



Connect Oregon Rules Advisory Committee Bike/Ped Element

RAC Meeting #1

December 3rd, 2018

Committee Introductions

RAC Members	Agency/Organization	Representation
Gary Milliman	Southwest Area Commission on Transportation	ACT Representative
Gery Keck	Tualatin Hills Parks and Recreation District	Grant recipient, Regional Park District
Jan Hunt	Oregon Parks and Recreation Department	State Parks
John Vial	Jackson County	CO Rules Committee (non-bike/ped), County
Julie Warncke	City of Salem	Local Agency
Michael Black	Ashland Parks and Recreation District	Oregon Bicycle and Pedestrian Advisory Committee (OBPAC)
Mike Caccavano	City of Redmond	Local Agency
Penny Arentsen	Joseph Branch Trail Consortium	Local Trails Proponent Group
Phil Warnock	Cascades West Council of Governments/Corvallis Area MPO	Small MPO
Rob Inerfeld	City of Eugene	Public Transit Advisory Committee, Local Agency
Robert Spurlock	Parks and Nature, Oregon Metro	OBPAC, Recreation Trails Advisory Committee, Large MPO
Stephanie Noll	Oregon Trails Coalition	Statewide Trails Advocacy

Staff Introductions

Staff	Role
Susan Peithman	Active Transportation Policy Lead, RAC facilitation and coordination
Amanda Pietz	Program Implementation Manager, RAC liaison to OTC
Jessica Horning	Bicycle and Pedestrian Program Manager, technical lead
Katie Thiel	Connect Oregon Program Manager
John Boren	Freight Program Manager, CO RAC staff lead



Opportunities for engagement

- Public comment at RAC meetings
- Formal rulemaking hearing
- Formal rulemaking public comment period
- Informal communications of RAC members with their networks

RAC Timeline and Decision-Making Process

Meeting	Topic
December 3, 2018	Kick-off: background, charge of committee, discuss definitions
January 2019	Review or continue definitions, discuss project selection process
February 2019	Review draft language for definitions and process. Discuss match and readiness.
March 2019	Review draft rule or continue discussion.
Spring 2019	Determine if any legislative changes will impact draft. Schedule draft rule public review and hearings. Schedule review/approval by OTC.

Outreach



Public Hearing

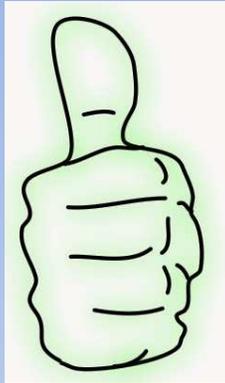


OTC Adoption



Consensus model

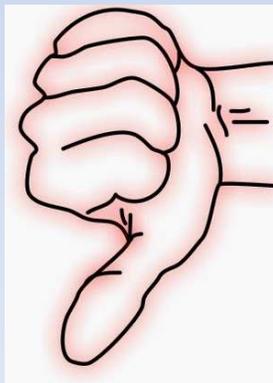




I am fully supportive of this decision or choice.



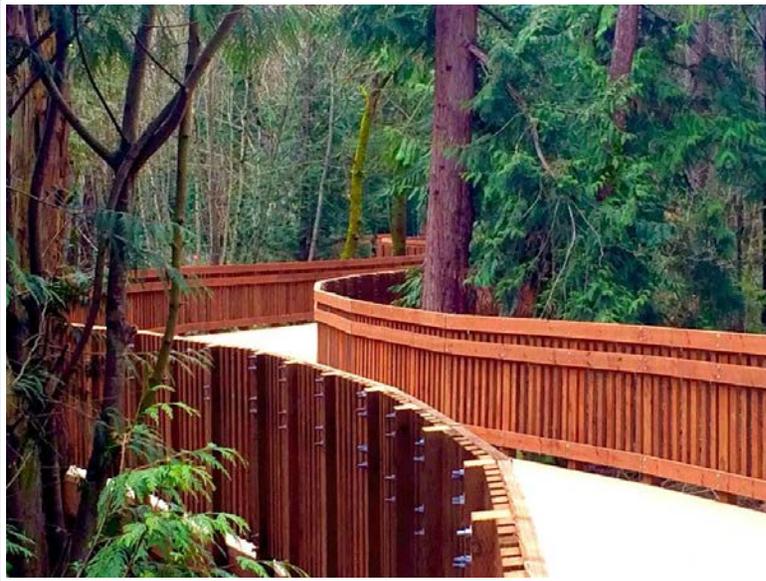
While I may not be fully supportive of this decision or choice, I can live with it and I will not oppose it.



