc. Correspondence sol

“A connected system of parks and parkways is manifestly far more complete and useful than a series of isolated parks.”

Olmsted Brothers 1903 report *System of Parkways, Boulevards and Parks* for the City of Portland

5 design principles for bicycle infrastructure

Cohesion

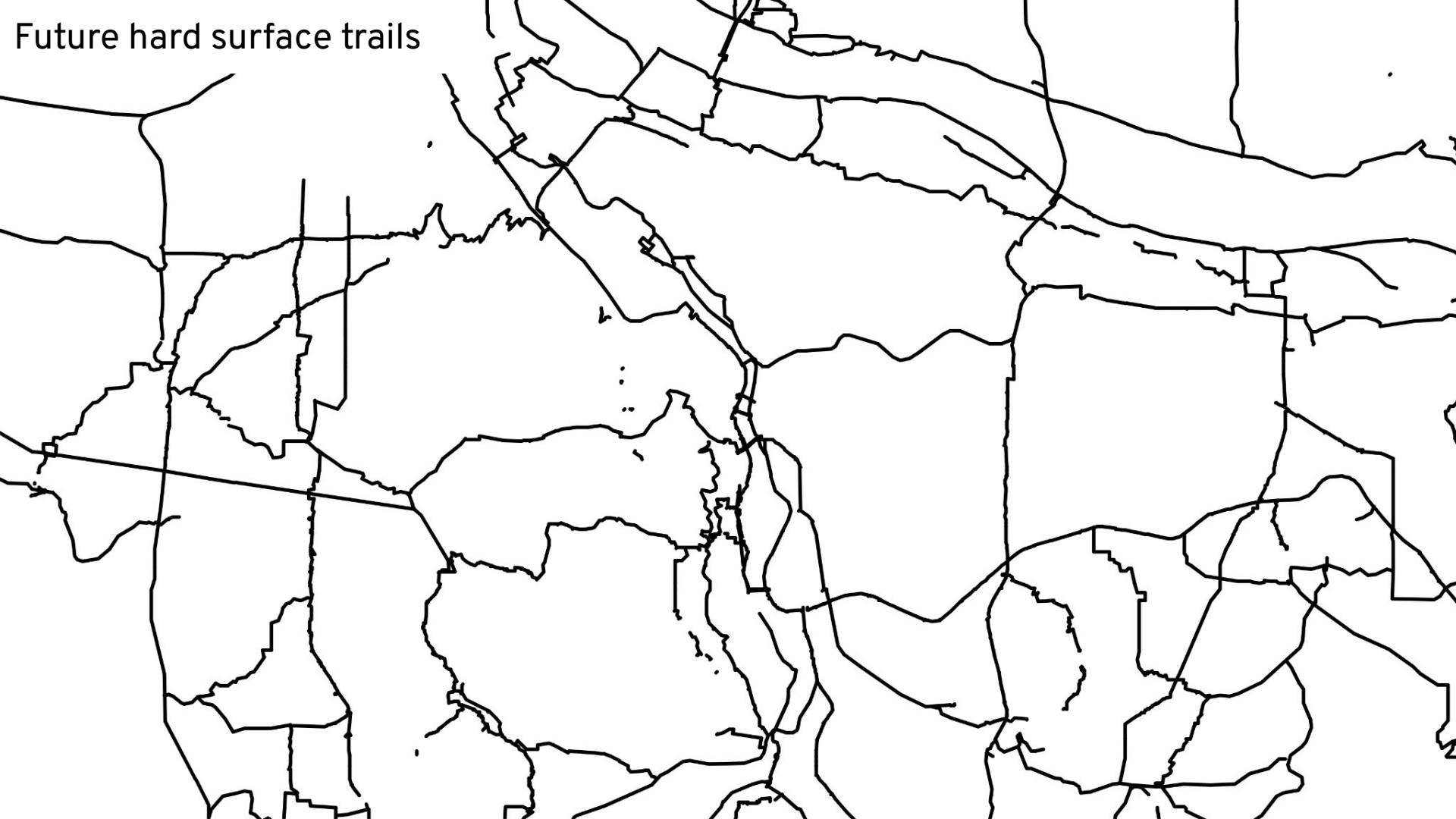
 Directness

 Safety

 Comfort

 Attractiveness

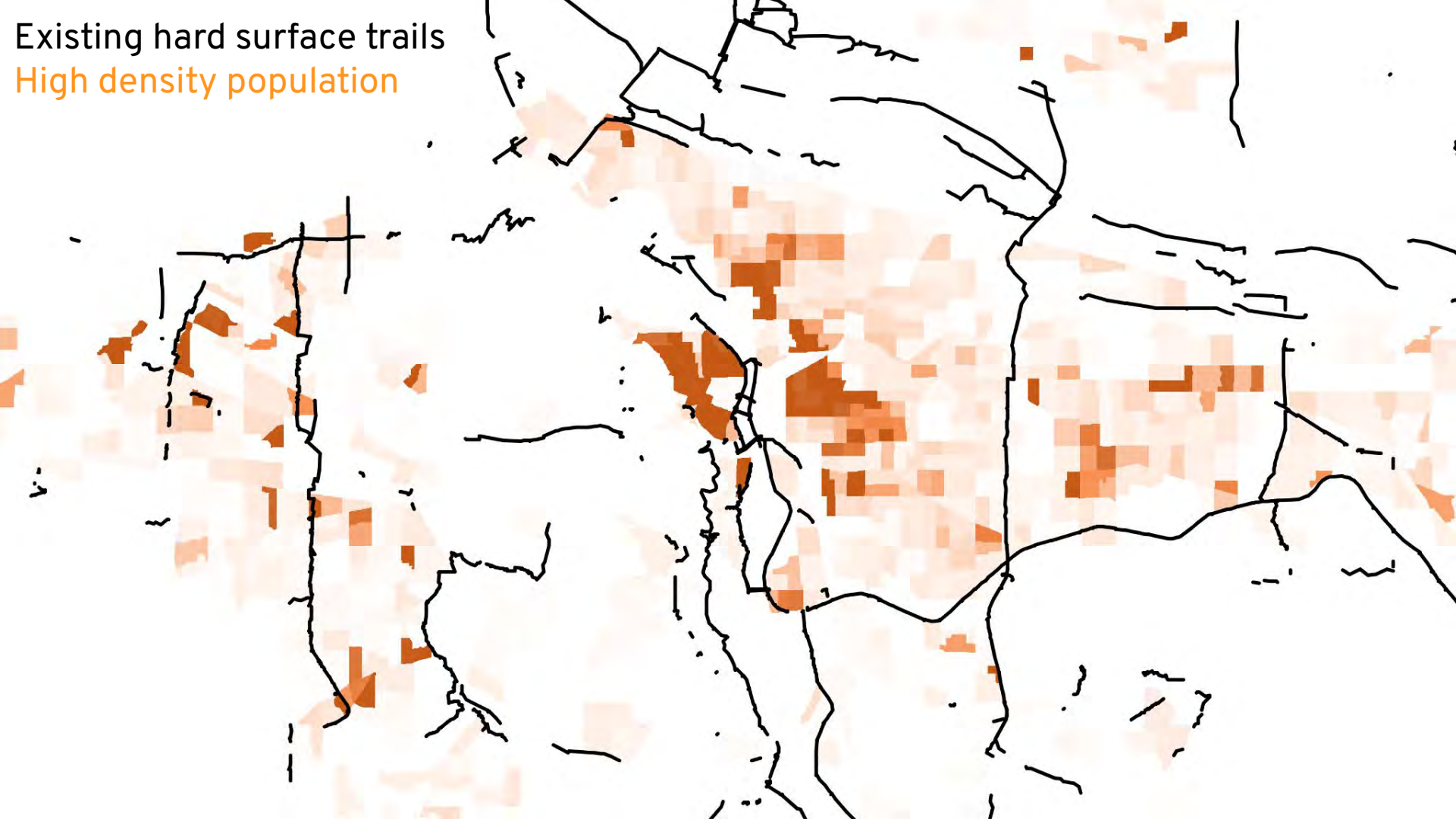
Future hard surface trails



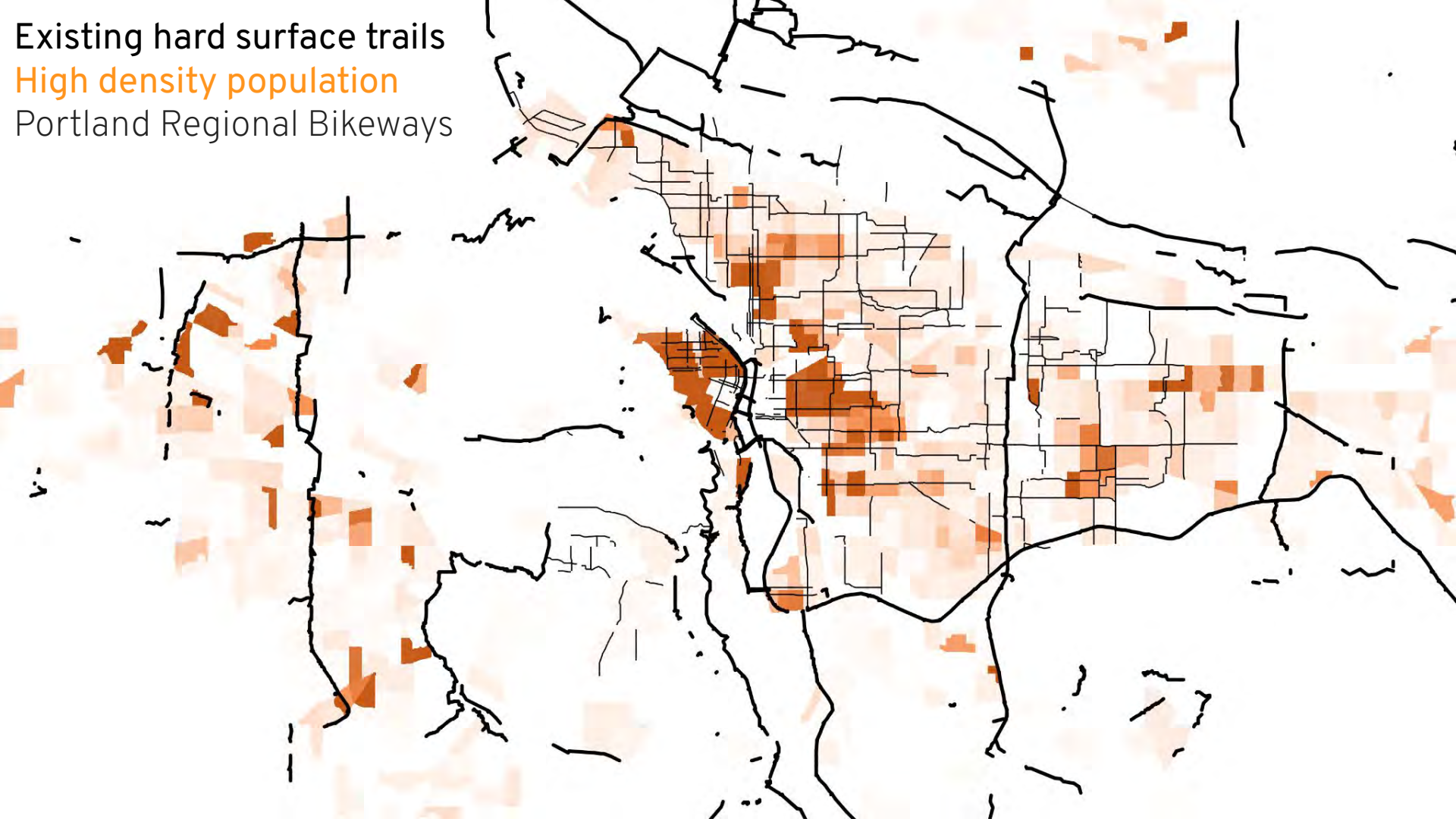
Existing hard surface trails



Existing hard surface trails
High density population



Existing hard surface trails
High density population
Portland Regional Bikeways



BIKELOUD

- **Oregon Bike Bill lawsuit**
- **Defending/sweeping bike lanes**
- **Safer regional bikeway crossings**
 - Powell Blvd, 82nd Ave, Sandy
- **Fixing Our Streets funding**
 - Greenway paving
 - Diverters
- **Educating voters/policy makers**





