How Do We Pay for That?

Paying for Safe Routes to Parks in Oregon
Hello!

Natasha Riveron
Healthy Parks and Places Manager, Safe Routes Partnership
Natasha@saferoutespartnership.org
Seattle, WA
MISSION

The mission of the Safe Routes Partnership is to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.
Oregon-Specific Toolkit:
Connecting People to Parks: A Toolkit to Increase Safe and Equitable Access to Local Parks and Green Spaces
Contents

Introduction
What is Safe Routes to Parks?
What to Expect and How to Use This Toolkit

Engage
Defining Roles and Partnerships for Safe Routes to Parks
Government Agencies
Decision-makers
Community-based Organizations, Non-profits, and Advocates
Making the Connection, How Park Access Advances Community Goals
Strategies for Working with Unhoused Communities in Parks

Asses
Finding and Using Data to Support Safe Routes to Parks
How Data Supports Safe Routes to Parks
Where to Find Existing Data
How to Collect New Data
How to Share Data, Frame the Story, and Choose Messaging Effectively

Plan
Moving from Idea to Impact, Creating Action Plans that Actually Get Implemented
Creating Alignment Between Safe Routes to Parks Goals and Existing Community
Priorities: A Primer on Conducting a Policy Scan

Implement
Paying for Safe Routes to Parks Implementation
Local Funds for Safe Routes to Parks
Other Government Financing Strategies
Federal Funding

Sustain
Conclusion
Appendix
Exhibits

Implementation Planning Table
Break down each community identified goal into specific action steps with a clear timeframe, the specific lead agency responsible for implementation, and data for measuring success.

Goal #:

<table>
<thead>
<tr>
<th>Action</th>
<th>Why is this important?</th>
<th>Time frame</th>
<th>Lead role</th>
<th>Supporting roles</th>
<th>Costs (money, time, and resources)</th>
<th>How will we measure success?</th>
</tr>
</thead>
</table>

Paying for Safe Routes to Parks Implementation

Safe Routes to Parks lies at the intersection of active transportation and parks and recreation. Accessing funding to the connections that get people to their local park or green space allows residents to benefit from the multitude of health and safety benefits that come with safe and accessible access to nature. This tool kit focuses on specific strategies to turn concepts for safe routes to parks into reality with current levels of available resources.

Parks are typically funded through budget allocations, taxes, bonds, fees, and service charges. There are also supported by a variety of other funding streams such as grants (federal, state, and philanthropy), public-private partnerships, and other creative support such as fees from the park groups. Active transportation is funded through a combination of federal, state, regional, and local sources of varying amounts depending on the location. The most common local funding sources, beyond what may be included in capital budgets, are bonds, fees, and taxes.

Local Funds for Safe Routes to Parks

Current funds, capital improvement budgets, and departmental budgets come from the taxes and fees collected by a jurisdiction.

- General Funds are the common pot of funding that pay for a wide range of city services. The sources

Plan
Moving from Idea to Impact, Creating Action Plans that Actually Get Implemented
Creating Alignment Between Safe Routes to Parks Goals and Existing Community
Priorities: A Primer on Conducting a Policy Scan
How to Use the Toolkit

Steps to take in this phase:

1. Use the “Defining Roles and Partnerships for Safe Routes to Parks” resource as a roadmap to join or build a coalition of partners to work with on Safe Routes to Parks. This resource will help you build a supportive team that is representative of the community where your project is located. Prioritize historically under-invested communities, Black, Indigenous, and people of color communities, people with disabilities, and older adults.

2. Use the Safe Routes to Parks Coalition Table to organize your ideas for partnerships and building your Safe Routes to Parks team. Review the tools in the engagement toolbox at the end of this section, and plan opportunities and activities for ongoing connection with the broader community to discuss accessibility to parks and green spaces.

3. As you identify a wide range of partners whose work overlaps with Safe Routes to Parks, explore the resource, “Making the Connection: How Park Access Advances Community Goals” to connect priorities with partners and communicate how Safe Routes to Parks can help achieve shared goals.

4. For a deeper dive on working with unhoused communities, consult the “Strategies for Working with Unhoused Communities in Parks.” If homelessness is a particular challenge in your community, use this resource to think about homelessness from multiple perspectives, consider different approaches to talking about and working with unhoused communities, and gather ideas for educating the broader community about the complexities of homelessness.
Toolkit Highlights: Oregon Case Studies

Beaverton Builds in Coordination Between Parks and Schools

In Beaverton, Oregon, the Safe Routes to School coordination team includes a representative from Tualatin Hills Parks and Recreation as well as other city and county departments. The team meets monthly to discuss projects and events as well as update each other on programming that may be of interest to the group. This allows for easier coordination and support for projects and programming. For example, when the parks and recreation department applies for grants to support infrastructure improvements that align with the school district’s goals, the school district writes a letter of support to strengthen the application. The coordination committee has also allowed members to strengthen working relationships across departments, setting the stage for future collaborative work. They worked together to install a temporary, “pop-up” traffic safety playground (also known as a “traffic garden”) on a basketball play pad that is currently unused. Leah Bardo, the Safe Routes to School Coordinator, presented the idea to the coordination team at their June 2019 meeting. She shared photos of a similar concept in Portland, explained the rationale and benefits, and explained that they were seeking a location for installation. The parks and recreation department followed up the next week to offer potential locations. They are now coordinating to plan for a permanent installation in 2021. Implement a Traffic Playgound to engage students and families, and support educational programming at your park using Oregon Metro’s Safe Routes to School step-by-step guide.

