

Safe Routes to School Rapid Response Infrastructure Grant Program

Oregon Department of Transportation

2019-2020

THREE PROGRAM OVERVIEW

\$10 million (\$15 million starting in 2023) Safe Routes to School Infrastructure funds are allocated annually to three programs:



- Competitive Grant Program: 87.5% of funds
- Rapid Response Grant Program: 10% of funds
- Project Identification Program: 2.5% of fund

This one-pager focuses on the Rapid Response Grant Program. For information about Competitive Grant and Project Identification Programs, visit SRTS Program website.

RAPID RESPONSE GRANT PROGRAM

How much funding is available? The 2019-20 Rapid Response Grants will distribute \$1.8 million.

Who can apply? Cities, counties, tribes, transit districts, and other road authorities may apply.



What kind of projects are eligible? Safety projects on the public road right of way, consistent with jurisdictional plans, supported by the school or school district, are within a one-mile radius of a school, and that positively affects the ability of children to walk and bicycle to school. Project examples include sidewalks, median refuge islands, rapid flashing beacons, etc. The maximum funding request is \$500,000.

What is the match requirement? 40% cash match is required and may be eligible for reduction to 20%. For more information visit the SRTS Program website.

HOW TO APPLY

Where and when can I apply? All application materials will be available by June 1, 2019 at <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>.

Summer 2019: Solicitation begins
Projects will be selected on an ongoing basis until all funds are allocated.

SRTS Program website: <https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>
Contact: LeeAnne Ferguson, leeanne.fergason@odot.state.or.us, 503-986-5805

FUNDING FOR SAFE ROUTES TO SCHOOL

In the spring of 2017 House Bill 2017 passed in the Oregon State Legislature, dedicating \$10 million annually for Safe Routes to School infrastructure, increasing to \$15 million annually in 2023. **The purpose of the funding is to build projects within a one-mile radius of schools to make it safer and easier for students to walk and bicycle to school.**

Important facts:

- SRTS funds are available because of an increase in State Highway taxes and fees and are deposited into the Safe Routes to School Fund.
- There is a 40% cash match for the funds. Cash match can be **reduced to 20%** when the project is within a city of 5,000 people or fewer, or is **near a Title I school**, or is within a "Priority Safety Corridor."
- The Safe Routes to School Fund is guided by OAR 737-025.

PROJECT SELECTION

What kinds of projects will rise to the top for funding?

A competitive project must address an urgent safety need or urgent opportunity that cannot wait until the next Competitive Grant Cycle and will have some of the following criteria:

High Priority:

High percentage of students receiving free/reduced lunch

High posted speed at project location

Two or more lanes at project location, or

crossing distance greater than 30 feet

High average daily vehicles at project location

One or more school related crashes near project location

Priority:

Affects elementary or middle school students

Ability for project to be completed in five years

Project proximity to the school

Project benefits multiple schools



A sub-committee of the Safe Routes to School Advisory Committee will make final project recommendations to the Oregon Transportation Commission monthly or as needed.

PROJECT DELIVERY

- Grant Recipients will be reimbursed for project costs by ODOT.
- Monthly progress reports must be submitted by Grant Recipient.
- Projects must be completed ASAP.
- Grant Recipient must begin to expend funds ASAP.
- Grant Recipients are highly encouraged to incorporate encouragement programs.

PUBLIC ENGAGEMENT

All Safe Routes to School Advisory, Oregon Transportation Commission, and Oregon Bicycle and Pedestrian Advisory Committee meetings are open to the public with time allotted for public testimony. Applicants may submit letters of support for projects from committees like local Area Commissions on Transportation and community-based organizations.

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