BIKELOUD

bikeloudpdx.org



City *of* Tigard

Respect and Care | Do the Right Thing | Get it Done

Red Rock Creek Trail Alignment Study Preferred Alternative

Metro Quarterly Trails Forum
April 10, 2024



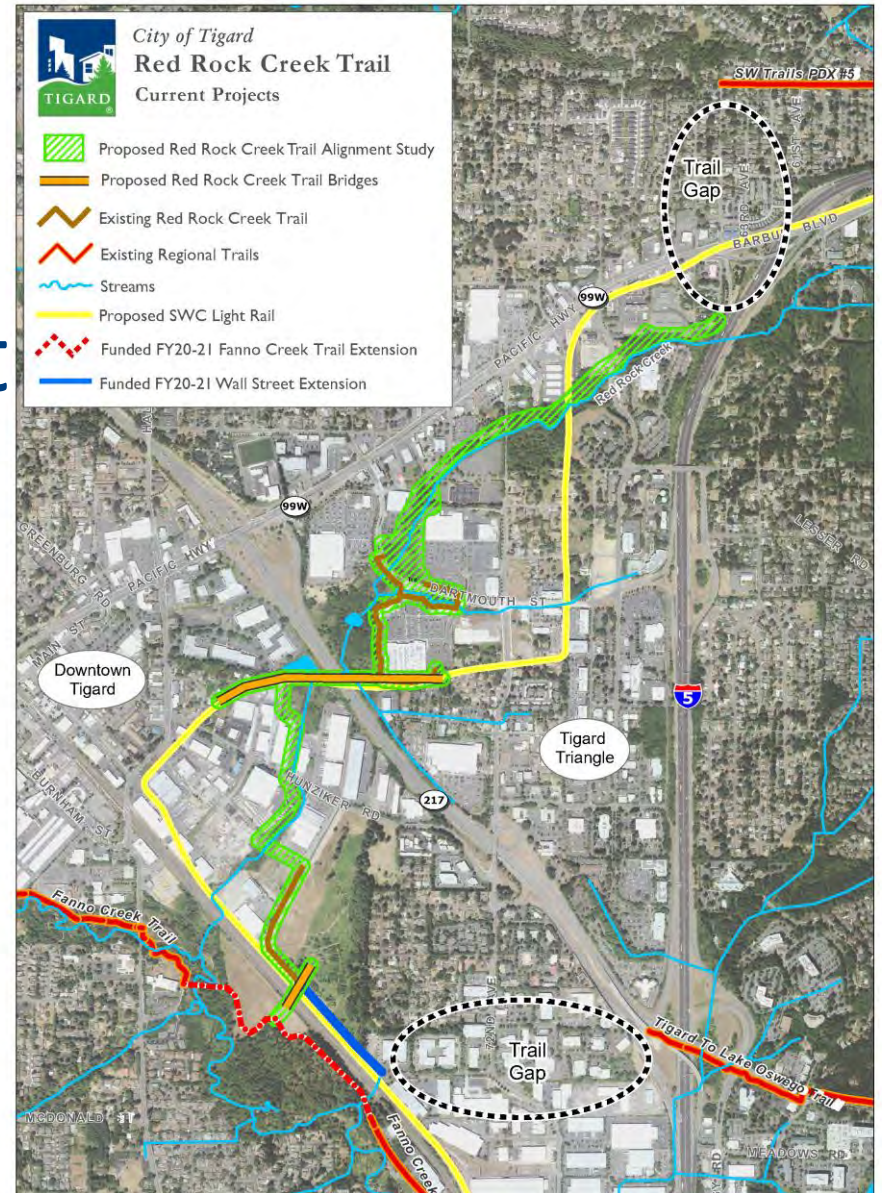
The Red Rock Creek Watershed is a happening place:

- Tigard Triangle Equitable Urban Renewal Implementation Strategy
- Southwest Corridor Light Rail Transit
- Private Development Investment
- RRC Stream Stabilization and Enhancement
- Tigard Parks Master Plan Update



Regional Context, Concept Alignment & Major Elements

- Tigard Triangle
- Hwy 217 Bridge
- Hunziker Core
- RR Bridge



Project Timeline

Timeline



Explore Alternatives

Segment A: Fanno Creek Trail to Potso Dog Park

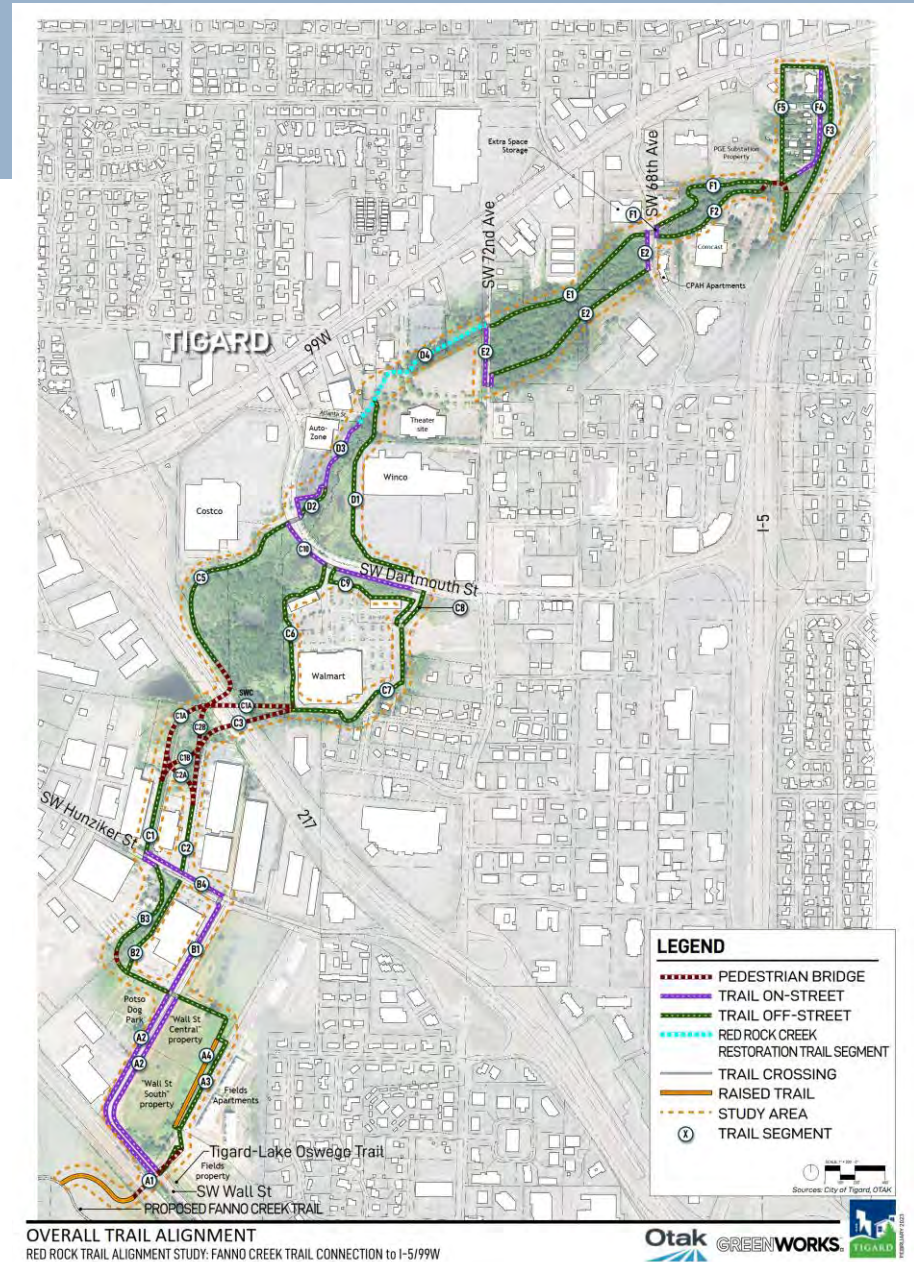
Segment B: Potso Dog Park to Hunziker Rd

