

2025-2026
Safe Routes to School Competitive
Construction Grants
FINAL RECOMMENDATION REPORT
MARCH 2025

Contents

Program Development	3
<i>Program Oversight</i>	<i>3</i>
<i>Safe Routes to School Advisory Committee.....</i>	<i>5</i>
<i>Program Guidance.....</i>	<i>5</i>
Guidelines	6
Project Solicitation Process	7
<i>Application Part 1.....</i>	<i>7</i>
<i>Application Part 2.....</i>	<i>7</i>
Application Review	7
<i>Eligibility review and Empirical score.....</i>	<i>7</i>
<i>Ground Conditions Review</i>	<i>8</i>
<i>Advisory Committee Review</i>	<i>8</i>
Appendices	9
<i>Appendix A: Safe Routes to School Advisory Committee.....</i>	<i>9</i>
<i>Appendix B: Empirical Scoring Matrix.....</i>	<i>10</i>
<i>Appendix C: Program Guidelines 2025-26.....</i>	<i>14</i>
<i>Appendix D: Safe Routes to School Construction Competitive Grant Program Application</i>	<i>14</i>
<i>Appendix E: Eligibility Matrix</i>	<i>15</i>
<i>Appendix F: Meeting Packets</i>	<i>18</i>
<i>Appendix G: Recommended and Approved Project List</i>	<i>19</i>
<i>Appendix H: Memo to the Safe Routes to School Advisory Committee, 12/11/24.....</i>	<i>21</i>

This report summarizes the 2025-2026 Safe Routes to School Construction Competitive Grant project selection process. The Safe Routes to School Advisory Committee Section details who and how final recommendations were made to the Oregon Transportation Commission.

“Safe Routes to School” refers to efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or bicycling to school.

Program Development

The Oregon Department of Transportation has two main types of Safe Routes to School programs: Construction and Education. Construction programs focus on making sure safe routes for walking, biking, and rolling exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. Education programs focus on helping children to walk, bike, and roll to school safely through education and encouragement programs. The report focuses on the Construction Program solicitation that took place in 2024 for projects selected in early 2025.

The Oregon Department of Transportation (ODOT), in consultation with advisory committee members and partners, developed an organizational structure for administrative rules, application process, and review processes to implement the Safe Routes to School Construction Competitive Program.

Program Oversight

Guiding Policies

ODOT created the policy document [Safe Routes to School Construction Program Guidelines 2025-2026](#).

The document incorporates the guiding policies developed to address the findings in a Secretary of State audit conducted in 2018 and to establish clear principles for the program. The policies are further described in this section and include:

- Develop and manage a fair and impartial process
- Foster equal access to the funds
- Run a transparent program
- Help ensure accountability
- Make program adjustments as needed

Develop and Manage a Fair and Impartial Process

ODOT has been put in the role of both managing a funding program for cities, counties, and tribes, while also being an eligible applicant. ODOT must ensure that all applications are treated fairly and that no bias is introduced when projects are selected. For transparency, the Agency has initiated several procedures and processes including:

- Separation of duties when submitting, scoring applications to have separation between ODOT submitted applications and external partner applications
- Training scorers to provide consistent scoring for all applications
- Automate some functions of the application to help reduce errors
- Empirical, objective scoring, which is publicly available
- Third party review and recommendations via the Safe Routes to School Advisory Committee

Foster Equal Access to the Funds

Prospective applicants have differing levels of capacity and ability when it comes to applying for funds. It is important that all cities, counties, tribes and ODOT know about the Safe Routes to School

Construction Funding Program and how to apply. To help ensure awareness, several communication strategies are used include the following:

- Up-to-date website information
- Informational flyers
- Statewide Announcements
- Consulting with tribes
- Social Media posts
- Presentations upon request
- Project identification consultant support for small communities through the Project Identification Program
- Online information, tutorials, webinars and responses to individual questions regarding the application process and submission

Run a Transparent Program

When and how projects are selected within the Safe Routes to School Construction Funding Program should be clear and understandable. To accomplish this, ODOT has sought to:

- Develop a comprehensive website
- Provide up-to-date guidance through the program guidelines
- Conduct outreach and host opportunities for public comment prior to each project solicitation cycle

Help Ensure Accountability

When and how projects are selected within the Safe Routes to School Construction Funding Program should be clear and understandable. Mechanisms to help ensure accountability include:

- Provide updates to the Oregon Legislature and Oregon Transportation Commission upon request to include the following:
 - The Construction funding program,
 - Project identification processes and timelines,
 - Project status,
 - Budget outlook
 - Performance measures results
- Develop and monitor programmatic performance measures in consultation with the Safe Routes to School Advisory Committee
- Closely manage project delivery deadlines through performance measures, readiness factors, and funding agreements
- Establish Active Transportation Liaison roles, job duties and expectations

Make Program Adjustments as Needed

Using performance measure data tracked and reported over time, as well as feedback from the public and applicants, ODOT will consult with the Advisory Committee on needed program adjustments. ODOT will then Implement program adjustments, within program limitations (e.g. budget, staffing, etc.) and update guidelines accordingly.