I oppose this decision or choice and need more discussion

Connect Oregon Program

Connect Oregon pre-HB2017



- Legislatively approved, biannually (approx. \$42M for both CO V + VI)
- Multimodal: air, rail, marine, transit, bicycle and pedestrian
- Competition open to local agencies and private entities
- Single funding source = Lottery \$
- Projects MUST be outside road right of way (ROW)
- 2013 legislation allowing bike/ped eligibility in COV + VI

Connect Oregon V + VI

Tigard Street Trail

Yamhelas Westsider Trail

Homestead Canal Trail

Waterhouse Trail

Tualatin River Greenway Trail

Larson Creek Trail

Plus other bike/ped projects

HB 2017 Overview





Oregon Bicycle and Pedestrian Needs and Investments

Presentation to the Joint Transportation Preservation and Modernization Committee – Subcommittee on Public Transportation, Safety, Biking, and Walking

February 08, 2017

Travis Brouwer, ODOT Assistant Director
Amanda Pietz, ODOT Program Implementation Manager

Investment Strategy

Safe Routes to School and Connectivity

On-Road Bikeways and Walkways (\$20M)

- Connections to Schools
- Connections to Public Transportation

Outreach and Education (\$6M)

- Focus on Elementary schools

Off-Road Bikeways and Walkways

- Focus on connecting communities or supporting tourism/economic Development

HB 2017 changes to Connect Oregon

Sections 78-85



HB2017 Changes, General

- Creates a Part 1 and Part 2 program
 - Part 1 similar to previous programs
 - Part 2 just for Aviation, Marine, Rail and requires projects to have statewide significance
- Mix of funding sources including Vehicle Privilege Tax (0.5%) and \$15 Bike Tax
- Public transit no longer eligible
- No competition until projects outlined in HB2017 are complete.



HB2017 Changes to CO Bicycle and Pedestrian Projects



- 7% set-aside for bicycle and pedestrian projects (no longer competing among other modes) in Part 1
- Bicycle and Pedestrian grants ONLY for projects that expand and improve commuter routes (including bicycle trails, footpaths and multiuse trails)
- Operating expenses or the purchase of bicycles (ie – bikeshare programs)
- Allows for \$4M/bi-annual reimbursement from OPRD



Yes



No

Key Statutory Parameters



- Minimum of 10% of the funding for each Region
- 30% match requirement (50% for Class 1 Railroads)
- Must be reviewed by the modal committees and ACTs

Key Statutory Parameters (cont.)

- OTC to approve projects for Part 1:
 - reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor
 - economic benefit to this state
 - critical link connecting elements of the transportation system that will measurably improve utilization and efficiency of the system
 - how much of the cost can be borne by the applicant from any source other than the Connect Oregon Fund
 - has a useful life expectancy that offers maximum benefit to the state
 - located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (2)(d) or 215.283 (2)(b)