Segment C: Hunziker to Dartmouth

Segment D: Dartmouth to 72nd Ave

Segment E: 72nd Ave to 68th Ave

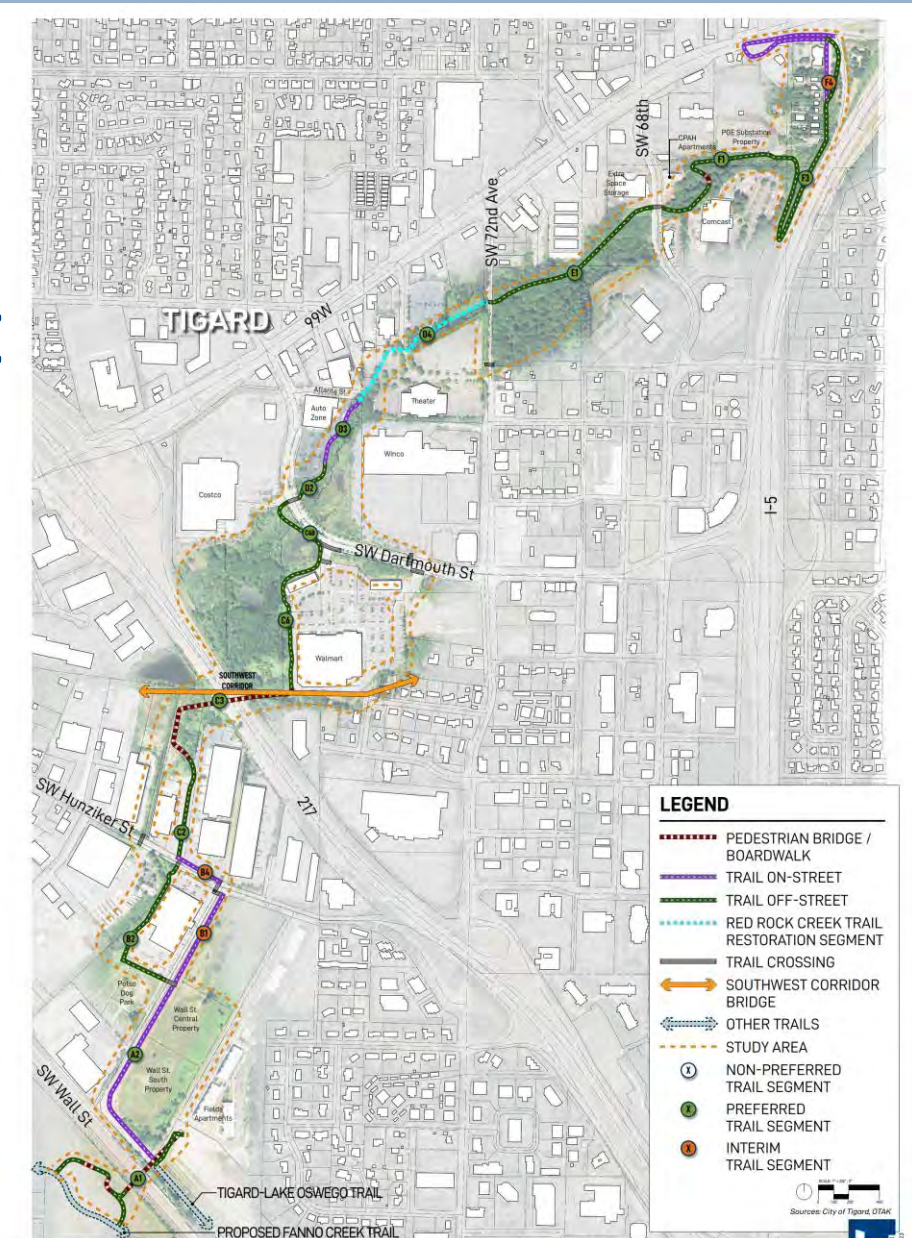
Segment F: 68th Ave to OR99W at 64th Ave/I5 SB Onramp



Preferred Alignment

Balances Design Criteria:

- User Experience
- Connectivity / Continuity
- Environmental Impacts
- Ease Of Permitting
- Cost, Constructability & Funding
- Property Ownership
- Safety & Security
- Community Support



OVERALL TRAIL ALIGNMENT
RED ROCK TRAIL ALIGNMENT STUDY: FANNO CREEK TRAIL CONNECTION TO I-5/99W

PROJECT LIMITS: SEGMENT A

Fanno Creek Trail to Potso Dog Park

A1: Linking to the Fanno Creek Trail, Red Rock Creek Trail's southern terminus includes a pedestrian bridge crossing over several railroad tracks and SW Wall St. The west approach includes raised pathways leading to the crossing. The east approach is on an elevated development-ready mixed-use parcel with an existing public access easement designed for the bridgehead and ADA access to Wall Street below it.

A2: Provides a vital link between the railroad overcrossing and Tigard's Potso Dog Park. This segment of trail coincides with SW Wall Street by expanding the sidewalk to a 12-ft width and retaining the existing stormwater planters and marked bike lanes. This segment includes an at-grade, mid-block roadway crossing from the east side of SW Wall Street to the Potso Dog Park.

Project Length (approximate):

- A1: 1340 feet
- A2: 1400 feet

Design Assumptions:

- Grade-separated crossing over railroad and SW Wall Street from the Type, Size, and Location Report dated January 8, 2021.
- Widen sidewalk to shared use path width along east side of Fields Apartment driveway.
- Widen sidewalk to shared use path width along north and east side of SW Wall Street.
- Mid-block crossing at SW Wall Street designed for safety.
- Cost estimate includes revisions to LIDA stormwater facilities and street light relocation.
- Signage and pavement markings provide wayfinding for users.

A1: Railroad Crossing



A2: East Side of Wall Street



SEGMENT A ENLARGEMENT
RED ROCK CREEK TRAIL

DECEMBER 2023



PROJECT LIMITS: SEGMENT B

Potso Dog Park to SW Hunziker Road Crossing

B2: Utilizes a strip of land along the northern boundary of Potso Dog Park, then turns north to run between the rear of an industrial building and the creek.

Project Length (approximate):

- B2: 973 feet

Design Assumptions:

- Protective fencing along Potso Dog Park.
- Pedestrian scale fencing along active private property.
- Interim: maintain existing facilities along SW Wall St and SW Hunziker Rd.
- Enhanced mid-block crossing at SW Hunziker Rd designed for safety.
- Cost estimate includes landscaping buffer along existing building.
- Signage and pavement markings provide wayfinding for users.

North side of Potso Dog Park



8" MINIMUM SIDEWALK

2' SHOULDER AND CHANGELINE FENCE

12" ALUMINUM METEOR-FREE FENCE

5' CHALLENGE AND METEOR-FREE FENCE

Behind Charter Mechanical/Along Natural Area



8" MINIMUM SIDEWALK

2' SHOULDER AND CHANGELINE FENCE

12" ALUMINUM METEOR-FREE FENCE

6" WIDE 1/2" BELL LANSCAPE BUTTERED TRAIL JOINTS PER 10'



PROJECT LIMITS: SEGMENT C

Hunziker Rd. to Walmart Trail

C2+C3: Involves a connection from SW Hunziker Road that straddles the parking lot and landscape strip between two industrial use businesses. At the north end of the industrial land, the trail is elevated on structure to cross over Hwy 217, fully spanning the highway with no bridge columns in the median. This pedestrian bridge crossing results in a clear span approximately 250-ft long and located south of the proposed SWC overcrossing and north of an existing billboard structure.

Project Length (approximate):

- C2: 635 feet
- C3: 1230 feet

Design Assumptions:

- Convert portion of existing landscape median to sidewalk for pedestrian trail users.
- Signage and pavement markings provide wayfinding for users.
- Convert portion of drive aisle to shared use pathway
- Grade-separated ramp structure minimizes wetland impact.
- Grade-separated crossing over Highway 217.
- Crossing location minimizes impact to existing billboard structure.
- Pedestrian scale fencing separating trail and natural space.
- Pedestrian scale lighting where trail is adjacent to buildings, parking lots.
- Boardwalk structure minimizes wetland impact.
- Crossing location is compatible with the SWC elevated guideway plan and profile, including an elevated ramped connection between alignments.

C2: Fred Shearer & Sons, Inc.



C3: Highway 217 Crossing



PROJECT LIMITS: SEGMENT C

Walmart Trail to Dartmouth Street

C6: Involves a connection from SW Hunziker Road that straddles the parking lot and landscape strip between two industrial use businesses. At the north end of the industrial land, the trail is elevated on structure to cross over Hwy 217, fully spanning the highway with no bridge columns in the median. This pedestrian bridge crossing results in a clear span approximately 250-ft long and located south of the proposed SWC overcrossing and north of an existing billboard structure. Once across Hwy 217 the trail will connect onto an existing path along the west side of the Walmart property heading north.

C6B: Continuing to utilize the existing path, enhancements will be made to incorporate larger turns to allow for better sight lines and safety. At the corner of the building north of Walmart, the trail will be constructed along the existing sidewalk using a raised boardwalk to enhance the user experience and to protect the natural area before ending at a plaza at the Dartmouth Street crossing.

Project Length (approximate):

- C6+C6B: 1588 feet

Design Assumptions:

- Signage and pavement markings provide wayfinding for users.
- Pedestrian scale fencing separating trail and natural space.
- Pedestrian scale lighting where trail is adjacent to buildings, parking lots.
- Boardwalk structure minimizes wetland impact.
- Future trail connection to SWC elevated guideway with ramp structure.

C6: West of Walmart on Existing Trail



C6B: Plaza Area at Dartmouth Street/Costco Driveway



C6B: Raised Boardwalk along Natural Area



PROJECT LIMITS: SEGMENT D

Costco Driveway to SW 72nd Avenue

D2: Using the signalized intersection crossing at SW Dartmouth Street and Costco driveway, the trail provides an in-line connection through the sensitive lands connecting to the existing trail adjacent to the AutoZone property. Portions of this segment will be constructed using a boardwalk structure to address the elevation change between Dartmouth and AutoZone.

D3: Utilizes the existing trail along the vegetated corridor adjacent to the AutoZone parking lot. Regarding infrastructure, both on-street and paved components require nominal enhancements, further streamlining the implementation process. Strategically placed street lighting can enhance the trail.

D4: Between SW Atlanta Street and SW 72nd Avenue, this trail segment traverses through natural space created by the Red Rock Creek Stabilization and Enhancement project, Phase 1. The trail will utilize existing infrastructure at the interim crossing at SW 74th Street.

Project Length (approximate):

- D2: 300 feet
- D3: 384 feet
- D4: 1260 feet

Design Assumptions:

- Pedestrian scale fencing separating trail and natural space.
- Pedestrian scale lighting where trail is adjacent to buildings, parking lots.
- Boardwalk structure minimizes wetland impact.
- Mid-block crossing at SW 74th Ave designed for safety.
- Grade-separated undercrossing opportunity at SW 72nd Ave (future).
- Enhanced mid-block crossing at SW 72nd Ave designed for safety (interim).
- Signage and pavement markings provide wayfinding for users.

D2: Dartmouth Street through the Natural Environment



D3: Future Trail at Streambank Enhancement Project



D4: SW 74th Avenue South of TriMet Park and Ride



SEGMENT D ENLARGEMENT
RED ROCK CREEK TRAIL

DECEMBER 2023



PROJECT LIMITS: SEGMENT E

SW 72nd Avenue to SW 68th Parkway

E1: Provides a link through undeveloped property between SW 72nd Avenue and SW 68th Avenue and follows the north side of the vegetated corridor.

Project Length (approximate):

- E1: 1233 feet

Design Assumptions:

- Low retaining walls manage side slope differential.
- Pedestrian scale fencing or handrails where necessary
- Mid-block crossing at SW 68th Pkwy designed for safety.

E1: Approaching SW 68th Parkway



PROJECT LIMITS: SEGMENT F

SW 72nd Avenue to SW 68th Parkway

F1: Begins at a mid-block crossing on SW 68th Avenue and enters the wooded area along the southern edge of Red Rock Creek before turning north and crossing the creek. Once past CPAH's Red Rock Creek Commons apartments, the trail follows the northern edge of the natural area. This segment continues along the south side of the PGE substation property and connects with SW 64th Avenue.