Policies created during the process to document internal ODOT processes are posted on the ODOT's Safe Routes to School website include the following:

- [SRTS-Procedures-and-Process-Policies](#)
- [SRTS-Procedures-and-Process-Policies Appendices](#)

Safe Routes to School Advisory Committee

The formation and use of a Safe Routes to School Advisory Committee was defined in the [Safe Routes to School Rule](#). The Committee is responsible for establishing the Safe Routes to School Construction application process, the review and ranking of applications, and recommendations to the Oregon Transportation Commission regarding awards.

The Committee is charged with two key tasks:

1. Providing ODOT with program guidance and developing recommendations for the Oregon Transportation Safety Committee and Oregon Transportation Commission as appropriate.
2. Setting project selection criteria and making project selection recommendations. The Oregon Transportation Safety Committee and Oregon Bicycle Pedestrian Advisory Committee will provide input, policy direction, and guidance to the committee.

The Safe Routes to School Advisory Committee was established in September 2018. The Committee approved a charter that details the roles and responsibilities of the participants in the process, including a section on conflict of interest. The charter can be found on the Safe Routes to School Advisory Committee website. (<https://www.oregon.gov/ODOT/Programs/Pages/SRTS-SRAC.aspx>).

The Committee is comprised of 16 members (Appendix A), with representatives from different areas of expertise and geographic distribution. Members represent Oregon Department of Education, school districts, youth, Safe Routes to School Coordinators, health and equity advocates, tribes, small cities and more.

Program Guidance

The [Safe Routes to School Fund Rule](#) identifies the major attributes of the program, such as who is eligible, general timing and overall evaluation criteria.

The Safe Routes to School Advisory Committee prioritized project selection criteria identified in the rule, heavily favoring equity, with additional priority to projects addressing safety and readiness. Per the Rule and Statute, school type was also a priority area. Staff then used this general sense of weighting to determine prioritization of scores. The resulting Empirical Scoring Matrix was approved by the Oregon Transportation Commission. It is summarized in the below table:

Empirical Scoring Matrix Summary*		
Priority Area	Categories	Total Possible Score
Addressing Transportation Disparities	Low Income Students Social Equity Index Other vulnerability assessment data points	200
Readiness	Elements completed or underway, such as Right of way, utility relocation, environmental, engineering	85
Safety	Crashes, speed, lanes or crossing distance, average annual daily traffic, priority safety corridors	195
Relationship to School	1/4 mile or less, the project addresses an area that has supplemental bussing (hazard bussing)	20
Total Possible Points		500
<i>*The complete Empirical Scoring Matrix is listed in Appendix B.</i>		

The empirical matrix was published online so that prospective applicants could see how their project could potentially score. Overall guidance was also provided, as described below.

Guidelines

The guidelines for the Safe Routes to School Construction Grants are included in Appendix C and describe the roles and responsibilities of the major participants, establish what entities and projects are eligible for match requirements, and the application process.

Project Solicitation Process

On February 12, 2024, the 2025-2026 Safe Routes to School Competitive Construction Grant project solicitation period was announced for March-July 2024. The total amount of available funds was \$31.4 million (see Appendix F).

An informational webinar was publicly released on February 12, 2024, aimed at educating potential applicants on the program and the application process for grant funding. Additionally, four Zoom meetings were held for prospective applicants in the months of February and March 2024.

A two-step process was implemented for applying on projects, including Application Part 1 and Application Part 2. Application materials and program guidelines were posted on ODOT's website, [Find Funding & Planning Services](#).

Application Part 1

Eligible applicants submitted Part 1 of the application for projects meeting Safe Routes to School requirements. The purpose of Part 1 of the application was to:

- Provide basic information regarding eligibility of the proposed project.
- Allow the Safe Routes to School Construction applicants to see how many applications were submitted for the current round of funding and how competitive each application was during that round.