Connect Oregon in HB 2017

Implementation

HB 2017

Dedicates 7% of Connect Oregon to Bicycle and Pedestrian Projects

CO Fund

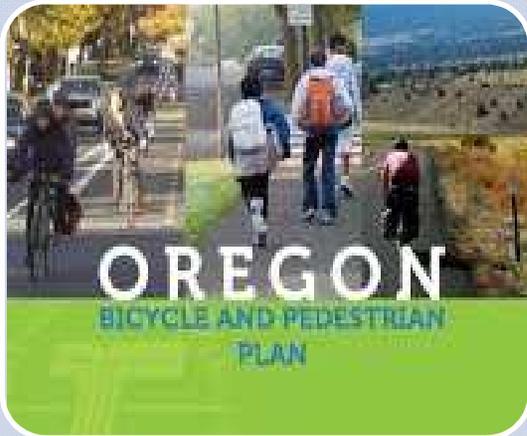
Money is deposited in Connect Oregon Fund (ORS 320.435)

CO Regulations

The Fund is guided by the regulations (Chapter 735, Division 35)

Rulemaking needed

“bicycle trails, footpaths
and multiuse trails”



Oregon Bicycle and Pedestrian Plan (2016)

Sets policy foundation for walking and biking investments across state



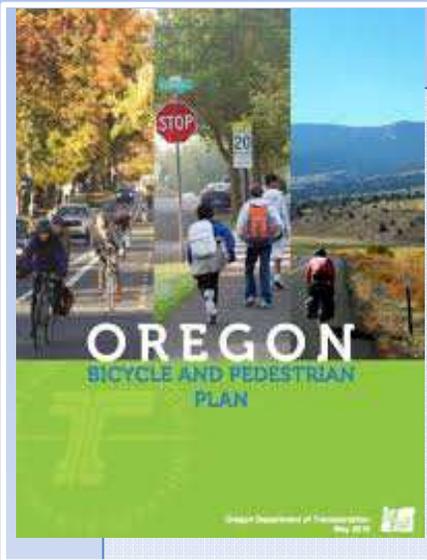
Funding Pot

Projects outside ROW
Connect Oregon
Plus other ODOT programs (ex – TAP)



Examples

I-205 Trail
Bear Creek Greenway Trail
Tualatin River Greenway Trail
Etc



Policy 2.5: Support off roadway walkways and bikeways that help connect communities, provide alternatives to motorized travel, or promote and support walking and biking tourism.



Regional Path Designation (from OBPP Policy 2.5)

Physically separated

Connects two or more communities OR a longer path

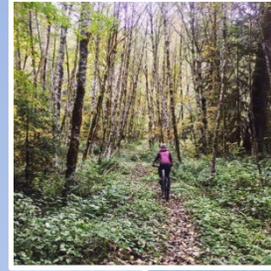
Will serve commuting function or part of a designated walking/biking route

Endorsed by elected bodies along the alignment



What we fund

- State or local trail projects
- Must be ADA accessible
- Transportation focus
- On road connections to...



What we don't

- Soft surface trails with a recreation focus
- Hiking and mountain biking trails



Yes



No

Writing Rules

HB 2017 is the framework



Allocation



Match amount



Decision makers



Priorities



Types of projects

the OAR* is the details



Definitions (economic benefit, critical link, access to jobs, etc)