F3: The upper reach of the RRCT terminates at Hwy 99W/Barbur Boulevard on the SW side of I-5. This alignment utilizes natural space between the SW 64th Avenue right-of-way and southbound I-5. Due to steep topography, segment F3 traverses the forested hillside to arrive at the aforementioned intersection.

F4: Interim use of SW 64th Ave and SW Coronado St rights-of-way to connect to Hwy 99W/Barbur Boulevard.

Project Length (approximate):

- F1: 1200 feet
- F3: 1665 feet

Design Assumptions:

- Landscape buffer along active private property
- Bridge crossing over Red Rock Creek
- Retaining walls manage side slope differential
- Pedestrian scale handrails where vertical change is 30" or greater
- Pedestrian scale fencing separating trail and natural space
- Pedestrian scale lighting where trail is adjacent to buildings, parking lots, substation
- Protective barrier separating trail along I-5 on-ramp
- Signage and pavement markings provide wayfinding for users

F3: Trail at SW 64th Avenue



1'-0" SIDEWALK
1'-0" CONCRETE TRAIL BOARDWALK
2'-0" FENCING
1'-0" ASPHALT MULTILANE (INT)
2'-0" FENCING
1'-0" SOUTHBOUND ON-RAMP

F3: Along I-5 On Ramp



Implementation



Prioritization of segments

<p>A1 A2 B1+B4 D2 D4</p>	<p>B2 C2 C3 E1</p>	<p>C6B F1 F3</p>	<ul style="list-style-type: none">• Coordinate with SW Corridor• Establish "friends" group• ROW Dedication, Purchase• Grant Applications
<p>Short-term 0-5 years</p>	<p>Medium-term 5-10 years</p>	<p>Long-term 10+ years</p>	<p>Ongoing Efforts</p>

Estimated costs

ITEM	BASIC CONSTRUCTION ITEM	UNIT COST	UNIT
1	MOBILIZATION, SURVEY, EROSION CONTROL	30%	%
2	CLEARING & GRUBBING	\$8,000.00	AC
3	TREE REMOVAL	\$25,000.00	AC
4	REMOVAL OF STRUCTURES & OBSTRUCTIONS	\$150.00	SY
5	EXCAVATION/EMBANKMENT	\$100.00	CY
6	DRAINAGE PIPE	\$50.00	LF
7	TRAIL SURFACING (CONCRETE)	\$16.00	SF
8	TRAIL SURFACING (ASPHALT)	\$6.00	SF
9	GRAVEL SHOULDERS	\$4.00	SF
10	ACCESSIBLE RAMPS	\$15,000.00	EA
11	ROAD CROSSING - SIGNALIZED	\$40,000.00	EA
12	ROAD CROSSING - SIGN & STRIPE	\$5,000.00	EA
13	BRIDGE STRUCTURE	\$475.00	SF
14	BOARDWALK or VIADUCT STRUCTURE	\$300.00	SF
15	RETAINING WALL	\$150.00	SF
16	PEDESTRIAN RAILING	\$175.00	LF
17	TRAIL LIGHTING	\$50.00	LF
18	STREET LIGHTING	\$8,000.00	EA
19	BOLLARDS	\$1,000.00	EA
20	CHAINLINK FENCING	\$80.00	LF
21	SPLIT RAIL FENCING	\$40.00	LF
22	REGULATORY & WARNING SIGNAGE	\$400.00	EA
23	WAYFINDING SIGNAGE	\$600.00	EA
24	LANDSCAPING & VEG. CORR. MITIGATION	\$10.00	SF
25	OUTFALL RESTORATION	\$5,000.00	EA
26	PHASE 1 HAZMAT STUDY	VARIES	LS
27	MITIGATION (WETLANDS ENHANCEMENT)	VARIES	LS
28	ENVIRONMENTAL PERMITTING	VARIES	LS
29	UTILITY RELOCATION	\$50,000.00	EA
	Subtotal		
	CONTRIGENCY	40%	%
	ENGINEERING & DESIGN	30%	%
	CONSTRUCTION ENGINEERING, INSPECTION	25%	%
	PROJECT ADMINISTRATION	15%	%
	Subtotal		
	ESMT & ROW ACQUISITION - COMMERCIAL USE (limited)	\$0.33	SF
	ESMT & ROW ACQUISITION - COMMERCIAL USE (unlimited)	\$23.00	SF
	SUBTOTAL OF BASIC CONSTRUCTION COST		

A

\$17.5M
Bridge Crossing
Embankment

B

\$2.3M
Park Upgrades
VC mitigation

C

\$27M
Bridge Crossing
Boardwalks

D

\$6.5M
Boardwalk
VC mitigation

E

\$3.1M
Retaining Walls
VC mitigation

F

\$7.7M
Retaining Walls
Stream Crossing

Implementation - Segment A1



01 PLAN VIEW
NOT TO SCALE



02 VIEW LOOKING SOUTHEAST - ORGANIC STAIRS
NOT TO SCALE



03 VIEW LOOKING NORTH
NOT TO SCALE

Implementation - Segment D2



Costco

AutoZone

Winco

Dartmouth St

Image courtesy of Greenworks

Implementation - Segment D4 South



Image courtesy of Greenworks

Implementation - Segment D4 North



Theater Site

74th Ave

TriMet Park & Ride

Atlanta St

Image courtesy of
Greenworks

Red Rock Creek Trail implements

- **Tigard Strategic Plan Vision** An equitable community that is walkable, healthy, and accessible for everyone.
- **Strategic Priorities:**
 - ▶ Priority Two - Create a well-connected, attractive, and accessible pedestrian network
 - ▶ Priority Three - 3.1G Invest in public spaces that equitably serve the city's diverse residents, workers, and visitors.

2023-2025 Tigard City Council Goals:

- ▶ Address Climate Change: Strategy 2.1 Prioritize carbon responsibility in the City of Tigard operations, projects, and policies.
- ▶ Enhance Community Safety and Accessibility: Strategy 4.3 Increase funding to expand connectivity . . .



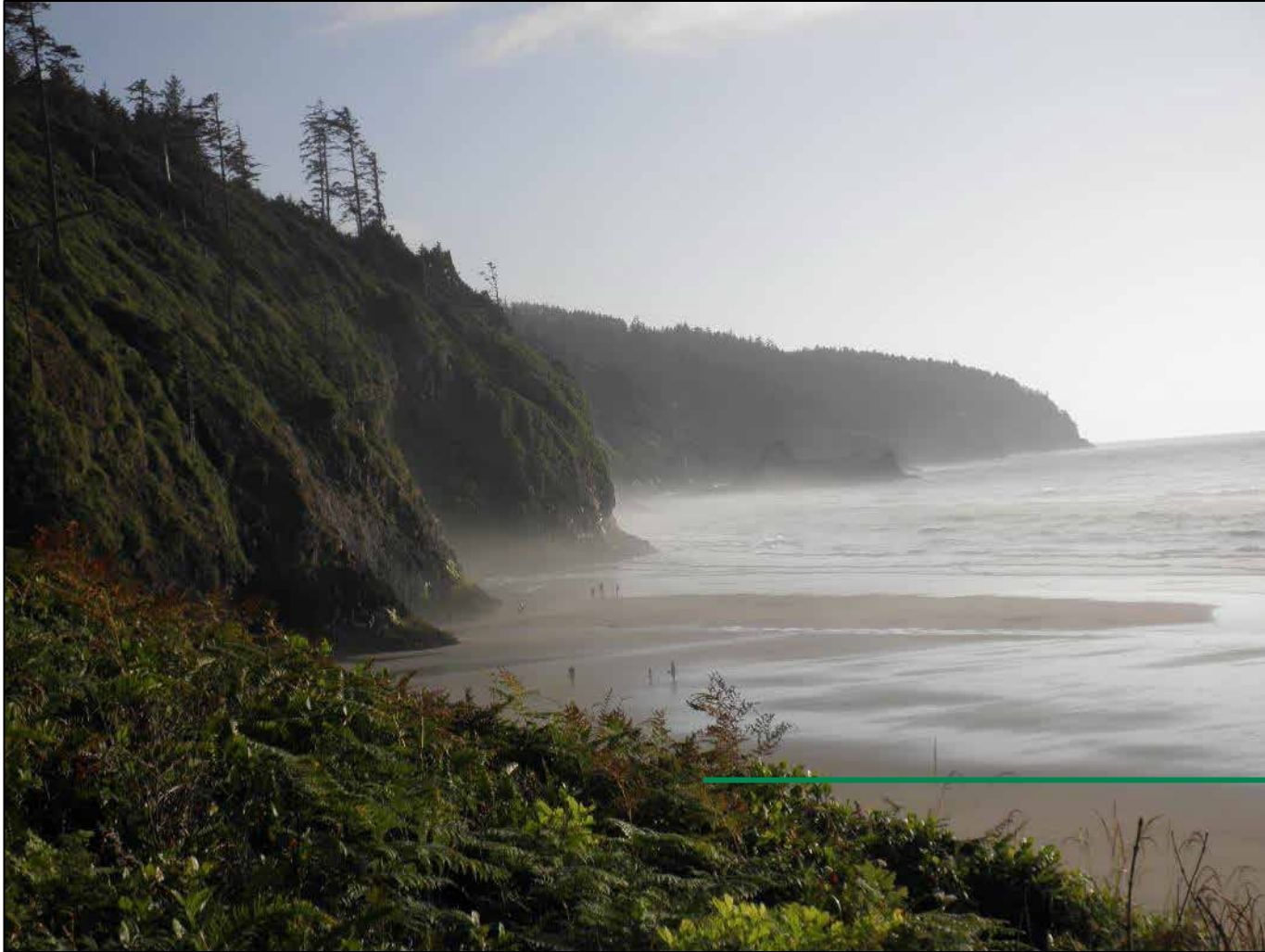
City of Tigard

Respect and Care | Do the Right Thing | Get it Done

Red Rock Creek Trail Alignment Study Preferred Alternative

Metro Quarterly Trails Forum
April 10, 2024





2024-2028 SCORP Overview

April 10, 2024



The SCORP team

Oregon Parks & Recreation Department

Caleb Dickson	<i>Research Analyst</i>
Brady Callahan	<i>Geospatial Lead</i>
Nohemi Enciso	<i>LWCF Grant Program Coordinator</i>
Chris Havel	<i>Deputy Director of Governmental Relations & Policy</i>

Research for the 2024-28 Oregon SCORP was conducted in collaboration with Oregon State University's Center for the Outdoor Recreation Economy.

Randall Rosenberger	<i>Professor</i>
Lydia Gorrell	<i>Faculty Research Assistant</i>
Daniel Powers	<i>Associate Director of Learning Design</i>
Dakota Nelson	<i>Administrative & Operations Coordinator</i>
Robert Ping	<i>Crosscurrent Collective, Project Management</i>



What is SCORP?