By March 25, 2024, a total of 89 applications (Part 1) were submitted, amounting to over \$138 million. Those who completed Application Part 1 were invited to submit Application Part 2 (between May 6 and July 31, 2024). A sample of the application can be found in Appendix D.

Application Part 2

Project Applications Part 2 were due on July 31, 2024. ODOT received 51 eligible applications totaling over \$67.8 million. Applications were then reviewed using the process described below.

Application Review

The following five step process was used to review applications and recommend projects:

1. Eligibility review and empirical score
2. Grounds Conditions Review
3. Advisory Committee Review
4. Final recommendation to the Oregon Transportation Commission

Eligibility review and Empirical score

Once all 51 full project applications were received, ODOT SRTS support staff communicated with applicants to clarify specific information contained in the applications.

Staff provided feedback to applicants with projects partially not on public road right of way. The applicants updated their applications to remove the budget line item that was not eligible.

As staff completed the eligibility review, empirical scores were given to applications based on the Empirical Scoring Matrix (see table under Program Guidance).

All 51 applications were scored using the same Empirical Scoring Matrix which automatically calculated the online application. In addition, a small readiness portion was calculated by one of six ODOT headquarters staff trained on the scoring technique. Throughout the process, all applications that were submitted in Part 2 remained eligible for funding. The eligibility matrix is included in Appendix E and lists all projects alphabetically in tiers after scoring.

Ground Conditions Review

In September 2022, ODOT staff completed ground conditions review for the top 150% list of applications based on the empirical score. This list included applications that totaled 150% of available funds.

ODOT Active Transportation Liaisons specifically reviewed project details listed in the application in relation to the actual ground conditions ascertained through on-line or in-person observations. No applicants were removed for consideration during that time.

Advisory Committee Review

Safe Routes to School Advisory Committee members were given the list of applicants, empirical scores, and all application materials for review prior to their November 21, 2024, meeting. Members were asked to review the materials and suggest additional lenses that could be applied to all applications. Specifically, to further reach committee goals, particularly funding maximum, new applicants, and smaller projects for geographic balance.

Comments were gathered from members prior to the meeting and staff compiled a presentation of the material (Appendix F). The Committee discussion resulted in a recommended prioritized projects list. Throughout the workshop, committee members used the opportunity to respond to the different scenarios presented and created during the meeting.

Due to information uncovered after the November meeting (see Appendix H), the Safe Routes to School Advisory Committee met an additional time on December 16, 2024 to discuss and recommend over \$31 million in construction projects to the Oregon Transportation Commission. The Safe Routes to School Advisory Committee unanimously supported the project list that was submitted to the Oregon Transportation Commission and approved on January 16, 2025. The list includes 28 projects from across the state (Appendix G).

Appendices

Appendix A: Safe Routes to School Advisory Committee.

Adah Crandall	Portland	Youth Representative
Ali Eghtedari	Portland	Region 1 Traffic Design Manager, ODOT
Brock Dittus	Salem	Program Analyst, Oregon Department of Education
Dana Nichols	Bandon	City Planner, City of Bandon
Dani Schulte	CTUIR	Senior Planner, CTUIR
Jessica Criser	Eugene	Health and Family Representative
Josh Kubu	Eugene	Youth Representative
Kim Crabtree	Bend	Engineer Director of Transportation, Bend-La Pine School District
Lani Radtke	Salem	Engineer Division Manager, Marion County PW
Matt Jensen	North Bend	Tribal Representative
Mavis Hartz	La Grande	OBPAC Representative
Michael Quiring	Eugene	ADA, Cultural, Health Representative
Naomi Hemstreet	Portland	Youth Representative
Noel Mickelberry (Chair)	Portland	Metro SRTS Program Manager
Rob Inerfeld	Eugene	Transportation Planning Manager, City of Eugene PW
William Anderson (Incoming Chair)	Bend	Oregon Transportation Safety Committee Representative

Appendix B: Empirical Scoring Matrix

Note: This scoring matrix was approved by the Safe Route to School Advisory Committee on November 16, 2023.

