

# SafeRoutes

Oregon Safe Routes To School



**Safe Routes to School Advisory Committee (SRAC)**

July 9, 2019

10:00 -4:00 p.m.

Location: Chemeketa Center for Business and Industry,  
626 High St NE, Salem, OR 97301

**SRAC Members:** Scott Bohl, Anthony Buczek, Sonny Chickering, Kim Crabtree, Laughton Elliot-Deangelis, Steve Dickey, Mavis Hart, Rob Inerfeld, Dana Nichols, Luis Ornelas, Brian Potwin, Kari Schlosshauer, Leticia Valle, Tom Venables, John Vial, JD Tovey, Lisa Mielke

**ODOT Staff:** LeeAnne Ferguson, Heidi Manlove, Amanda Pietz, Susan Peithman, Tami Weil, Traci Pearl, Alan Thompson

**Facilitator:** Chris Watchie, Cogito

**Join by web option:** Join through Skype, <https://meet.lync.com/odot.state.or.us/leeanne.fergason/PMK4MVMD?sl=1>, do not join the skype audio, then call-in at 1-888-251-2909; 868544. Please notify [leeanne.fergason@odot.state.or.us](mailto:leeanne.fergason@odot.state.or.us) if you are skypeing in and join 15 minutes before the meeting (11:45 a.m.) so we can address any technical issues.

10 a.m.	Welcome to the Safe Routes to School Advisory Committee	Mavis Hartz and Kari Schlosshauer
10:15	Overview of the day Revised Charter (decision)	Chris Watchie
10:30	Public Comment	Chris Watchie
10:45 am	Project Identification Program update and project list	LeeAnne Ferguson

11:15	GIS Report of SRTS Non-Infrastructure Applications	Heidi Manlove
11:30	Selection Process Review for SRTS Non-Infrastructure Grants	Heidi Manlove
11:45	Lunch	
12:30	Review of comments received from SRAC members about SRTS Non-Infrastructure applications	Heidi Manlove
1:00	Presentation on funding scenarios (if applicable)	Heidi Manlove Chris Watchie
2:00	Discussion to determine recommended list of SRTS Non-Infrastructure applicants to fund	Chris Watchie Heidi Manlove
2:30	Break	
2:45	Recommendation	Chris Watchie Heidi Manlove
3:45	Next steps	Mavis Hartz and Kari Schlosshauer
4:00	Adjourn	



## Oregon Safe Routes to School Advisory Committee (SRAC) Charter

Revised 7-9-19

### **Background**

The Oregon Safe Routes to School Program consists of two parts: infrastructure and non-infrastructure both administered by the Oregon Department of Transportation (ODOT). Both programs focus on efforts that improve safety conditions for children to walk or bike to school. These programs are intended to address safety risks, such as any one of the components of a Priority Safety Corridor, and other safety needs considering the unique perspectives and behavior of children who walk or bike. A comprehensive Safe Routes to School (SRTS) program is inclusive of both non-infrastructure and infrastructure elements.

Since 2006, ODOT has invested in SRTS program to increase safety and encouragement of children walking and biking to school. Due to new state funding from 2017 Keep Oregon Moving Act (House Bill 2017) the SRTS Infrastructure program will allocate \$10 million annually for SRTS infrastructure projects, which increases to \$15 million in 2023 and beyond. By fall 2019, the SRTS Non-Infrastructure program, will increase its distribution of federal funding from \$500,000 to \$1M annually.

Within ODOT the SRTS program is housed within two divisions. The SRTS Infrastructure Program is managed by the Transportation Development Division and the Non-Infrastructure Program by the Transportation Safety Division.

### **Purpose of Charter**

The Oregon Safe Routes to School Advisory Committee (SRAC) Charter provides a clear and mutually agreeable statement of the roles and responsibilities of SRAC members and ODOT staff. It identifies the ways in which the SRAC will operate, including decision-making processes and meeting protocols. The charter will guide the work and conduct of the SRAC to create and maintain an open and transparent process.

### **Committee Purpose**

The SRAC is formed to guide the Safe Routes to School Infrastructure and Non-Infrastructure programs. The SRAC is advisory to the Oregon Department of Transportation (ODOT), the Oregon Transportation Commission (OTC), and in

consultation with the Oregon Transportation Safety Committee (OTSC). The SRAC's charge is outlined in Oregon Administrative Rule (OAR) 737-025.

## **Committee Composition**

The SRAC is composed of 10-18 volunteer members representing interests including, but not limited to: the OTSC, Oregon Bicycle and Pedestrian Advisory Committee (OBPAC), Safe Routes to School practitioners, school districts, eligible entities, and equity and safety representatives. When needed, new member recommendations are solicited from current SRAC members and community partners, researched and recommended by ODOT staff, and appointed by the ODOT Director.

## **SRAC Responsibilities**

The SRAC is charged with two key tasks:

- Providing ODOT with program guidance and developing recommendations for the OTSC and OTC as appropriate. Recommendations for non-infrastructure programs go first to the OTSC before going to the OTC, that serves as the decision-making body over both programs.
- Setting project selection criteria and making project selection recommendations.<sup>1</sup> Project selection recommendations go to the OTC for infrastructure projects and to the OTSC prior to the OTC for non-infrastructure. The OTSC and OBPAC will be consulted on policy direction to the Safe Routes to School Advisory Committee.

Members of SRAC agree to fulfill their responsibilities through attending and participating in quarterly SRAC meetings and additional meetings as needed, studying all available information prior to meeting, and fully participating in the development of recommendations. Members of SRAC agree to participate in good faith and to act in the best interests of the SRAC and its charge. For purposes of the SRAC, "good faith" means honesty in fact and conduct.

## **ODOT Staff Responsibilities**

ODOT staff will provide:

- Technical support for SRAC's informed discussions and decision making
- Expertise on SRTS infrastructure and non-infrastructure processes
- Logistical and administrative assistance
- Advice to the SRAC when warranted

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<sup>1</sup> For the initial 2018-19 Competitive Grant cycle, project selection criteria was determined by the SRTS Rule Advisory Committee. The SRAC will be charged with this responsibility for all subsequent grant application processes.

A representative from ODOT regions' staff has been appointed to the SRAC by the ODOT Director to represent the agency's perspective in the discussions. Otherwise, ODOT staff will not participate in the SRAC's decision and recommendation processes but may provide comments or make suggestions prior to relevant decision points.

Key staff includes:

Amanda Pietz, Program Implementation and Analysis Unit Manager

Susan Peithman, Active Transportation Policy Lead

Heidi Manlove, Oregon SRTS Outreach and Education Program Manager

LeeAnne Ferguson, Safe Routes to School Infrastructure Program Manager

Tami Weil, Safe Routes to School and Connect Oregon Coordinator

## **Terms**

SRAC members will serve a four-year term and a maximum of two terms.

## **SRAC Officers and Subcommittees**

### **Chair and Vice-Chair**

After the initial 2018-19 funding cycle recommendation process, staff will request the SRAC provide nominations for the SRAC Chair and Vice-Chair for a term of two-years<sup>2</sup>.