What is SCORP?

The Statewide Comprehensive Outdoor Recreation Plan (SCORP)

Requirements:


- Identify important statewide outdoor recreation issues
- Evaluate the supply of outdoor recreation resources and facilities
- Evaluate outdoor recreation demand and public outdoor recreation preferences
- Include ample and widespread opportunity for public involvement
- Update the plan every 5 years




What is SCORP?



SCORP qualifies Oregon for the federal Land and Water Conservation Fund (LWCF) program.

 The LWCF program awards up to \$4 million annually to qualified projects.

 The LWCF program is administered by the Oregon Parks and Recreation Department (OPRD).

 LWCF grants can support land acquisition for public outdoor recreation and/or development of outdoor recreation facilities.

 SCORP guides the LWCF program by **identifying the grant criteria**.

Eligible applicants for LWCF grants:

- Cities
- Counties
- Park & recreation districts
- METRO
- Port districts
- Tribes
- Oregon state agencies

*In addition, SCORP provides guidance for other OPRD-administered grant programs (e.g., LGGP) and serves as a resource for outdoor recreation decision-making in federal, state, and local units of government, as well as the private sector

Oregon's 2024-28 SCORP

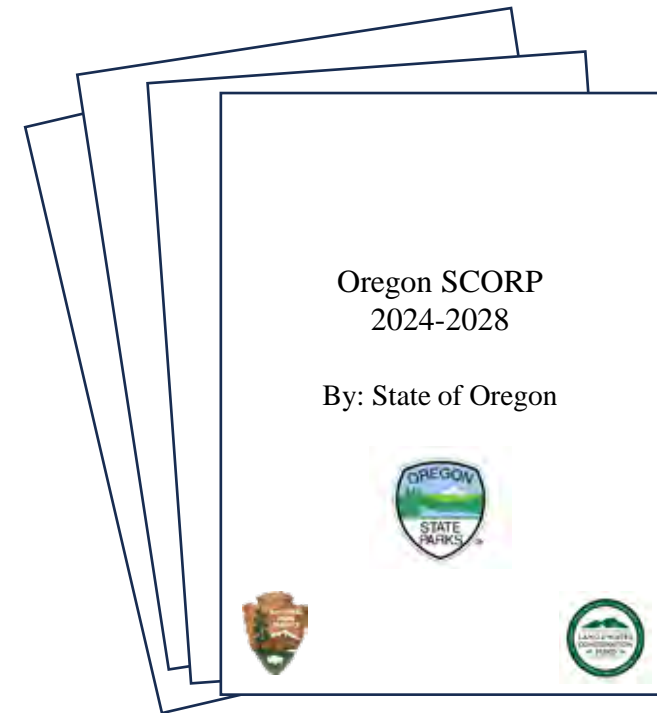
Balance and Engagement: Sustaining the Benefits for All Oregonians

The SCORP focuses on identifying the following items:

- Outdoor recreation participation in Oregon
- Outdoor recreation needs in Oregon

In addition, the plan looks at three specific areas:

- Examining the benefits of outdoor recreation
- Balancing conservation and recreation
- Engaging with underserved communities





What is SCORP?

Public Involvement in SCORP

- Representative statewide survey of over 3,000 Oregon residents
- Recreation needs assessments from 178 Oregon outdoor recreation providers
- Outdoor recreation professionals from across Oregon form the **SCORP Advisory Committee**
 - The Advisory Committee reviews and guides the planning effort
- **Public Open House:** Opportunity for brief comments that will be included in the final draft
- **Public Review** of final draft (coming soon!)

Outdoor Recreation Participation



2024-2028 Oregon SCORP

Top activities of Oregon residents

- Walking or hiking
- Spending time in or observing nature
- Going to parks or playgrounds with kids
- Attending outdoor events (fairs, festivals)
- Visiting historical sites, nature centers
- Going to dog parks or off-leash areas
- Biking
- Visiting beaches
- Sightseeing while driving
- Car or RV camping



Benefits of outdoor participation

Total annual Cost of
Illness savings for Oregon
estimated at
**\$2.965 billion per
year**

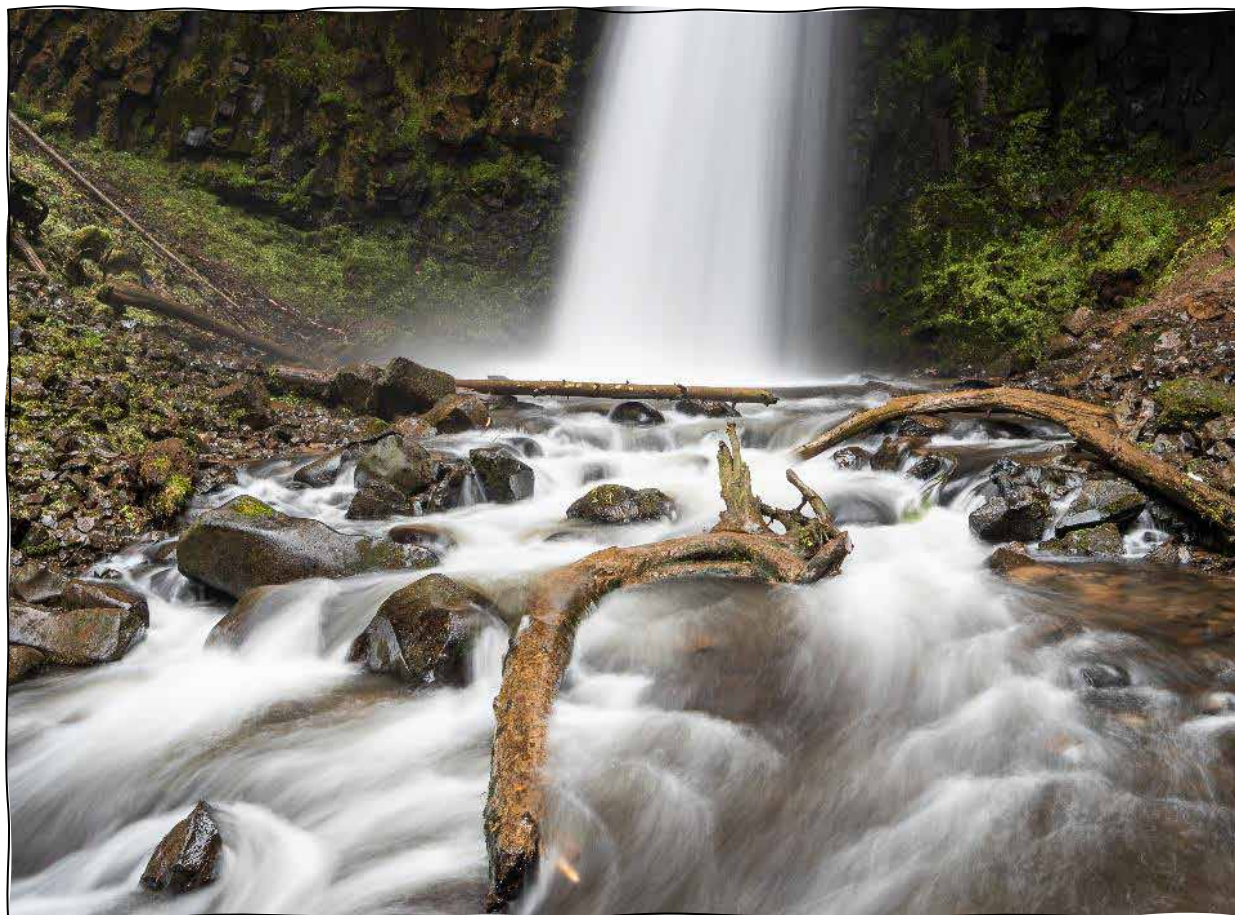
Total net economic value
for recreation
participation estimated at
**\$57.1 billion per
year**

Outdoor Recreation Needs



2024-2028 Oregon SCORP

Purposes of the outdoor recreation needs assessment



1. Recognize outdoor recreation needs for the state of Oregon, local jurisdictions in Oregon, and specific underserved communities in Oregon.
2. Identify priority projects for the distribution of LWCF funds, based upon input from Oregon residents and recreation providers.

*The following tables show priorities that are relevant to grant applications (from OPSP), combining top priorities from residents and providers

Top close-to-home outdoor recreation needs

Defined as
inside the
community
or within
UGB

Close-to-home priorities

Restrooms

Accessibility and opportunities for people with disabilities

Trails/Community trail system

Free-of-charge recreation opportunities

Directional signs and details about trails (e.g., distance, difficulty, elevation gain) at the trailhead

Nature and wildlife viewing areas

Sports courts and sports fields

Top dispersed-area outdoor recreation needs of Oregon

Defined as
outside the
community
or UGB

Dispersed-area priorities

Restrooms

Accessibility and opportunities for people with disabilities

Trails/Connecting trails into larger trail systems

Free-of-charge recreation opportunities

Nature and wildlife viewing areas

Directional signs and details about trails at the trailhead/ Interpretative displays

Tent campgrounds and facilities (car camping)

Statewide Issues



2024-2028 Oregon SCORP

Statewide Issues

Balancing outdoor recreation & conservation

- SCORP surveys asked residents and providers about crowding, natural resource impacts, and management techniques
- Report provides recommendations based on resident and provider responses

Engaging with underserved communities

- SCORP participation data indicates several demographic groups are underserved in terms of outdoor recreation
- Report identifies ways to address the unique economic, social, and accessibility-related constraints that impact these communities
- Goal: all Oregonians can enjoy the benefits of outdoor recreation

Next Steps

- The full plan will be available for public review this upcoming spring or summer.
- The final draft will be presented to the Oregon State Parks and Recreation Commission with a request for its approval and shared with the National Park Service for review.
- After all revisions, the final plan will be sent to the U.S. National Park Service for adoption.
- More details about the SCORP process and opportunities for involvement can be found by scanning the QR code or visiting:

<https://outdooreconomy.oregonstate.edu/scorp2024>

caleb.dickson@opr.d.oregon.gov



Oregon City Loop Trail Refinement

Josh Wheeler, PE, Assistant City Engineer

City of Oregon City

April 10, 2024

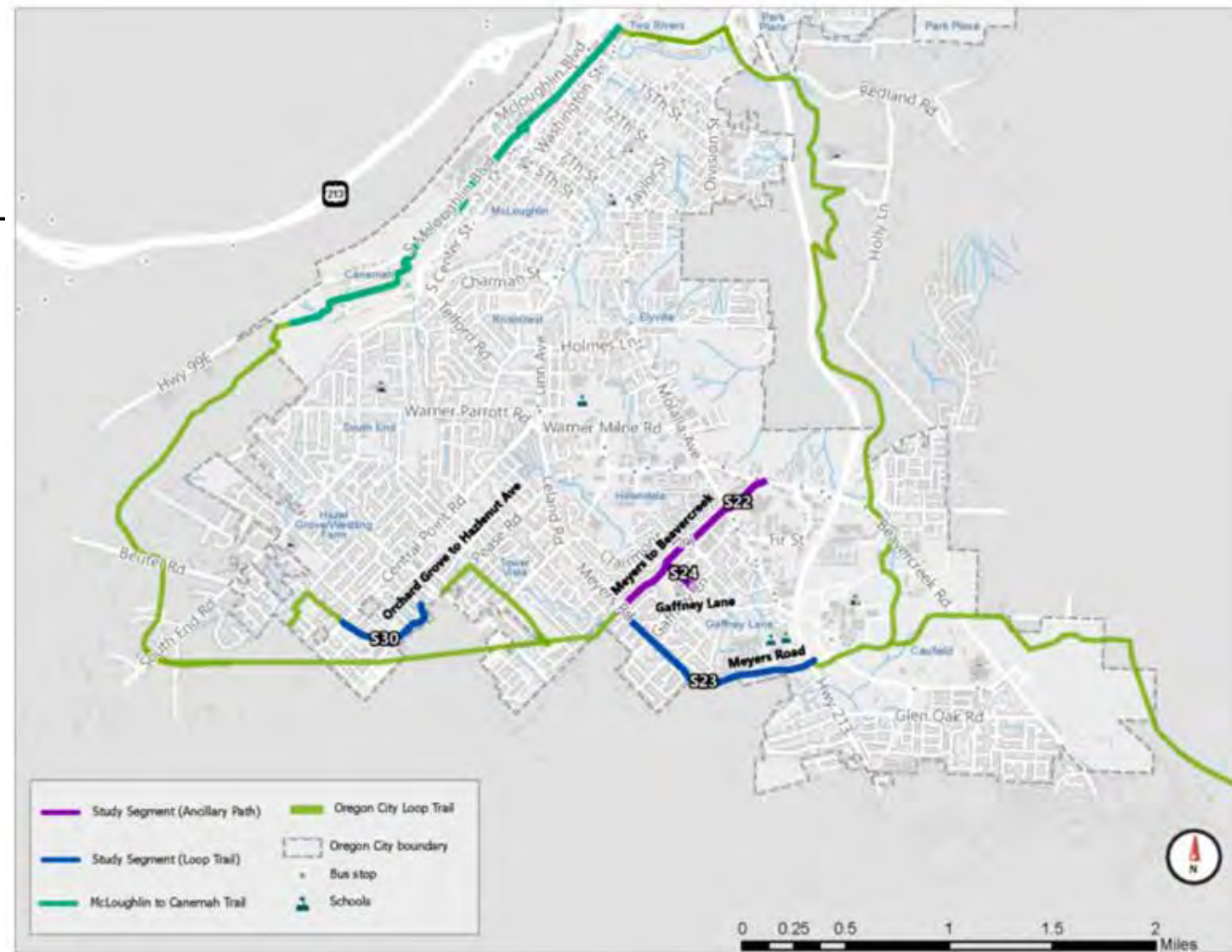


Oregon City Loop Trail Refinement Plan

The Big Picture

- Trails Master Plan 2003
- 9.5 mile loop
- TSP 2013
- Refinement Plan 2024

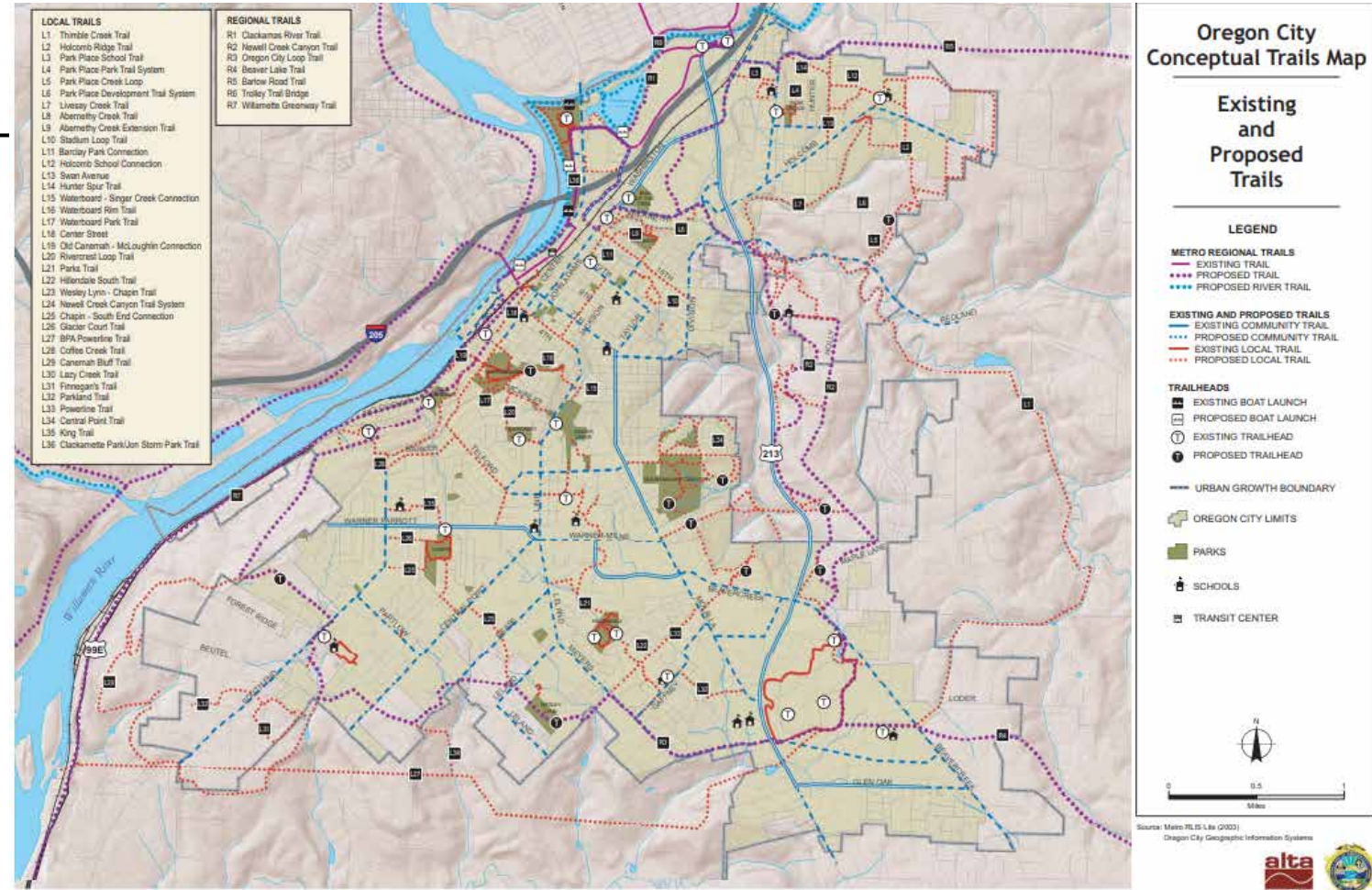
You can't build what you don't adopt.



Oregon City Loop Trail Refinement Plan

Plans/Projects

- Maplelane
- Meyers
- CCC
- McLoughlin-Canemah
- Refinement Plan



Oregon City Loop Trail Refinement Plan

McLoughlin Canemah Trail



- Utilizes Tumwater Drive, McLoughlin Blvd, trail in Old Canemah Park, and streets in Canemah
- Requires traffic calming in Canemah
- Requires crossing of South 2nd St.
- Provides great views of the Falls and access to nature



Refinement Plan Projects

- S22
- S23
- S24
- S30



Oregon City Loop Trail Refinement Plan

Opportunities and Constraints

- Identifying opportunities & constraints focused on:



Oregon City Loop Trail Refinement Plan

Community Outreach

Opportunities for community members to participate included:

- Online survey – live from September 9th to October 3rd, 2022.
 - Promoted with a postcard and on City's social media
- In-Person Workshop – October 10th, 2022.
 - Held at Gaffney Lane Elementary
 - 24 Attendees
 - Shared opportunities and constraints for Meyers-Beavercreek and included walking audit



Oregon City Loop Trail Refinement Plan

Refined Plans – S23 Meyers Road

- Proposing to move the existing curb and remove existing on-street bicycle lanes
- Create a 12' shared-use path on the north side
- Maintain existing sidewalks on the south side
- Off-street connection would qualify for trails funding



Refined Plans – S30 Future Development

- Proposed concept maintains the existing roadway cross-section
- People walking will use existing sidewalks
- Vehicle travel lane will be shared with people riding bicycles
- New roadway connections should be built with the same cross-section



Oregon City Loop Trail Refinement Plan

Questions?

Josh Wheeler, PE
Assistant City Engineer
City of Oregon City
971-204-4634
jwheeler@orcity.org
ocpublicworks@orcity.org



Oregon City Loop Trail Refinement Plan

Trail grant resources spreadsheet



- Intended for anyone working to plan, design, and construct multiuse and water trails in the greater Portland region
- Maintained by Metro staff
- Will be updated ~2-3 times/year



Grant Sources



- Program name
- Brief description
- How it applies to trails
- Eligible entities
- Award min/max \$\$
- Match requirement
- Geography where grant program applies (region/state/national)
- Contact info
- Web links

Annual Schedule



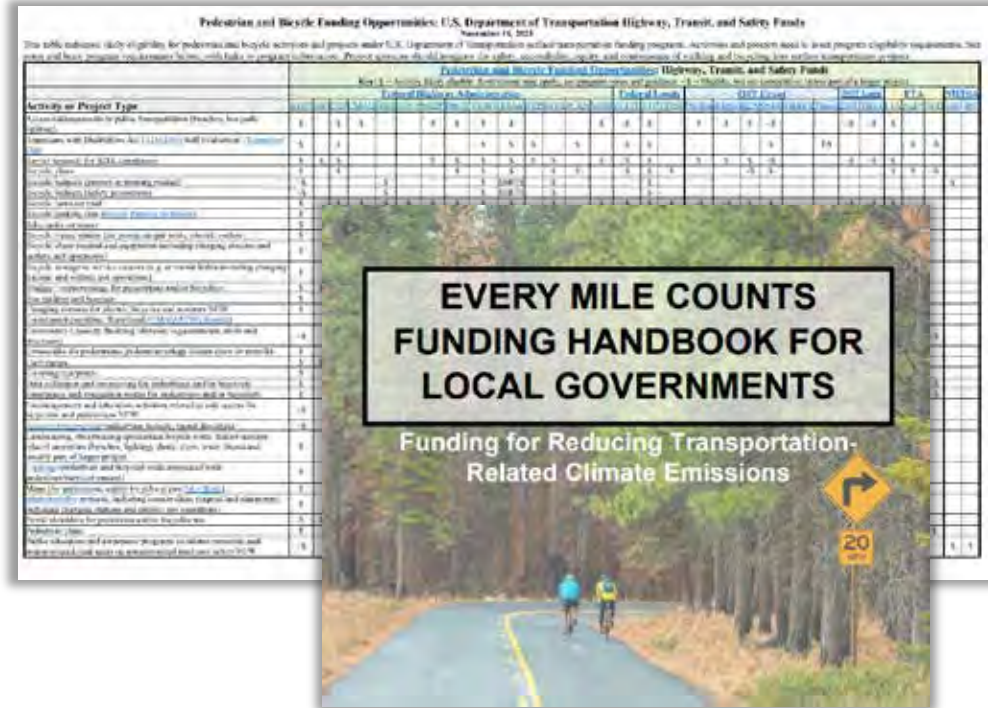
- Shows key dates in application process
 - Information webinars
 - Grant cycle open/close dates
- Sorted by 2024 application due date
- Metro will update these key dates throughout the year