Using Urban Renewal Funds to Improve Open Space

Redmond, Oregon used Urban Renewal funds to transform a city park into an open-space corridor that connects the city hall and the downtown commercial core. Centennial Park was originally constructed in 2010 and then doubled in size only nine years later. Now, the park offers mid-block bump-outs for pedestrian crossings, bike racks, and a “fix-it station,” and other amenities to improve walking and rolling access. Centennial Park is a gathering place year-round and features a water feature during warmer months and a skating rink during the winter.
Today’s Goals

• Learn about the federal and state funding opportunities available to support Safe Routes to Parks in Oregon
• Clarify which grant opportunities could be a good fit for your community/project
• Understand short-term next steps to take if you want to pursue an opportunity
Federal Funding Opportunities
Safe Streets for All

- **Purpose:** Vision Zero/Toward Zero Deaths
- **Funding:** $5 Billion over five years
- **Eligible Applicants:** Local/tribal governments, MPOs, transit agencies
- **Two Grant Types:** Develop safety plans and implement strategies
- **Due Date:** July 10, 2023 at 5:00 PM (EDT)
- **Learn more:** https://www.transportation.gov/grants/SS4A
- **How to connect:**
  - Influence policies
  - Show up and engage when projects are being discussed
FY 22 Awards

$800 million for 510 communities across the U.S.

$4 million in Oregon for planning

<table>
<thead>
<tr>
<th>Lead Applicant</th>
<th>Project Title</th>
<th>Type of Plan</th>
<th>Urban/Rural</th>
<th>Funding Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Hermiston</td>
<td>City of Hermiston Safe Streets and Roads for All Action Plan</td>
<td>Action Plan</td>
<td>Rural</td>
<td>$280,000.00</td>
</tr>
<tr>
<td>City of Ontario</td>
<td>City of Ontario Safe Streets and Roads for All Action Plan</td>
<td>Action Plan</td>
<td>Rural</td>
<td>$280,000.00</td>
</tr>
<tr>
<td>Douglas County</td>
<td>Douglas County Transportation Safety Action Plan</td>
<td>Action Plan</td>
<td>Rural</td>
<td>$163,200.00</td>
</tr>
<tr>
<td>Jefferson County</td>
<td>Jefferson County Equitable Transportation Safety Action Plan</td>
<td>Action Plan</td>
<td>Rural</td>
<td>$200,000.00</td>
</tr>
<tr>
<td>Lane County Department of Public Works</td>
<td>Lane County Transportation Safety Action Plan</td>
<td>Action Plan</td>
<td>Urban</td>
<td>$800,000.00</td>
</tr>
<tr>
<td>Oregon Metro</td>
<td>Getting to Vision Zero 2035 - Advancing Equity Outcomes and Pedestrian Safety in the Greater Portland Metropolitan Region</td>
<td>Supplemental Action Plan</td>
<td>Urban</td>
<td>$2,400,000.00</td>
</tr>
</tbody>
</table>
Planning and Demonstration Grants

• Action Plans
• Supplemental Action Plans
• Demonstration Activities
RAISE (fka BUILD & TIGER)

Rebuilding American Infrastructure with Sustainability and Equity

- **Purpose**: Develop large-scale transportation projects with regional or national significance with a focus on projects that address climate change, ensure racial equity, and remove barriers to opportunity (for planning and implementation)
- **Funding**: $1.5 Billion for 2022 and 2023 ($5B in BIL)
- **Eligibility**: state and local governments / capital and planning awards
- **RAISE 2021**: $417M to bike/ped; BUILD 2020 $103M to bike/ped
- 2023 application is closed; estimated that next all/early winter is when the next round will be released
How to keep up to date

- Safe Routes Partnership [federal policy blog](#)
- Transportation Alternatives [State Implementation Tracking](#)
- Transportation Alternatives Project Lists
  - Contact us for information on TAP projects (excluding recreational trails) that have been funded in your community.
- Biannual [state report cards](#) on walking, bicycling, and physical activity
- Email me – Natasha@saferoutespartnership.org
Nohemi Enciso
LWCF Grant Program Coordinator
Oregon Parks and Recreation Department

Alan Thompson
Community Paths Manager
Oregon Department of Transportation