

Public Transportation Division Briefing

OMPOC, April 30, 2021

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Oregon Department of Transportation

Strategic Action Plan Outcome: Improve Access to Active and Public Transportation

Implementing Actions	
Year	Actions
2021	Develop baseline understanding of funding currently dedicated to walking, biking, and transit.
2021	Develop and implement a funding prioritization process to existing pedestrian, bike, and transit investments to improve access for marginalized communities.
2022	Define a priority multimodal network to enable more strategic and equitable selection of future projects and programs.
2023	Integrate priority multimodal network needs into existing investment programs prioritization

Metric:

By the end of 2023, increase the percentage of agency funding dedicated to projects and programs that improve equitable access to walking, biking, and transit

STIP Funding Allocation

Approved December 15, 2020

Category	Amount in Millions
Fix-It	\$800
Public and AT	\$255
Enhance Highway	\$175
Safety	\$147
Local Programs	\$404.5
ADA	\$170
Other Functions	\$161.4
Total	\$2.1 billion



Process and Considerations for Public and Active Transportation Sub-allocations

- Advisory Committee and stakeholder feedback
- Needs from modal plans and Strategic Action Plan priorities
- Relative availability of other funding options
- PTD and agency staff capacity to deliver



Overview of Public and Active Transportation Sub-allocations

- What's new for 24-27
 - ODOT Bike/Ped Strategic
 - ODOT SRTS Infrastructure
 - Increased funding: Community Paths, Trans. Options, SRTS Education, and transit for older adults and people with disabilities
 - Transit vehicle replacement
 - Passenger rail facility planning
- Intended Outcomes
 - Strategic bike/ped investments
 - Improve equitable access to transportation
 - Address disproportionate negative impact of transportation system on BIPOC communities



Bicycle and Pedestrian Funding

Program	System	Amount	Required/ Discretionary
ODOT Bike/Ped 1% (SWIP)	State	\$25.5m	Required
Community Paths (Off-System Bike/Ped)	Local	\$36m	Discretionary
ODOT Bike/Ped Strategic	State	\$45m	Discretionary
HB 2017 Infrastructure	Local	\$45m	Required
ODOT SRTS Infrastructure	State	\$10m	Discretionary
SRTS Education	n/a	\$4m	Discretionary



Public Transportation and Transportation Options Funding

Program	Amount	Required/ Discretionary
Mass Transit	\$12m	Required
Older Adults and People with Disabilities	\$50m	Required
Transit Vehicle Replacement	\$15m	Discretionary
Transportation Options	\$7.5m	Discretionary
Passenger Rail Facility Planning and Design	\$1m	Discretionary