Name	2024 application due date	May	Jun	Jul
Regional Travel Options	3/29/2024			
Local Government Grant Program	4/1/2024	April 1: Large grant applications due. May 1: Small grant applications due. May 15: Planning Grant applications due.	Local Government Advisory Committee meets to evaluate and rank 2024 applications.	
SS4A	5/16/2024	April 4: Deadline #1 for Planning and Demonstration grants. May 16: Sole deadline for implementation grants. Deadline #2 for P & D grants.		
Active Transportation Infrastructure Investment (ATIIP) Program	6/17/2024	Informational webinar April 9	Applications due June 16	
Boating Facility Grants	7/12/2024	Grant cycle opens May 1		Grant applications due July 12
Transportation Growth Management (TGM)	7/31/2024			Applications due late July

Additional resources



- Links to supplemental resources
 - FHWA Pedestrian & Bicycle Funding Opportunities table
 - ODOT funding webpage
 - ODOT Funding Handbook



Noteworthy



- New federal program: Active Transportation Infrastructure Investment Program (ATIIP)
 - Large-scale projects
 - **Due June 16**
- ODOT: Statewide Transportation Improvement Fund (STIF)
 - Source for improvements where trails serve transit stops & stations
- ODOT: Innovative Mobility Program
 - New competitive program to support historically underserved communities
 - Application open now through November unless funding allocation is met sooner

Follow-up



- Metro will send out a copy to the Quarterly Trails Forum email list
- Metro will find the best location and format to host the current version on our website and will publicize to this group
- Contact layne.wyse@oregonmetro.gov with questions or comments, or to request a current version in a different format

oregonmetro.gov





BOATING FACILITIES GRANTS (BFG) & WATERWAY ACCESS GRANTS (WAG)

ACCESS, EDUCATION AND OUTREACH OPPORTUNITIES

MOTORIZED BOATING ACCESS IMPROVEMENT FUNDING



Boat title and registration fees



State marine fuel tax



Federal funds from Clean Vessel Act



Federal funds from Boating
Infrastructure Grant



Motorboat/Sailboat Titles & Registrations



Scan for Store Help



*Sailboats 12 feet and longer are required to title and register

Where does your money go?

BACK TO BOATERS



Docks, Launches,
Parking & Restrooms



Boating Safety
(Waterway markers, buoys,
signage, education)



Marine Law Enforcement
& Training

Services & Programs

- CLEAN
- DRAIN
- DRY

Help protect Oregon's
waterways

Investing in the Future
of Recreational Boating

Boat.Oregon.gov



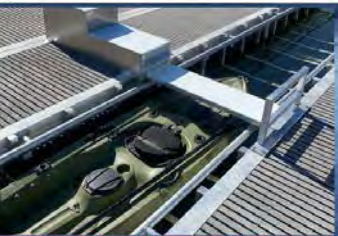
Waterway Access Permits



Paddlecraft 10' and longer

Where does your money go?

Protecting our waterways from aquatic invasives + new and improved access



Docks, Launches, Parking & Restrooms



On-Water Opportunities and Equipment



Inspections for Aquatic Invasive Species

- CLEAN
 - DRAIN
 - DRY
- Help protect Oregon's waterways

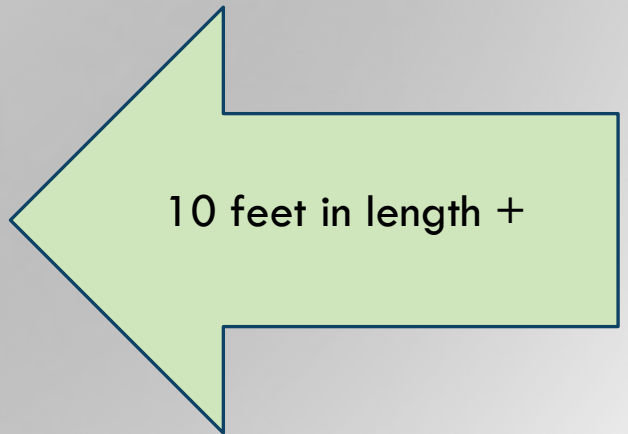
Investing in the Future of Recreational Boating



Boat.Oregon.gov

NONMOTORIZED BOATING ACCESS, EDUCATION AND OUTREACH FUNDING

- Kayaks
- Canoes
- Rafts
- Standup Paddleboards
- Row Boats
- Rowing Sculls
- Dragonboats
- Outrigger Boats
- Drift Boats
- Sailboat* 10 feet but less than 12 feet



WHO CAN APPLY?

Applicant	Access Improvements			Property (land) Acquisitions			Education & Boating Safety		
	WAG	BFG	Small	WAG	BFG	Small	WAG	BFG	Small
City/County/Port/ Park Districts	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes*
State Agencies	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes*
Federal Agencies	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes*
Tribal Governments	Yes	No	Yes*	Yes	No	Yes*	Yes	No	Yes*
Non-profit/NGO/ private entities	No	No	No	No	No	No	Yes	No	Yes*

*nonmotorized boating only

Minimum 25%



Cash: applicant, other grants, third party.



Labor: applicant & third party.



Materials: applicant & third party.



Equipment: applicant & third party.



Administration: applicant & third party.

MATCHING RESOURCES

BOATING FACILITY & WATERWAY ACCESS GRANT CYCLES FOR CONSTRUCTION AND EDUCATION- OUTREACH

Grant Cycle	Applications Accepted	Board Meeting
1	November 14, 2022-March 13, 2023	June 28, 2023
2	October 2-December 11, 2023	April 24, 2024
3*	May 1-July 12, 2024	October 23, 2024



CONSTRUCTION, PERMITTING, PROPERTY ACQUISITION & TECHNICAL ASSISTANCE FOR MOTORIZED AND NONMOTORIZED BOATING ACCESS



Usa un chaleco salvavidas – Deja de preocuparte -Wear a Life Jacket. Have Few...

LIFE JACKET LOANER STATION
ESTACIÓN DE PRÉSTAMO DE CHALECO SALVAVIDAS

How to properly fit a life jacket
Como usar y ajustar debidamente un Chaleco Salvavidas

Fit the Size
Choose the size that fits your body. Do not wear a life jacket that is too small or too large.

Fasten All Straps
Always use proper strap placement. Buckles should be centered on your chest. Do not wear a life jacket that is too loose.

Lift the Top
Adjust the top of the life jacket so it sits properly on your shoulders. The top should be level and not sagging.

Please use and return.
Por favor, utilícelo y devuélvelo.

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BOATING

BFG & WAG LIMITATIONS AND CONSIDERATIONS

- ALL WORK MUST BE COMPLETED NO LATER THAN JUNE 30, 2025 (END OF 2 YEAR BUDGET)
- IF PROJECT TOTAL IS UNDER \$50,000 – CONSIDER SMALL GRANT PROGRAM
- NO MAXIMUM AMOUNT
- **PERMIT STATUS –CONSTRUCTION**
- PUBLIC COMMENT PROCESS
- **TRIBAL CONSULTATION-GROUND DISTURBANCE ACTIVITIES**
- BOARD AUTHORITY TO APPROVE, DEFER CHALLENGE OR DENY APPLICATIONS



**EDUCATION AND INCREASE OPPORTUNITIES TO
 EXPERIENCE NONMOTORIZED BOATING
 ACCESS & EDUCATION AND INCREASE OPPORTUNITIES TO
 EXPERIENCE NONMOTORIZED BOATING**



SMALL GRANT LIMITATIONS AND CONSIDERATIONS

- NO APPLICATION DEADLINE. FIRST COME, FIRST SERVED
- RECREATIONAL BOATING ACCESS AND EDUCATION AND OUTREACH
- ALL WORK MUST BE COMPLETED NO LATER THAN JUNE 30, 2025
- PROJECT TOTAL MUST BE \$50,000 OR LESS
- MAXIMUM GRANT \$30,000
- MINIMUM MATCH 25%
- PUBLIC COMMENT PROCESS
- TRIBAL CONSULTATION*
- DIRECTOR AUTHORITY TO APPROVE, DEFER OR CHALLENGE OR DENY APPLICATIONS



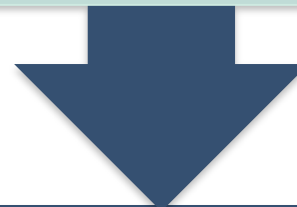
PARTNERSHIPS

CONTACT
INFORMATION

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Manager & Tribal Liaison

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Janine.belleque@boat.Oregon.gov



Boat.Oregon.Gov

Oregon Community Paths Program

Funding off-road paths for biking and walking

2024 Solicitation (Metro Quarterly Trails Forum)

Who I Am

Community Paths Program Manager

- ODOT HQ
- Implement New Oregon Community Paths Program
- Multimodal integration
- Great Streets



WHAT WE WILL BE DISCUSSING

1. What is the Oregon Community Paths Program
2. How it is funded
3. How much money is available
4. Who is eligible
5. What types of projects are eligible
6. Key dates for 2024 Solicitation
7. How we are scoring



WHAT IS THE OREGON COMMUNITY PATHS GRANT PROGRAM?

Oregon Community Paths, or OCP, is an ODOT grant program created under HB2592 (2019); ORS 367.091

Funds off-system active transportation, meaning “*transportation facilities*” that are not primarily on or along a roadway



Oregon Community Paths

Oregon's Community Paths program is a biennial competitive grant program started in 2020, that supports investment in biking and walking facilities.

