

24-27 STIP Non-Highway Programs

DISCRETIONARY

Program	New/ Existing	Purpose	21-24 Sub- Allocation	24-27 Sub- Allocation	Eligible Recipients
Off-System Bike/Ped	Existing	Off road walkways and bikeways that connect communities, provide alternatives to motorized travel, or promote and support walking and biking tourism. Examples include ped/bike path projects outside ROW and on-street connections or funding for development and construction	\$6,000,000	\$36,000,000	Cities, counties, nonprofits, tribes, transit districts, local government agencies, and other road authorities
Safe Routes to School - Education	Existing	Helping children to bike or walk to school safely through education and encouragement programs	\$3,000,000	\$4,000,000	School districts, publically funded jurisdictions, cities, counties, nonprofits, tribes, transit districts, and other road authorities, ODOT
ODOT SRTS Infrastructure	NEW	Federal funding. Improves physical barriers for children biking or walking to school, including adding walkways, bikeways, and safe crossings	\$0	\$10,000,000	ODOT
Bike/Ped Strategic	NEW	Address priority pedestrian and bicycle improvements on or along state highways developed through Active Transportation Needs Inventory and Strategic Action Plan work. Provide leverage funding to construct preferred ped/bike facility designs identified in Blueprint for Urban Design	\$0	\$45,000,000	ODOT
Transportation Options	Existing	Focus on reduction in SOV trips by managing demand across the transportation system; educating students and the public on travel options; connecting veterans, low income populations, communities of color, and others with travel options	\$5,500,000 (\$3 M in Non-Hwy, \$2.5 M in Safety)	\$7,500,000	Transit providers, local governments, non-profits, ODOT
Transit Vehicle Replacement	NEW	Replacement of rural transit vehicle fleet	\$0	\$15,000,000	Transit providers, local governments, non-profits, ODOT

Passenger Rail Facility Planning	NEW	Strategic positioning for future federal rail grants to fund final design and construction of a passenger rail maintenance facility in the Willamette Valley	\$0	\$1,000,000	ODOT
Active Transportation Leverage	Existing	Funds leveraged on to priority Fix-it projects such as paving and bridges	\$21,000,000	\$0	ODOT
Required					
Transportation Alternatives Program – Rec Trails	Existing	Funds recreational trails in Oregon. Flexed to Oregon Parks and Recreation Department	\$4,086,568	\$4,000,000	Oregon Parks and Recreation Department
Mass Transit	Existing	Maintains urban fixed-route bus fleets in a state of good repair	\$6,000,000	\$12,000,000	Mass transit districts
Transit Elderly and Disabled	Existing	Public transportation for seniors and individuals with disabilities	\$37,500,000	\$50,000,000	Counties, mass transit districts, transportation districts, transportation service districts, tribal governments, cities, councils of government, and nonprofit organizations
Bike-Ped 1%	Existing	State funding that improves pedestrian and bicycle improvements on or along state highways, including Ped/bike infrastructure, capital maintenance, safety enhancements, and state match	\$22,200,000	\$25,500,000	ODOT
HB 2017 SRTS Infrastructure	Existing	State funding that improves physical barriers for children biking or walking to school, including adding walkways, bikeways, and safe crossings	\$37,500,000	\$45,000,000	Cities, Counties, Tribes, transit districts, other road authorities, ODOT*

* During the 24-27 STIP, ODOT would not receive any State SRTS Infrastructure funding. Instead, ODOT SRTS Infrastructure projects would be funded by federal funds.