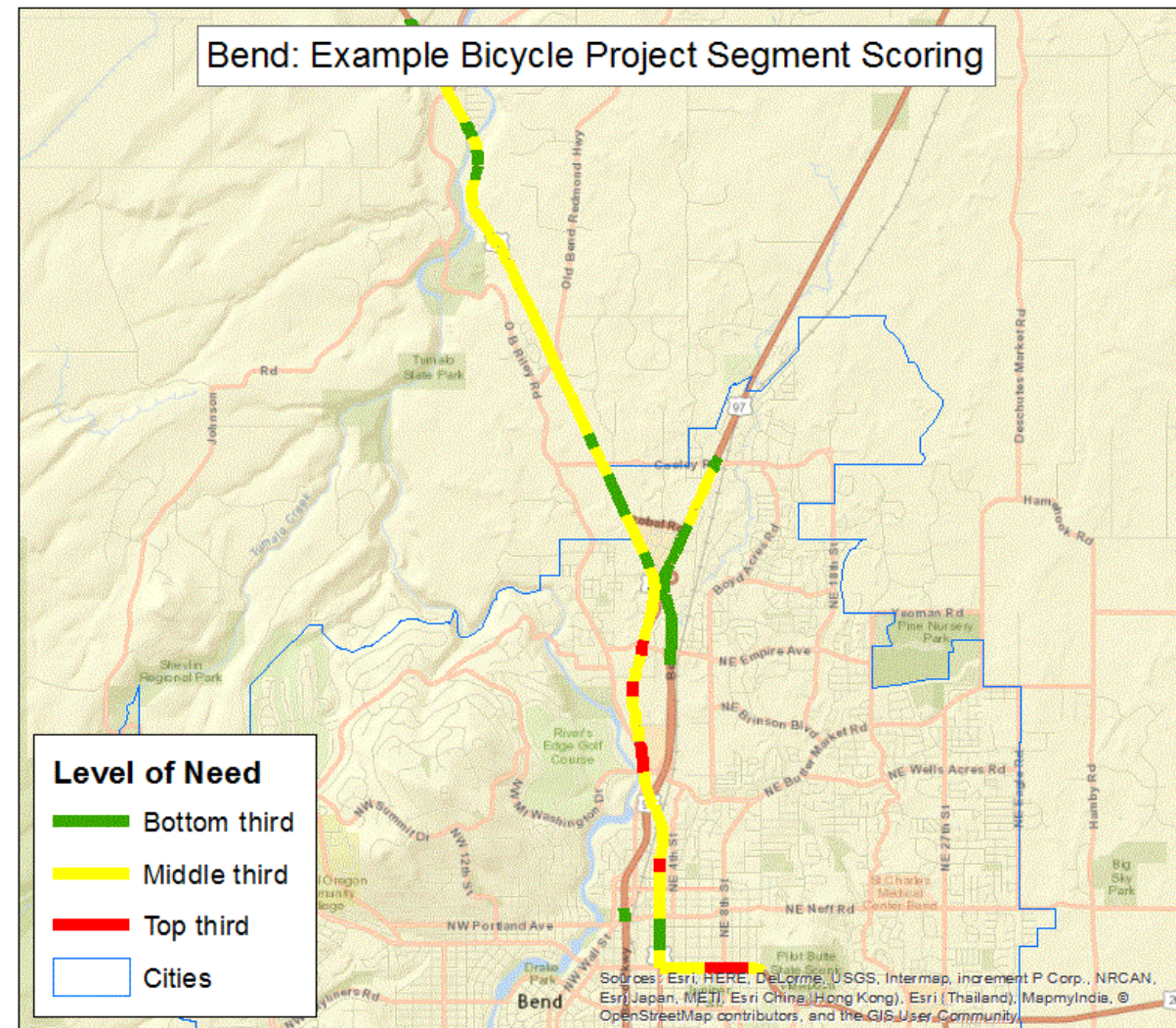
Approach for Active Transportation Program Scoping

- ODOT Bike/Ped Strategic and SRTS Programs
 - Utilize the Statewide Active Transportation Needs Inventory (ATNI) to prioritize highest need locations emphasizing equity, local priority, access to transit, and schools
 - ID leverage opportunities with Fix-It and ADA programs at high scoring ATNI locations and previously scoped SRTS projects
 - Develop stand-alone projects for high priority locations unable to be addressed by leverage opportunities
 - Ensure at least \$10M of projects are within 1-mile of a school and serve primary purpose of improving safety on school routes.
- Refine Discretionary Oregon Community Paths and SRTS Infrastructure Programs and conduct another round of competitive solicitations
- Engagement plan still under refinement, but anticipate updates and engagement, such as this with OMPOC, ACTs, AOC, LOC, ODOT modal advisory committees, and others through the project scoping and selection process

Active Transportation Needs Inventory (ATNI)

A management system that informs investments

- Inventory of the existing pedestrian, bicycle and shoulder facilities on state highways
- Assessment of the existing facilities relative to ODOT's minimum design standards
- An evaluation of gaps and deficiencies using evaluation criteria to prioritize system needs



ATNI Considerations

- Crash history and crash risk factors
- Level of traffic stress (bicycle only)
- Access to transit & essential destinations
- Fills gap in system
- Transportation disadvantaged communities
- Health – Respiratory hazards
- Tourism/economy (recreational routes)
- Needs identified in local plans
- Existing facility presence & condition



ATNI Prioritization

Factor	Weight (1-10)	Evaluation Criterion
Safety	8	Ped/bike crash frequency
		Ped/bike crash risk factors
Equity	7	Transportation disadvantaged communities
Connectivity	6	Bicycle Level of Traffic Stress
		Fills a gap in an area surrounded by existing facilities
Demand	4	Access to transit
		Access to essential destinations
		Bicycle tourism routes
Existing Conditions	4	Presence of existing conditions
Stakeholder Input	2	Local Plans/TSP Priorities