### **Chair and Vice-Chair Roles and Responsibilities:**

The Chair will work with the SRTS Program Manager to provide leadership in SRAC meetings and funding recommendation processes.

The Vice-Chair will serve in a supporting role should the Chair be unable to attend meetings.

### **Internal**

- Provide feedback on SRTS agendas
- Open and close each SRTS meeting
- Assist in creation and review of SRTS Committee annual work plans
- Serve as a conduit for SRTS Committee members' ideas and issues
- Maintain understanding of all SRTS subcommittee work and facilitate communication/updates to SRAC members as needed (e.g., Rapid Response)
- Assist in recommendation and recruitment process of new SRAC members
- Provide annual review of SRAC Guiding Principles

### **External**

Represent SRAC at other ODOT committees including but not limited to:

Oregon Transportation Commission

Oregon Transportation Safety Committee

### **Rapid Response Subcommittee**

The Rapid Response Subcommittee consists of three to four SRAC members in addition to the ODOT Safe Routes to School Infrastructure Program Manager (Program Manager). Subcommittee members are volunteers who are SRAC members and appointed by the SRAC.

#### **Rapid Response Subcommittee Roles and Responsibilities:**

- Meet by phone monthly or as needed to discuss the program and applicants.
- Review and provide feedback via email for entities who submitted Letters of Intent within one week of receiving the notification from the Program Manager.
- Review and provide application score and recommendation of funding via email for entities who submit a Rapid Response Application within one week of receiving the notification from the Program Manager.
- Create policy recommendations for the Rapid Response Program.
- Provide regular updates to the SRAC on funding recommendations.
- Present to other ODOT committees like the OTC, OTSC, and OBPAAC when necessary.
- Additional responsibilities for the Program Manager include set up and facilitation of monthly or as needed phone meetings, sending Letters of Intent and Applications to Subcommittee members in a timely fashion, and providing the agreed upon feedback or recommendation decision to the Applicant.

#### **Rapid Response Subcommittee Decision Making Process**

Funding recommendations will be made using consensus. If the subcommittee is unable to come to a unanimous recommendation, the project will be referred to the larger SRAC. Involving the SRAC will take a much longer time, which is not in alignment with the intention of the Rapid Response Program, thus the Rapid Response Subcommittee will strive for consensus. If one of the Rapid Response Subcommittee members is not available for a week or more, then the remaining three members will make the recommendation. If the Program Manager is away for a week or more, they will designate another ODOT staff to fill in their role.

Funding recommendations will be submitted monthly or as needed to the Oregon Transportation Commission's consent agenda for approval.

### **Meeting Protocols**

- Meetings will be set by the SRAC for the following year by December of the previous year.
- All meetings will be led by ODOT staff and/or facilitated by a neutral third party

facilitator to ensure the discussions are consistent with the SRAC Charter, and to ensure that feedback and recommendations advance from the group and adhere closely to the project schedule.

- Upon review and discussion at the first SRAC meeting, members will be asked to accept the SRAC Charter and proposed SRAC Meeting Agreements.
- Members will make their best effort to attend all meetings ideally in-person or via phone and notify ODOT staff if unable to attend. If a meeting is missed, it is the responsibility of the SRAC member to contact the ODOT SRTS Program Manager and set up a phone meeting to remain updated and not slow the overall SRAC progress.
- No alternates will be allowed unless directed by the ODOT Director to ensure consistency for informed discussions and decision-making.
- SRAC recommendations will not be revisited unless agreed to by a majority of the members present.
- Public notification of SRAC meetings will occur at least one-week in advance and the agenda and meeting materials will be made available on the project website.
- ODOT will make every effort to ensure meeting materials are finalized one-week prior to meetings; however, there may be instance where updated versions of materials are provided. In these cases, staff will describe any changes and allow for questions at the time of review.
- Meetings will begin and end on time. If agenda items cannot be completed on time, the SRAC will decide if the meeting should be extended, an additional meeting schedule, or the discussion continued at the next scheduled meeting.
- Meeting summaries will be produced for each meeting to reflect key discussion items, feedback, outcomes, and tasks and assignments related to advancement of the group's work. Draft summaries will be distributed within seven (7) workdays and SRAC members will be given the opportunity to clarify or propose edits to a meeting summary for an accurate record.
- A public comment period will be at the beginning of every meeting with a three-minute limit to any person who signs to comment.

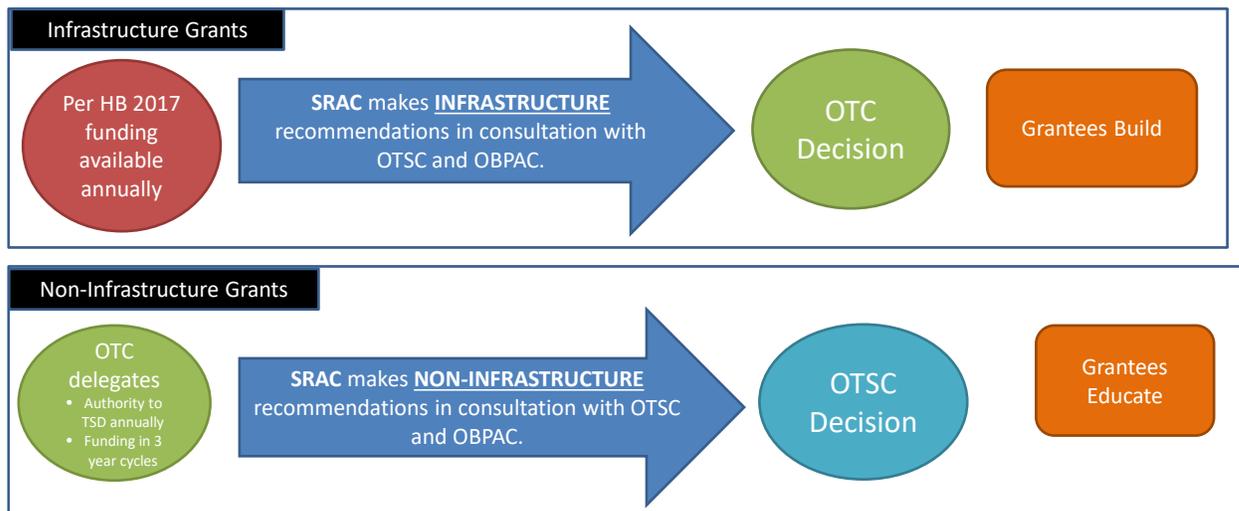
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<sup>2</sup> Election of a Chair and Vice Chair will occur after the SRTS 2018-19 Competitive Grant Recommendation process and prior to presentation to the OTC and OTSC.

## Decision-Making Process

While the SRAC has no final decision-making authority, its purpose is to engage diverse perspectives in its recommendations to OTC and OTSC subject to infrastructure or non-infrastructure projects. All SRAC feedback will be respectfully considered. OTC and OTSC may or may not make decisions based on advice received from the SRAC.