Project selection process



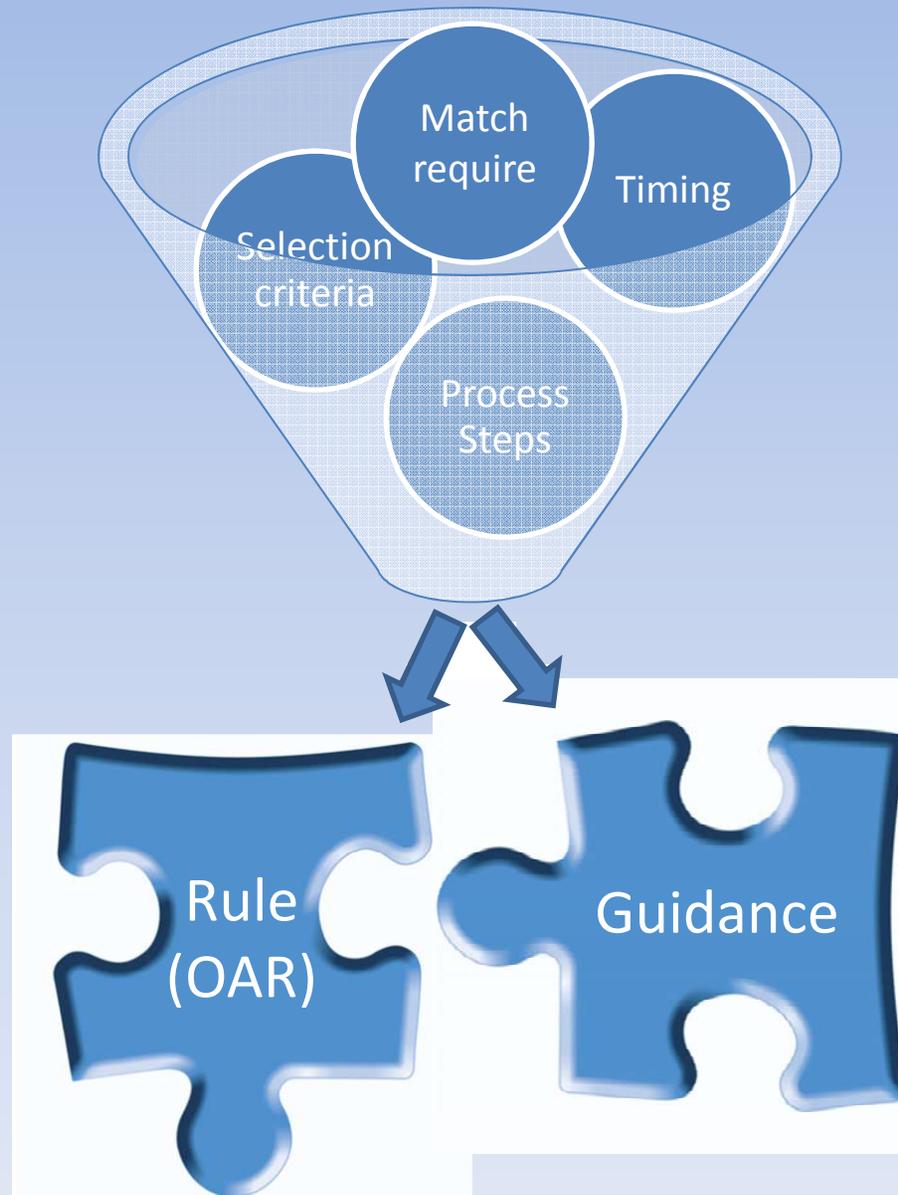
Acceptable forms of match



Project readiness

*Oregon Administrative Rule

Recommend what goes in Rule vs Guidance





RAC's Role: draft OAR to
OTC

To be discussed at RAC

Process

- Who (OPBAC, ACT, other)
- When (timing)
- How (application and award)

What to fund

- Types of projects (definitions)
- Eligibility criteria
- Evaluation criteria



What's missing?

Rule vs. Guidance

Rule (formal process to change)	Guidance (adaptable to changing needs)
Definition for type of path project (example OBPP Policy 2.5D)	Evaluation criteria and prioritization
Project selection process	Focus area for a funding cycle
Acceptable forms of match	Roles and responsibilities details
Eligibility components (example: project readiness and legislative criteria)	Details on match

Anything missing?

Correct columns?

Reminder: Key Statutory Parameters

- OTC to approve projects for Part 1:

- reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor
- economic benefit to this state
- critical link connecting elements of the transportation system that will measurably improve utilization and efficiency of the system
- how much of the cost can be borne by the applicant from any source other than the Connect Oregon Fund (*to be addressed with match discussion*)
- has a useful life expectancy that offers maximum benefit to the state (*default status for all paths*)
- located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (2)(d) or 215.283 (2)(b) (*not applicable*)

Small Group Activity

Question: How would you know the program was successful?

Report back: Identify anything missing from rules or guidance. Highlight priorities. Provide definitions. Clarify key statutory parameters.

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