Project Selection Criteria for Safe Routes to School 2025-2026 Competitive Construction Grants		
Projects will be evaluated based on the project selection criteria listed below and consistent with OAR 737-025-0092. The first set of selection criteria listed will be used to determine if the project is eligible for funding. The next set of criteria will be used to create an empirical staff score of the project for consideration in the Safe Routes Advisory Committee (SRAC) recommendations. The last project selection criteria will be used to flag any issues for SRAC consideration.		
Step 1: Eligibility Criteria		Implementation
1	The project description does not appear to address identified problem / hazard (s) and barrier(s) for children walking and rolling to school OAR 737-025-0092(1)(a)(b) and OAR 737-025-0092(1)(a)(c).	ODOT Staff will flag an application for further review when there is no nexus drawn between problem and solution. After an application is flagged, staff will reach out to the applicant with an opportunity to update the application.
2	The project scope and project description appear to be significantly out of alignment OAR 737-025-0092(1)(a)(c).	ODOT Staff will flag an application for further review when the amount requested is out of alignment with the project OR if the information in the readiness criteria was not considered in the amount requested. After an application is flagged, staff will reach out to the applicant with an opportunity to update the application.
3	The applicants must check all additional criteria set by statute and the Safe Routes to School Advisory Committee regarding a commitment to outreach, the project alignment with an adopted plan, within one mile of a school, school support, and support of all road authorities involved.	Automation in the application will remove applicants who don't commit to these criteria.
4	A ground conditions review is conducted and a potential issue identified OAR 737-025-0092(1)(a)(B).	ODOT Staff will perform ground conditions to assess whether the information provided in the readiness and crash risk factors portions of the application seem accurate. The use of federal funding as match automatically triggers an in-person ground conditions review. Staff completing ground conditions reviews will also weigh in on the questions in eligibility criteria 1 and 2. After an application is flagged, staff will reach out to the applicant with an opportunity to update the application.

5	An issue is identified at some point during the application review that warrants further discussion.	ODOT Staff will only use this category if there is an unforeseen issue with an application. After an application is flagged, staff will reach out to the applicant with an opportunity to update the application.
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The following list the most current selection criteria for the SRTS Competitive Construction Grant. All projects are automatically scored with information from the application. New criteria for the 2024 solicitation, and scores that have been modified from the previous solicitations, are indicated with *.

Step 2: Scoring		
Categories	Sub-categories	Score
Addressing Transportation Disparities		175
Low Income Students ¹	10-19%	15
	20-29%	30
	30-39%	45
	40-49%	60
	50-59%	80
	60-69%	100
	70-79%	120
	80-89%	140
	90-100%	160
Social Equity Index*	Low/Medium	5
	Medium/High	10
	High	15
Other Vulnerability Assessment		25
Other Vulnerability Assessment Data Points	Ever English Learner (students learning English as a second language) rate is above state average (18%)	5
	Black, Indigenous, People of Color (BIPOC) student rate is above state average (41%)	5
	Students with disability is over the state average (16%)	5
	Chronic Absenteeism rate is above state average (38.1%)	5
	Native American students above state average (1%)	5

¹ Title I schools will be prioritized by measuring the rate of low income in addition to Ever English Learners, race demographics, students with disabilities, and chronic absenteeism. OAR 737-025-0010(26)

Step 2: Scoring		
Categories	Sub-categories	Score
Readiness²		85*
Former SRTS Project Identification Program (PIP) Participant*	The applicant previously completed a PIP grant with ODOT SRTS	5*
Right-of-Way (ROW)	The applicant is aware they do not own the ROW and in the process of figuring out potential options	10
	The applicant or the agency delivering the project owns the ROW, have an easement, or has permission to purchase the ROW.	20
Public Process	The applicant has done outreach, but it was a long time ago (for example 5 years) or if the community was opposed the project, but the applicant has identified measures to mitigate those concerns	10
	The applicant has completed a public process or has done due diligence or is currently in the process.	20
Environmental	Applicant knows there is an issue but hasn't figured out all the details on how to address it yet.	10
	The applicant doesn't need to address environmental issues, or they have figured out an approach to address them.	20
Stormwater	Applicant knows there is an issue but hasn't figured out an approach to address it yet.	5
	The applicant doesn't need to address stormwater, or they have figured an approach to address it.	7
Utilities	Applicant knows there is an issue but hasn't figured out an approach to address it yet.	5
	The applicant doesn't need to move utilities, or they have figured out an approach to address it.	7
Design	The applicant has started conceptual design.	3
	The applicant has attached design or conceptual design documents.	6
Crash Risk Factors		195
	Non-serious injury	20*

² Scoring will be assessed based on the risk factors associated with readiness. Partial completion/mitigation will earn a project half a credit for addressing the risk(s). The total number of credits for addressing risks dictates the score. OAR 737-025-0092(1)(d)(B)