## DECISION TREE: SAFE ROUTES TO SCHOOL GRANTS



- All members are encouraged to challenge themselves to approach their SRAC responsibilities with creativity, curiosity, and commitment and come fully prepared to all meetings. This is essential for well-informed discussions and decision-making.
- It is important for all points of view to be expressed in SRAC meetings and for all to give serious consideration to the comments made by all SRAC members and ODOT staff. Listening to wide ranging opinions and evaluating the merit of differing points of view is critical to develop reasoned and thoughtful funding recommendations.
- During the recommendation process, it is crucial the SRAC member not advocate for particular projects which they may have had a role in creating but to consider it as any other project and apply the same considerations and facts to it.
- To facilitate SRAC's decision-making and to ensure that the SRAC receives the collective benefit of the individual views, experience, background, training and expertise, a consensus decision-making model will be used to assist the SRAC in drafting, editing and refining its recommendations.
- Consensus decision-making is a process that allows meeting participants to

consider proposals, express opinions, and discuss options for reaching general agreement. This model provides an opportunity for discussion of underlying values and concerns in the overall effort of developing widely accepted solutions. Consensus does not mean 100% agreement on every aspect of every issue. Instead, consensus means general support for a decision taken as a whole. This allows group members to vote in support of a recommendation even though they might prefer to have it modified in some manner in order to give it their full support.

- Members will work together to fulfill the SRAC Charter and seek to achieve consensus to the extent possible. For the purpose of the SRAC, consensus is achieved when all members can say:

*I am fully supportive of this decision or choice.*

or

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

- With such a diverse membership, differences of opinion are expected. If the SRAC is unable to reach consensus, the staff or facilitator will call for a traditional vote if a quorum is in attendance. A quorum is defined a half of the SRAC roster's voting members plus one.
- A minority report will accompany all SRAC's recommendations to the OTC and OTSC unless unanimous in nature.

## **Communication with Media**

SRAC members are requested to:

- Defer to ODOT staff for all media communications related to SRAC process and its recommendations.
- Not negotiate through the media, or use the media to undermine the work of the SRAC.
- Raise all of their concerns, especially those being raised for the first time at a SRAC meeting and not in or through the media.

## **SRAC as Public Officials**

SRAC members are considered public officials in their volunteer SRAC roles.

According to ORS 244.020(14), “Public Official” means any person who, when an alleged violation of this chapter occurs, is serving the State of Oregon or any of its political subdivisions or any other public body as defined in ORS 174.109 as an elected official, appointed official, employee or agent, irrespective of whether the person is compensated for the services.

This includes:

- Public Employees
- Elected Officials
- Members of Boards and Commissions
- Volunteers
- Relative:
  - ORS 244.020(15) “Relative” means:
    - (a) The spouse, parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the public official or candidate;
    - (b) The parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the spouse of the public official or candidate;
    - (c) Any individual for whom the public official or candidate has a legal support obligation;
    - (d) Any individual for whom the public official provides benefits arising from the public official’s public employment or from whom the public official receives benefits arising from that individual’s employment; or
    - (e) Any individual from whom the candidate receives benefits arising from that individual’s employment.

## **Safeguard of the Public Trust**

“The Legislative Assembly declares that service as a public official is a public trust, and that as one safeguard for that trust, the people require all public officials to comply with the applicable provisions of this chapter.” ORS 244.010 (1)

## **Conflict of Interest**

In brief, a public official is met with a conflict of interest when participating in an official action could result in a financial effect to the public official, a relative of the public official or a business with which either are associated.

Statutory conflicts of interest have three components:

1. An **“action”**, **“decision”**, or **“recommendation”** made in an **“official capacity”**, which causes;
2. A private pecuniary benefit or detriment, for;
3. The **“public official”**, the public officials **“relative”**(s), or a **“business associated with which the person is associated”**, the public official or the public official’s relative.

## Types of Conflict of Interest

Oregon Government Ethics law identifies and defines two types of conflicts of interest. An actual conflict of interest is defined in ORS 244.020(1) and a potential conflict of interest is defined in ORS 244.020(12).

### Actual Conflict of Interest

- Any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which would be to the private pecuniary benefit or detriment of the person or the persons relative or any business with which the person or a relative of the person is associated unless the pecuniary benefit or detriment arises out of circumstances described in subsection (12) of this section.
- *If the financial effect of an action is both **specific** and **certain**, then that action presents an actual conflict of interest.*

### Potential Conflict of Interest

- Any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which could be to the private pecuniary benefit or detriment of the person or the persons relative, or a business with which the person or the persons relative is associated, unless the pecuniary benefit or detriment arises out of the following:
  - (a) An interest or membership in a particular business, industry, occupation or other class required by law as a prerequisite to the holding by the person of the office or position.
  - (b) Any action in the persons official capacity which would affect to the same degree a class consisting of all inhabitants of the state, or a smaller class consisting of an industry, occupation or other group including one of which or in which the person, or the persons relative or business with which the person or the

persons relative is associated, is a member or is engaged.

(c) Membership in or membership on the board of directors of a nonprofit corporation that is tax-exempt under section 501(c) of the Internal Revenue Code.

## When to Declare a Conflict of Interest

### Officials on Boards or Commissions and Elected Officials ORS 244.120(2)

- When any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which **would** be to the private pecuniary benefit or detriment of the person or the person's relative or any business with which the person or the person's relative or any business with which the person or a relative of the person is associated.
- When any action or any decision or recommendation by a person acting in the capacity as a public official, the effect of which **could** be to the private pecuniary benefit or detriment of the person or the person's relative, or a business with which the person or the person's relative is associated
- Disclosure must occur when appointed officials are met with a conflict of interest, regardless whether the conflict is actual or potential.

## How to Declare a Conflict of Interest

### Officials on Boards or Commissions & Elected Officials ORS 244.120(2)

- Must publicly announce the nature of the conflict of interest on each occasion the conflict arises.
- Must publicly announce **potential** conflicts of interest, on each occasion **before taking action**.
- Must publicly announce **actual** conflicts of interest, on each occasion, and **refrain** from participating in **discussion, debate, or voting** on the issue out of which the actual conflict arises.



# SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE MEETING

July 9, 2019

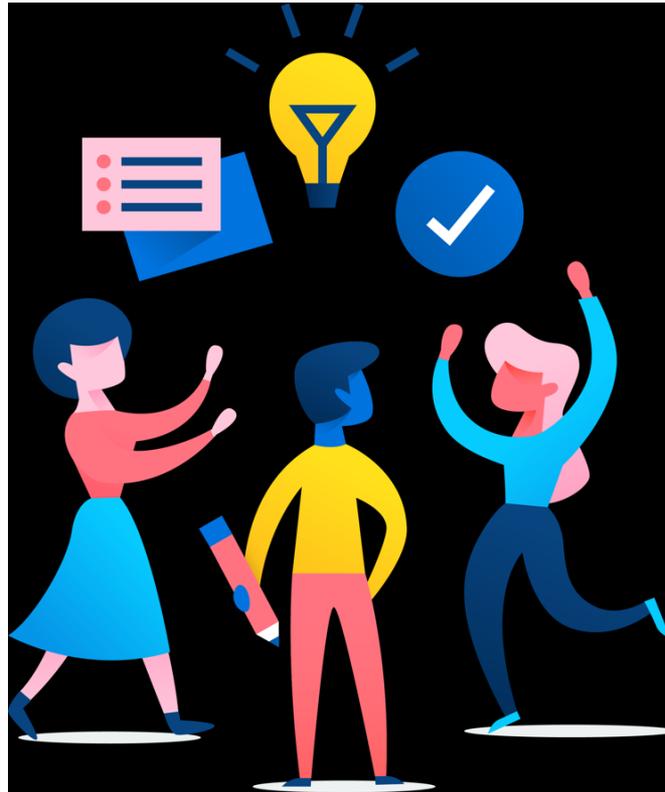
Oregon Department of Transportation



Welcome

# Committee Composition

Kari Schlosshauer (Vice Chair)	Statewide	Safe Routes to School Network
J.D. Tovey	Pendleton	Oregon Tribes
Mavis Hartz (Chair)	La Grande	Oregon Bicycle and Pedestrian Advisory Committee
Tom Venables	Medford	Enforcement
Brian Potwin	Bend	SRTS practitioner and SRTS Network
Kim Crabtree	Bend	School district and pupil transportation
John Vial (RR)	Jackson County	County representative from Association of Oregon Counties
Dana Nichols	Albany	Small city
Rob Inerfeld	Eugene	City representative from League of Oregon Cities
Laughton Elliot-Deangelis (RR)	Springfield	School district, SRTS practitioner, pupil transportation
Scott Bohl	Salem	Oregon Department of Education
Steve Dickey	Salem	Transit
Luis Ornelas	Portland	Oregon Transportation Safety Committee
Anthony Buczek (RR)	Portland	Metropolitan Planning Organization
Leticia Valle	Hood River	Health and equity representative
Sonny Chickering	Salem	ODOT representative
Mychal Tetteh	Portland	Equity and Safe Routes to School Network
Lisa Mielke	Coos Bay	Oregon Tribes, health



# OUR GOALS

- Work together to agree upon a recommended project list for TSD Administrator and OTSC by listening, learning from others, and sharing ideas. Application scores are not adjustable.
- Deliver programs that support kids walking and rolling to school!

# Overview



Welcome and Introductions

SRAC Business

Public Comment

Project Identification Program Update

Non IN Selection Review

Discussion

Action: Recommendation Decision

Next Steps

# SRAC Business

## Meeting Summary

Determination of of Non-IN focus areas (Safety, Social Equity, Communication, Collaboration and Coordination)

Agreement on revised Guiding Principles

Review of RR Program Guidelines

Review of PIP Application

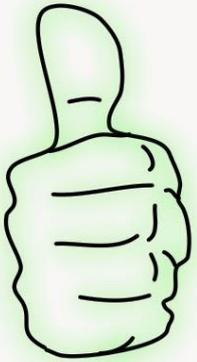
## Charter

New member process

RR roles

RR decision process

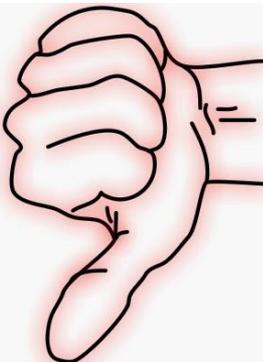




*I am fully supportive of this decision or choice.*



*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*

# Conflict of Interest

An “action”, “decision” or “recommendation” made in an “official capacity” which causes:

A private pecuniary benefit or detriment, for;

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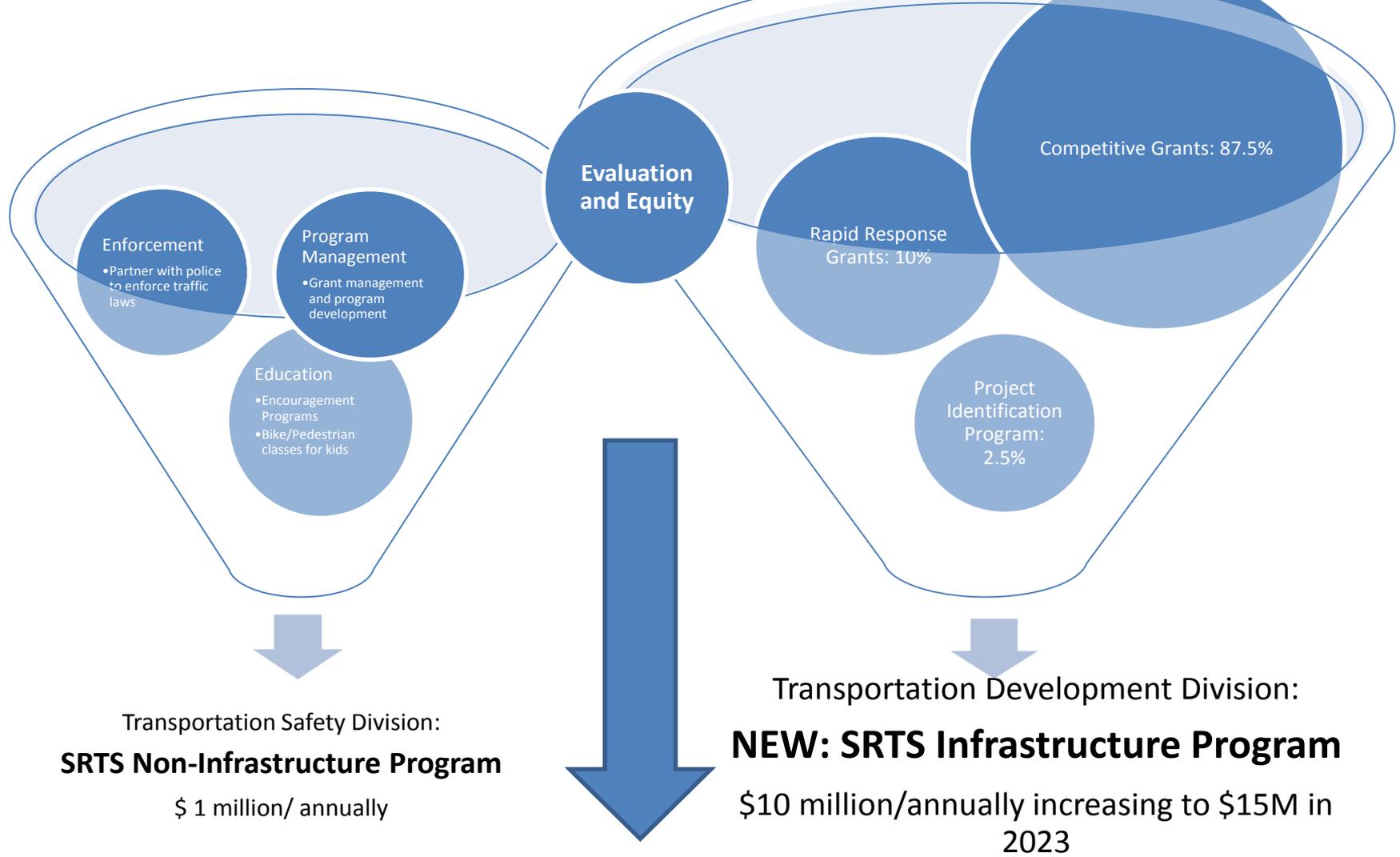