Schedule:

- 2024 – Federal Only
- 2026 – State Only
- 2028 – Federal Only



Types of Projects

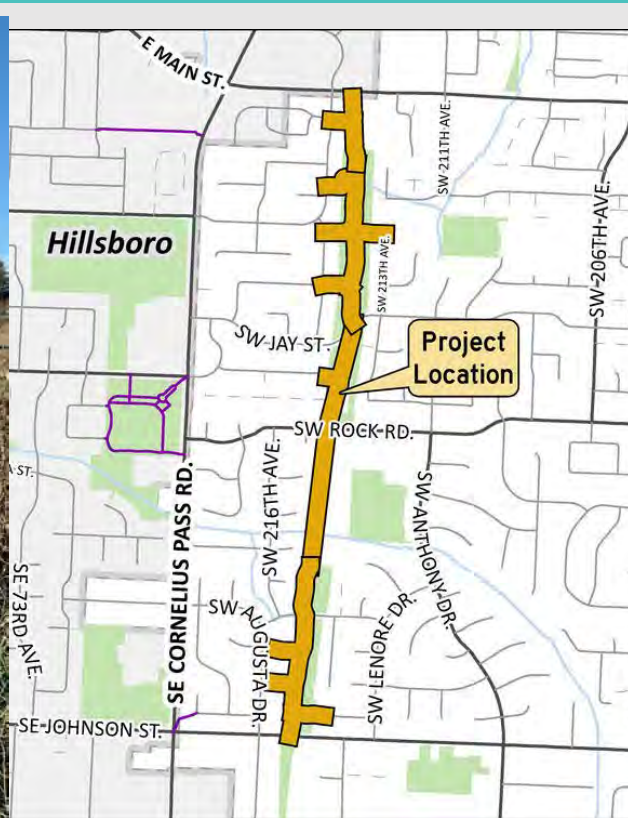
1. Construction (state or federal):
 - a) Critical Links – biking and walking connections to schools, downtowns, shopping, employment, and other destinations
 - b) Regional Paths - longer distance paths serving communities; for example, Southern Oregon’s Bear Creek Greenway, or Portland’s [Springwater Corridor](#).
2. Project Refinement: Preliminary planning to prepare for construction grant (federal only).



Critical Link Project Example: Astoria Riverwalk Lighting



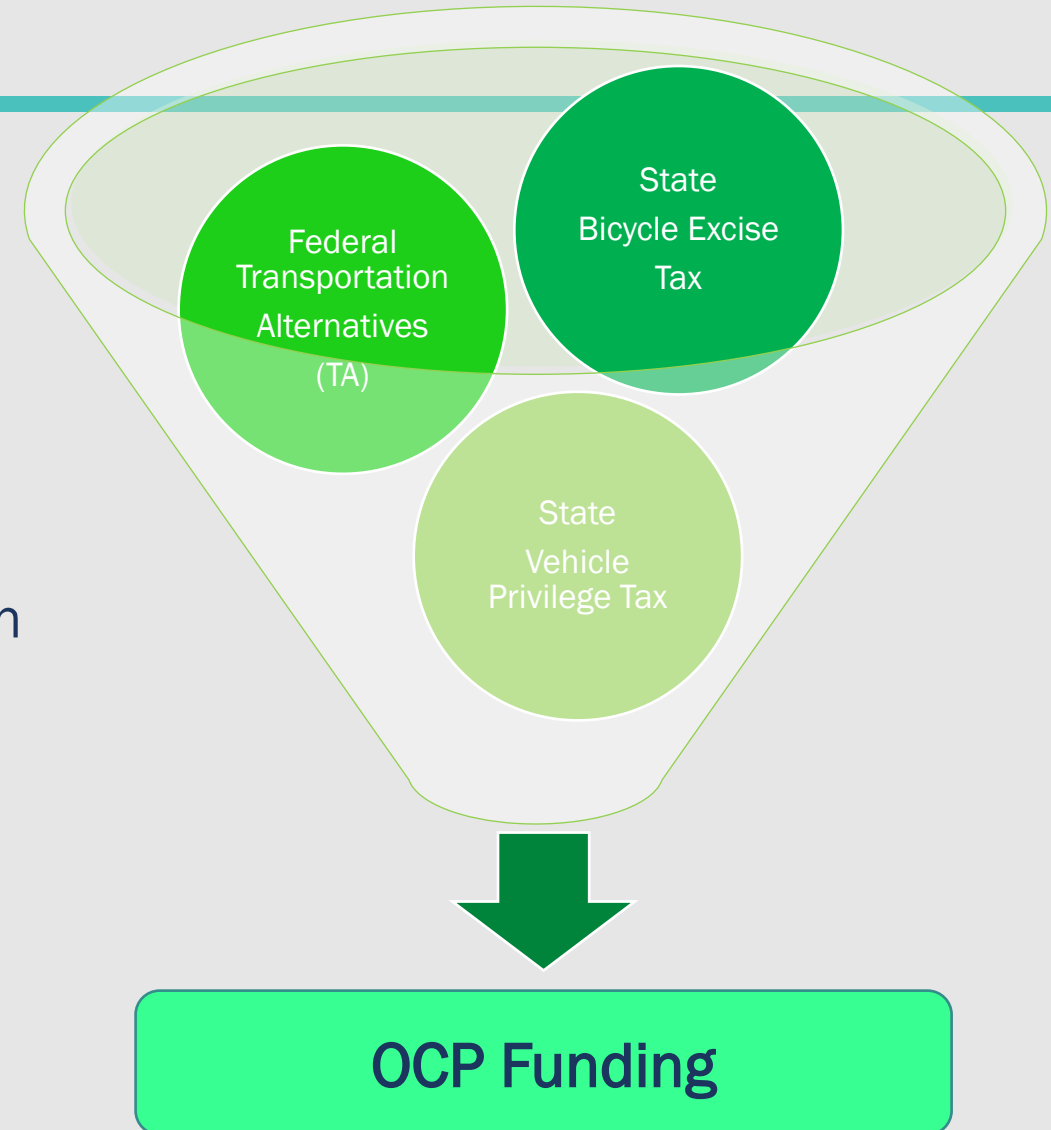
Regional Path Project Example: Reedville Trail



HOW IS the OCP FUNDED?

Two funding sources:

- Federal Funding (Transportation Alternatives Program)
 - Formula allocation to state
 - IIJA (remaining funds for 2024 cycle)
 - FY28-30 allocation
 - \$61 Million (estimated)
- State funding (MultiModal Active Transportation Fund) (2026 cycle)
 - Bicycle Excise Tax
 - A portion of the Vehicle Privilege Tax
 - Limited to cash on hand



WHO IS ELIGIBLE TO APPLY FOR THESE GRANTS?



1. Local governments
2. School Districts
3. Tribal Governments
4. Transit Districts
5. Special government body, or other unit of local government
6. Non-profits (must meet additional requirements)

WHAT ARE THE ELIGIBILITY CRITERIA?

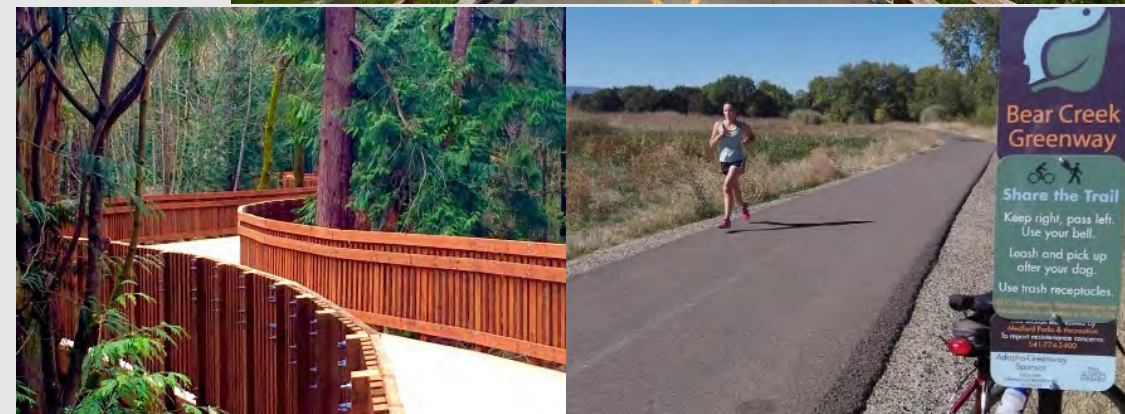


- Projects that meet all of the following criteria are eligible for federal funding:
 1. The project is a Transportation Project that is open for public use;
 2. The Project will assist in developing a multimodal transportation system that will improve safety and access for people walking or bicycling. Eligible projects, include, but are not limited to: development, construction, reconstruction, major resurfacing, or other capital improvements of multiuse paths, bicycle paths, and footpaths;
 3. The Project will improve a critical link; regional path; or path crossing to reduce barriers and hazards for people walking and biking;
 4. The Project will not require or rely upon subsidies from the Department for ongoing operations;
 5. If the project is located on public property or within a public road right of way, the project must be approved by the appropriate public agency or roadway authority (governing body);
 6. Provide a match of 10.27 percent of the total project's costs; and
 7. The Applicant must commit to begin the project within 2 years from the effective date of the Agreement.

2024 Solicitation: What Can I Apply For?

\$61 Million (estimated) federal funds available

- Project Refinement (\$6Million)
 - \$400,000 - \$750,000/Project
- Construction (\$55Million)
 - \$1,000,000 - \$6Million/Project



Project Refinement Grants

Project refinement (Initial Planning) informs future path development by:

- I. Narrowing down the list of reasonable alternatives to a recommendation,
- II. Researching potential environmental concerns,
- III. Estimating development and construction costs, and
- IV. Documenting community input and support.

The refinement project is limited to preliminary planning, and is intended to provide the basis for future OCP grant applications



Construction Grants

Can include all phases*:

- Planning
- Environmental
- Right of Way/Utilities
- Construction

But Must Include Construction!

**Any previously conducted work must have met federal requirements, or it will need to be redone.*



WHAT IS THE SCHEDULE?



2022 Solicitation Milestones

Pre-Applications	08/01/24 – 09/15/2024
Applications	11/01/2024 – 01/15/2025
Project Awards	May 2025
Project Executions	October 2025 Beginning of Federal Fiscal Year

How we will be scoring applications

Construction	Percent
Eligibility	Pass/Fail
Equity	25%
Safety	25%
Outreach/Equity	18%
Project Readiness	13%
Costs/Schedule	20%

Project Refinement	Percent
Eligibility	Pass/Fail
Equity	33%
Safety	17%
Outreach/Equity	23%
Project Readiness	7%
Costs/Schedule	20%

Upcoming Webinars (contact me to register)

Alan.L.Thompson@
ODOT.Oregon.gov

Webinars

- ✓ March 14 – OCP 2024 Solicitation webinar (10 a.m. – 12 p.m.) Registration required
- April 11 – OCP 2024 Solicitation webinar (10 a.m. – 12 p.m.) Registration required
- May 9 – OCP 2024 Solicitation webinar (10 a.m. – 12 p.m.) Registration required

- Solicitation Guidelines available for download on the OCP webpage.
- FAQ is available on the OCP webpage
- Pre-application sample worksheets are available on the OCP webpage
- <https://www.oregon.gov/odot/Programs/Pages/OCP.aspx>

FOR MORE INFORMATION

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

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