Step 2: Scoring		
Categories	Sub-categories	Score
Bicyclist/Pedestrian crash between 6am and 9pm	Fatality/serious injury	40*
Speed (50 th percentile if available, or posted speed)	25 mph	30*
	35 mph +	35*
Lanes/ crossing distance (curb to curb)	3 lanes, or greater than 30 feet	30*
	4 lanes + or greater than 40 feet crossing	40*
Average Annual Daily Traffic	3000-5,999	30*
	6000+	40*
Priority Safety Corridor ³	Yes/No	40*
Relationship to School		20
1 mile or less		5*
1/2 mile or less		10*
1/4 mile or less (not additive to the 5 points from 1/2 mile or less)		15
Within school attendance boundary		5
The project addresses an area that has supplemental bussing (hazard bussing)		5
TOTAL SCORE		500

³ Projects that are on an identified Priority Safety Corridor (PSC) will receive 40 points then receive additional points for the aspects of PSC that they have. All projects will receive points for including any aspects of a PSC, in accordance with the scores shown. OAR 737-025-0092(1)(b)(C)

Appendix C: Program Guidelines 2025-26

[*Safe Routes to School Construction Program Guidelines 2025-2026*](#)

Appendix D: Safe Routes to School Construction Competitive Grant Program
Application

[*2025 SRTS Competitive Construction Grant Application*](#)

Appendix E: Eligibility Matrix⁴

ODOT Region	App #	Agency	What is the title of the project?	Grant Award Request	Score
Region 1	71	City of Forest Grove	Mountain View Lane/Pacific Avenue OR8 Sidewalk	\$1,435,680.00	Tier 1 (467-312)
Region 2	63	City of Eugene	4J Chambers Street and Cesar Chavez Connections	\$548,464.31	Tier 1 (467-312)
Region 2	86	City of Eugene	Echo Hollow Bikeway and Crosswalks	\$2,603,597.60	Tier 1 (467-312)
Region 2	59	ODOT	Mapleton Pathway to School - Phase 1	\$1,114,383.79	Tier 1 (467-312)
Region 2	54	City of Springfield	HamlinMS/Pleasant/Path/2024	\$741,972.03	Tier 1 (467-312)
Region 2	62	ODOT	Willamina Safe Crossings to School	\$952,209.38	Tier 1 (467-312)
Region 4	15	ODOT	MALynch/US97/MultiUsePath/25	\$1,560,913.47	Tier 1 (467-312)
Region 4	18	ODOT	MALynch/OR126/Marked Crossings/25	\$990,766.00	Tier 1 (467-312)
Region 3	36	Douglas County	Tri City ES/South Old Pacific Hwy/Sidewalk/24	\$3,000,000.00	Tier 1 (467-312)
Region 1	77	City of Gresham	Palmquist Road Sidewalk Infill	\$554,280.74	Tier 1 (467-312)
Region 2	67	City of Stayton	Stayton Elementary School/Fern Ridge Rd/Enhanced Pedestrian Crossing/2024	\$542,440.00	Tier 1 (467-312)
Region 2	84	City of Eugene	Prairie Mountain School Crossing of Royal Avenue	\$525,908.34	Tier 1 (467-312)
Region 2	79	City of Salem	Market at 15th Street NE Pedestrian Crossing Improvement	\$547,353.00	Tier 1 (467-312)
Region 5	29	CTUIR	Nixyaawii Community School/Mission Road/Crosswalks/2024	\$1,014,912.00	Tier 1 (467-312)
Region 3	32	ODOT	DouglasHS/OR42/MUP/24	\$2,581,250.00	Tier 1 (467-312)
Region 4	31	City of Bend	Bear Creek Elementary School Shared Use Pathways & Crosswalk Enhancements	\$765,710.96	Tier 1 (467-312)

⁴ **Funding Summary for Tier 1 Projects:** On December 16, 2024, after thorough review by ODOT staff, the Safe Routes to School Advisory Committee (SRAC) evaluated all applications. Based on quantitative scores and geographic distribution considerations, SRAC recommended that the Oregon Transportation Commission (OTC) fund 28 projects totaling \$31,409,588.98, with reduced local match requirements for eligible agencies. To ensure geographic balance, SRAC focused on fund distribution both within and outside metropolitan planning organizations, as well as in communities with populations under 25,000. Projects Not Funded: App # 86, 48, 60, 51, 47, 5, and 17. Please refer to Appendix G for the Recommended and Approved Project List and final award amounts.