## Public Comment

- 3 minutes for each person providing comments
- Committee members listen to inform discussion and not to advocate for a specific project



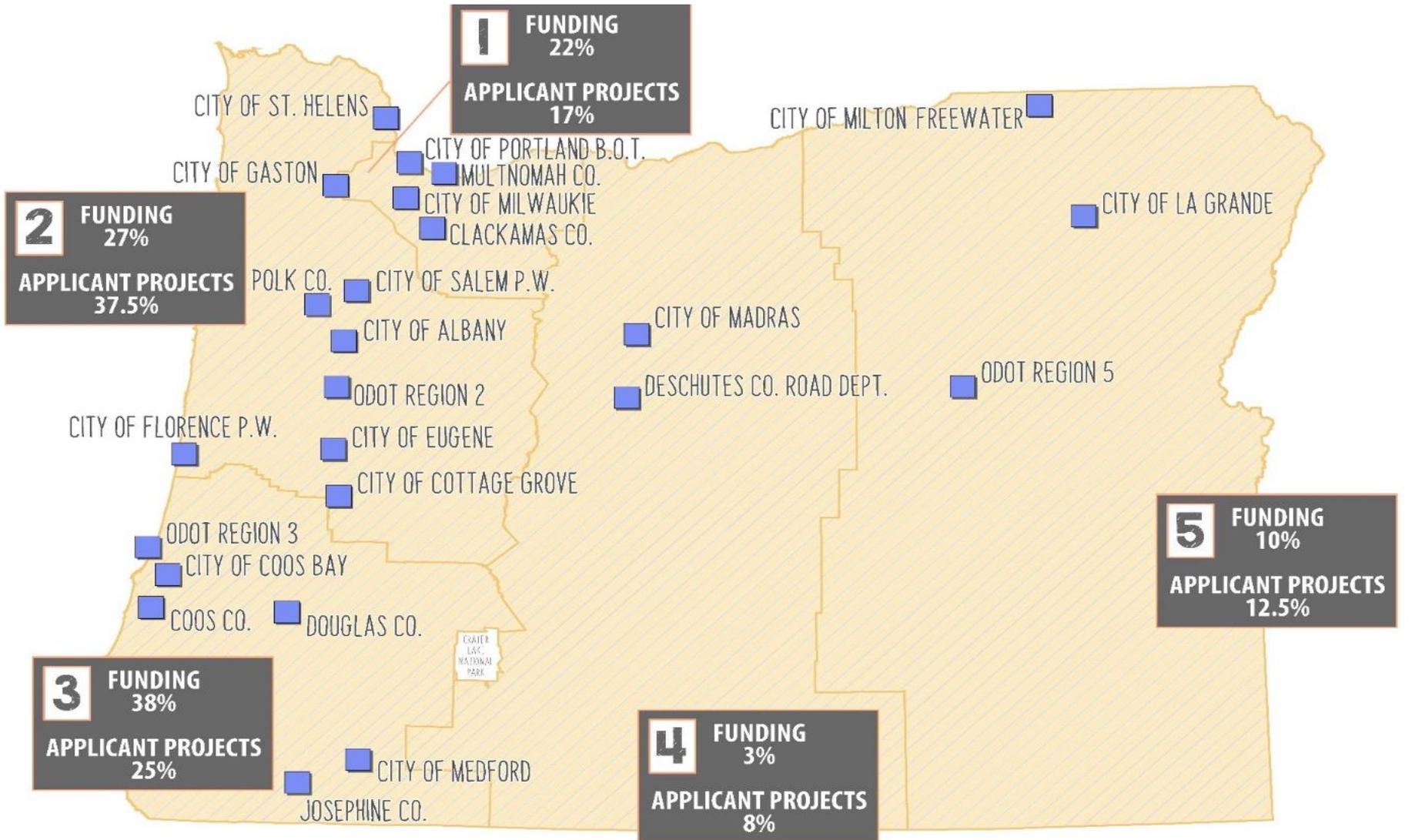
Background



# ODOT's Safe Routes to School Program!

**2 Programs = 1 Goal**

# IN SRTS Competitive Grant Projects Update



# Non-IN and PIP Grant Program Timeline

March - June: Workshops

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March 15: Solicitation starts

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May 31, 2019: Application due

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June- staff review and scoring

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**July 2019: SRTS Advisory Committee makes recommendation and presents to TSD Administrator**

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August 2019: The TSD recommends a Non-IN Project recommended list to OTSC for final approval

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Fall 2019: Non-In grants begin and PIPs are scheduled

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Non-IN: 28 applications, \$4M in requests

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PIP 14 apps, 32 schools (all accepted)



# PIP Update

# Overview

14  
communities

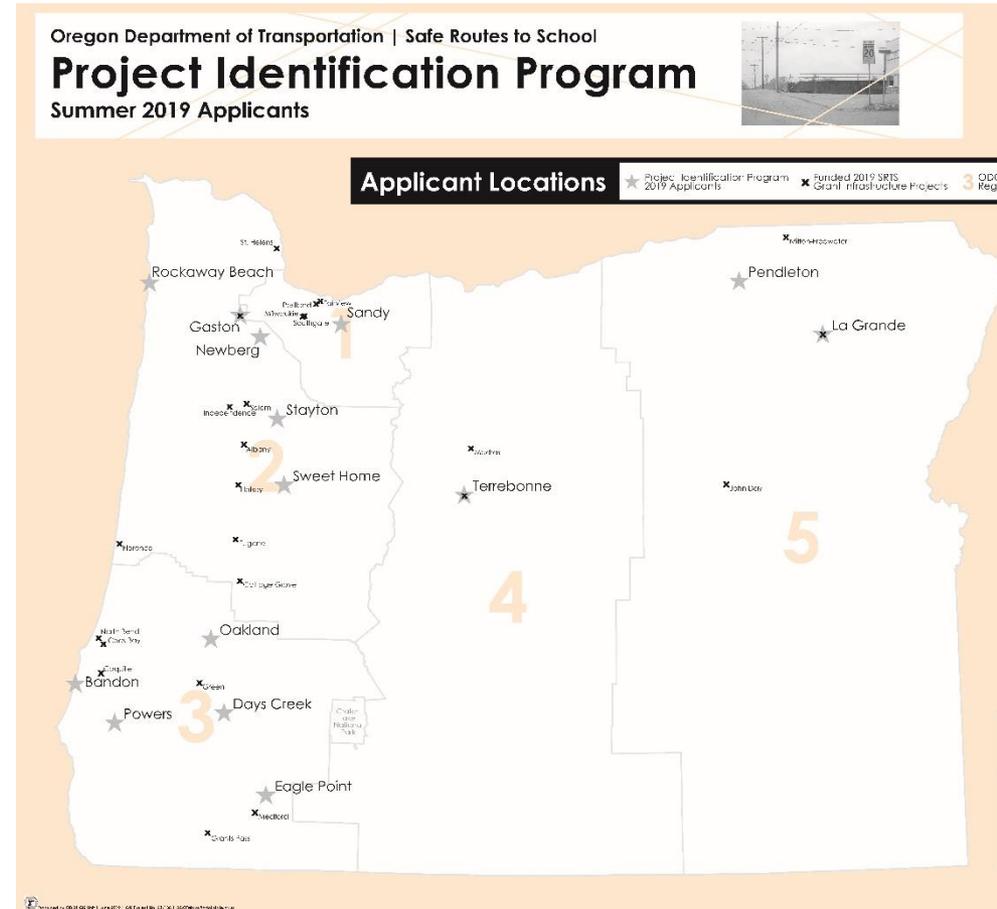
32 schools

Across the  
state

Small  
communities

Mostly rural

All selected



# Analysis in Regards to Infrastructure Program and PIP

## Infrastructure

- 24 Projects, 24 entities
- 3 entities applied for Non-IN (Portland, La Grande, Multnomah County)
- School alignment

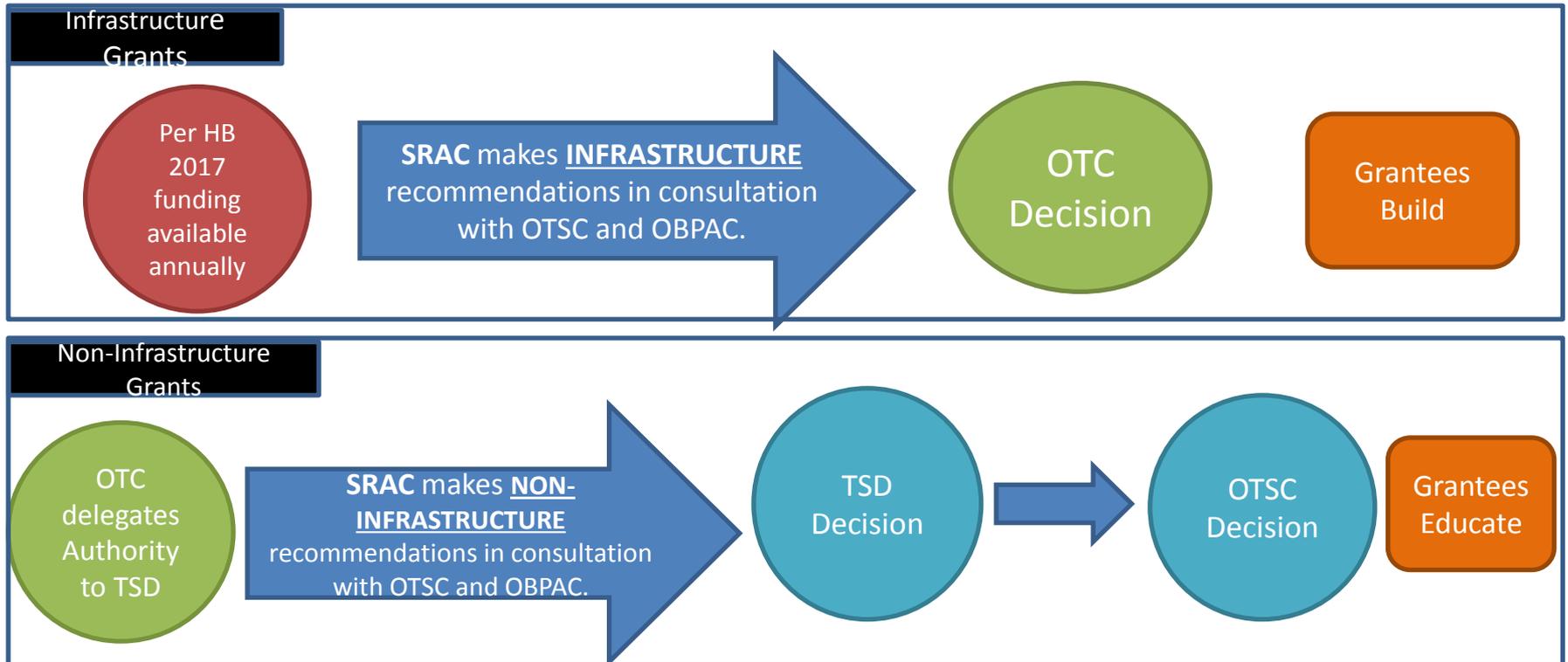
## Project Identification Program

- 32 schools, 14 entities
- 2 entity applied for Non-IN (La Grande, Sweet Home)
- School alignment



# NI SRTS Selection Process

# DECISION TREE: ONE GOAL: TWO PROCESSES





# Non-IN Application Analysis

# Overview

28  
Applications

Request for  
4.4 million

Across the  
state

Combo of  
small and  
large projects

ODOT NI SRTS  
has 2.3 million

11 projects on  
100% List

# What is SRTS Non-Infrastructure?

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Education	<u>Training kids- pedestrian, rolling and bicycle safety</u> <u>Parents</u> <u>Drivers</u>
Encouragement	<u>Walk + Roll program -encouragement promotions</u> <u>Walking school bus</u> <u>Bike night/bike rodeos</u>
Enforcement	<u>Collaborating with local police</u> <u>Crossing Guard programming</u>
Evaluation	<u>Active Transportation surveys- local program effectiveness</u> <u>Overall SRTS program evaluation</u>
Equity	<u>Providing resources to incorporate populations of need</u>

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# Overview: Staff Scoring to Final Recommendation

From here

To here



Fund- 100%  
list

Maybe fund-  
150% list

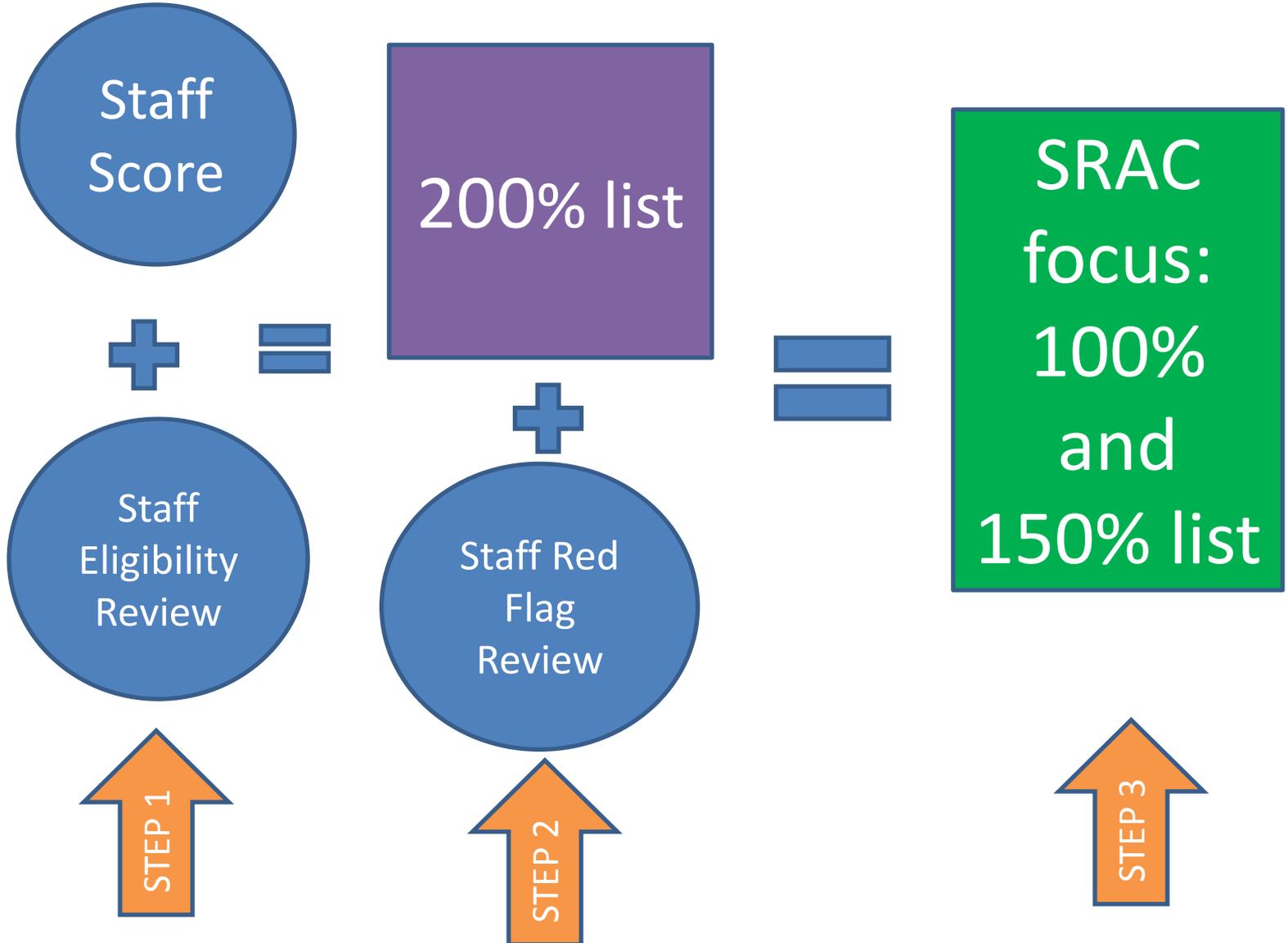
Unlikely to  
fund

Not Eligible

The List

# Review Process Overview

All Non-IN Applications



# Guiding Principles Prioritization

## **Safety**

Education is included and addresses high need areas near new/planned infrastructure

## **Social Equity**

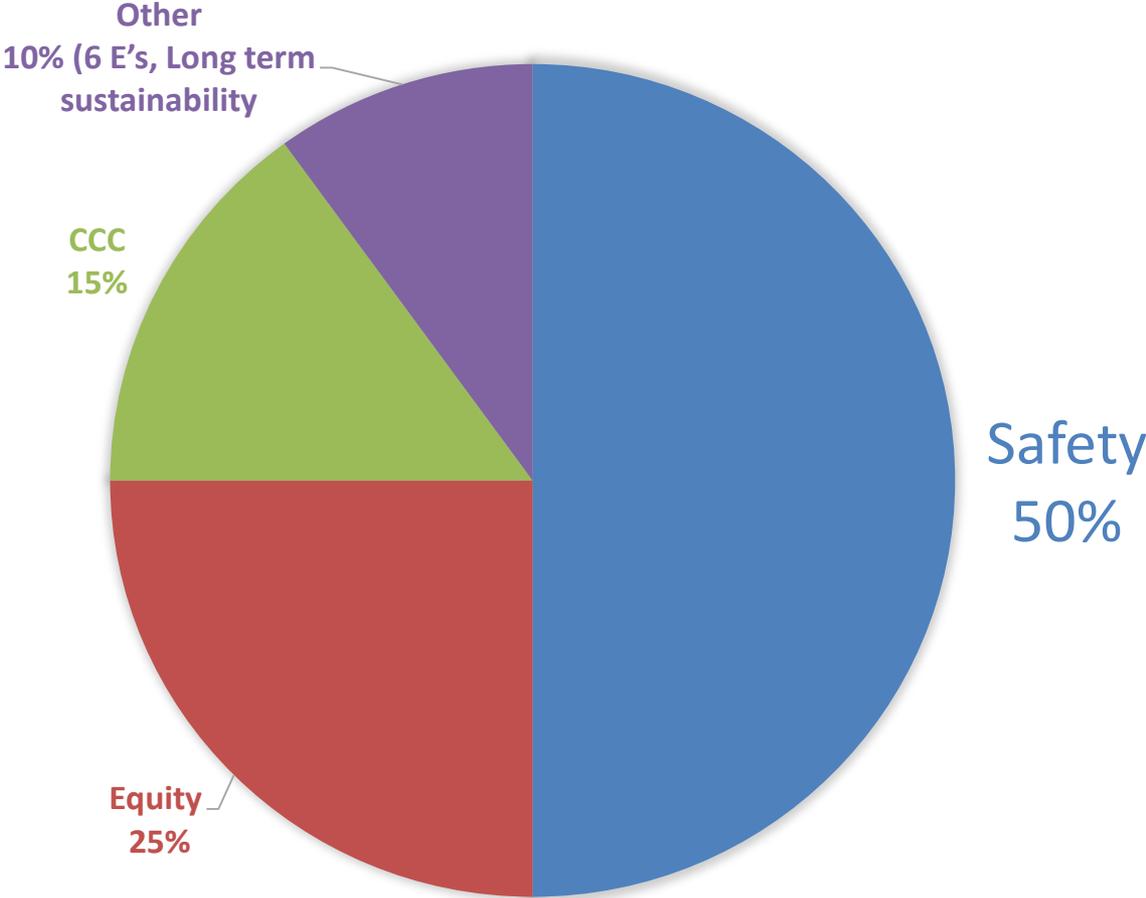
Underserved or economically depressed areas (including Title I Schools) are identified and addressed

## **C/C/C**

Communication, coordination, and collaboration with partners

# Non-IN Scoring Matrix

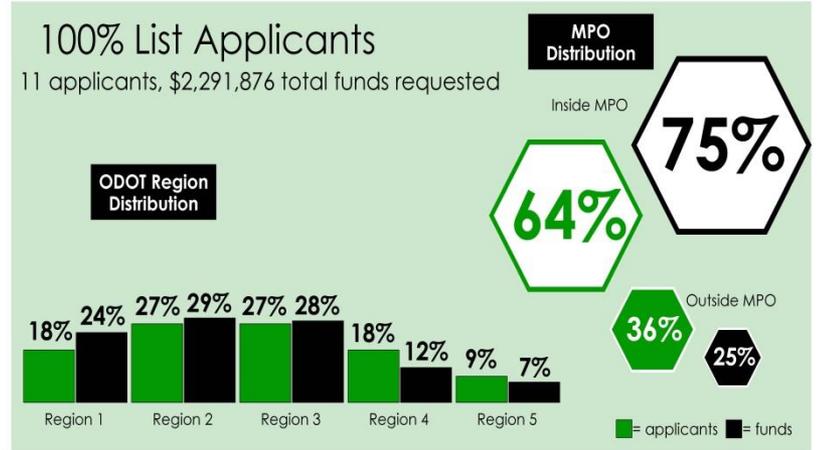
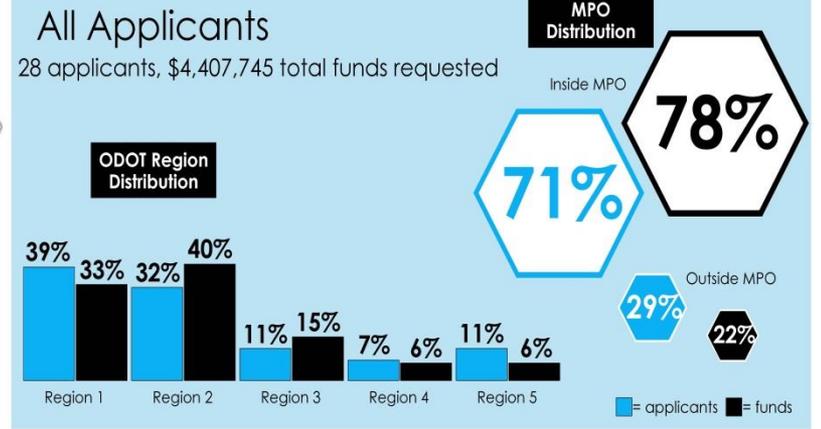
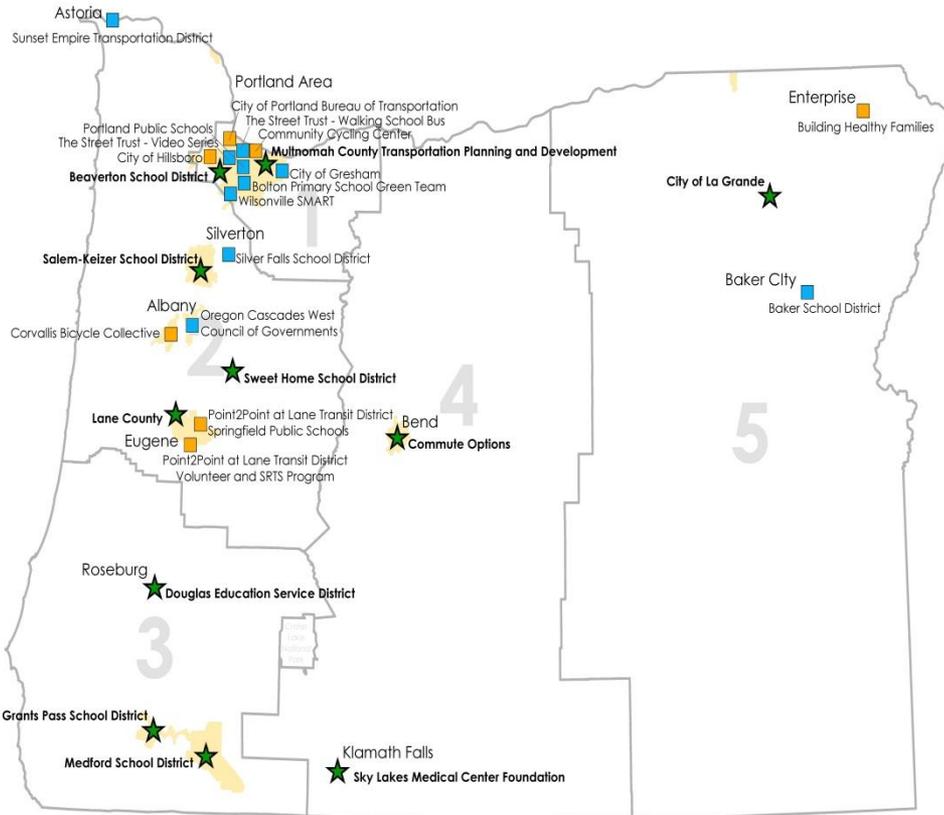
## NI SCORING MATRIX: MAXIMUM 440



# Non-Infrastructure Open-Competitive Grant Program

FY 2020 - 2022 Applicants

Oregon Department of Transportation



Produced by ODOT GIS Unit | July 2011 | GIS Project No. 23-181 | ODOTMapInfo@dot.state.or.us



# Member Comments

## Things to consider:

- Any major issues that you identify.

## Things not to consider:

- Referencing specific projects that you want removed or added.
- Changing the score of projects.

# SRAC Member Questions Summary

What role does the SRAC have in this process?

What does 100% vs. 150% list mean?

Can remaining funds be used for smaller scale projects?

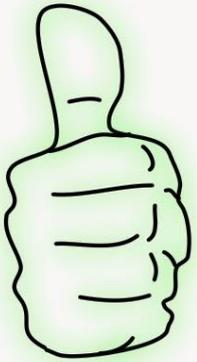
What is the time-frame of non-infrastructure grants?



# Discussion



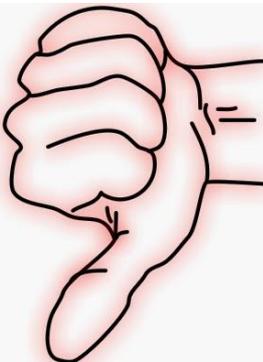
ACTION:  
Recommendation  
Decision



*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*

# Next Steps for Applicants

Recommendation to TSD, then TSD list to OTSC

Contact all applicants

Paperwork signed by grantees



# Next Steps for SRAC

Infrastructure Priorities

Schedule 2020 meetings

SRAC Member Check in



# SRAC Overview for 2019

February

Meeting Goals:

Prioritization criteria for NI Program, IN Rapid Response Program, and IN Project Identification Program (Decision), and Chair/Co-chair (Decision)

May

Meeting Goals:

Prepare for decision making workshop

July

Workshop Goals:

Staff scoring presentation for NI and IN Project Identification grants, Discussion, (Decision)

October

Meeting Goals:

Prioritization Criteria for 2020 Competitive Infrastructure Program (Decision)

Thank you!

**Next meeting:**

October 21

# THANK YOU!

**SafeRoutes**  
Oregon Safe Routes To School



## **SRTS Non-Infrastructure Contact:**

Heidi Manlove, SRTS Non-Infrastructure  
Program Manager

ODOT Transportation Safety Division, MS #3

Email: [Heidi.manlove@odot.state.or.us](mailto:Heidi.manlove@odot.state.or.us)

(503) 968-4196

## **SRTS Infrastructure Program Contact:**

LeeAnne Ferguson, ODOT Program Manager

Transportation Development Division

Email: [LeeAnne.Ferguson@odot.state.or.us](mailto:LeeAnne.Ferguson@odot.state.or.us)

(503) 986-5805

Website:

<http://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