Region 3	30	City of Roseburg	Eastwood ES/Douglas Avenue Bike Lanes and Sidewalk Improvements/24	\$2,750,000.00	Tier 1 (467-312)
Region 2	53	Marion County	Stayton Elementary/N First Avenue/ADA & Crossings/2024	\$1,608,019.00	Tier 1 (467-312)
Region 2	97	City of Florence	Siuslaw Middle School/35th Street/Sidewalks - Siano Loop to Kingwood/2024	\$892,966.04	Tier 1 (467-312)
Region 3	93	City of Medford	Speed Feedback Signs - Multiple Locations	\$250,000.00	Tier 1 (467-312)
Region 1	34	Clackamas County	Oak Grove Elementary/River Road/Crosswalk with RRFB/24	\$798,238.08	Tier 1 (467-312)
Region 1	44	City of Gresham	Traffic Calming at Davis & Hollydale Elementary Schools	\$124,374.45	Tier 1 (467-312)
Region 2	48	Marion County	Roberts SLC HS/Lancaster Drive/Crossing and Sidewalks/2024	\$2,995,274.00	Tier 1 (467-312)
Region 1	60	City of Tigard	DurhamES/Durham/Crossing/24	\$2,996,982.00	Tier 1 (467-312)
Region 1	87	PBOT	David Douglas High School/Stark and 135th/Crossing Improvements/24	\$2,203,304.90	Tier 1 (467-312)
Region 2	91	City of Salem	Leslie MS/Pringle Road SE/School Zone Improvement/2024	\$619,137.00	Tier 1 (467-312)
Region 2	41	City of Dallas	W Ellendale Ave/SW Levens St Pedestrian Intersection Improvements	\$1,930,235.87	Tier 1 (467-312)
Region 2	49	Lane County	MarcolaES/Wendling/Safety_and_ADA/24	\$1,879,445.56	Tier 1 (467-312)
Region 1	68	Washington County	175th Ave Sidewalk and School Crossing	\$1,571,172.30	Tier 1 (467-312)
Region 2	51	Marion County	Jefferson High School/Main Street/Sidewalks/2024	\$2,992,313.00	Tier 1 (467-312)
Region 2	47	Marion County	Four Corners Elementary/Lancaster Drive/ADA Ramps/2024	\$2,998,993.00	Tier 1 (467-312)
Region 5	96	City of La Grande	La Grande School District Sidewalk Infrastructure Project	\$542,148.66	Tier 1 (467-312)
Region 1	5	City of Milwaukie	SethLewellingES/Stanley/Sidepath/24	\$2,999,800.00	Tier 1 (467-312)
Region 4	7	City of Redmond	Sage Elementary School, SW Wickiup Ave Safe Crossing Improvements, 2024	\$67,608.00	Tier 1 (467-312)
Region 2	17	City of Sweet Home	Sweet Home Junior High/Mountain View/Shared Use Path/24	\$1,805,705.40	Tier 1 (467-312)
Region 1	57	City of Beaverton	Raleigh Hills Elementary/Laurelwood Avenue/Sidewalk/24	\$1,999,999.99	Tier 2 (310-157)
Region 2	22	City of Springfield	MapleES/G/Sidewalk/2024	\$1,388,033.88	Tier 2 (310-157)
Region 1	43	Washington County	Ecole Ave Sidewalk and Crosswalk	\$1,371,971.70	Tier 2 (310-157)

Region 3	74	City of Sutherlin	Sutherlin East Primary SD/Waite Street & Pedestrian Access Improvement Project/24	\$2,999,673.90	Tier 2 (310-157)
Region 2	40	City of Harrisburg	Harrisburg Grade School/N. 9th St./Sidewalk Improvement Project/2024	\$1,053,886.67	Tier 2 (310-157)
Region 3	33	City of Talent	Talent Elementary and Middle School SRTS improvements	\$607,472.10	Tier 2 (310-157)
Region 3	78	City of Medford	Stevens Street Sidewalks - Crater Lake Ave to Wabash Ave	\$850,000.00	Tier 2 (310-157)
Region 1	25	City of Sherwood	Middleton Elementary School/SW Sunset Boulevard/Enhanced Crossing Improvements/2024	\$333,643.06	Tier 2 (310-157)
Region 3	80	City of Medford	Manzanita Street Sidewalks - Court St to Riverside Ave	\$550,000.00	Tier 2 (310-157)
Region 1	69	Washington County	Scholls Ferry Road and Laurelwood Ave Intersection Crosswalk Enhancements	\$195,000.00	Tier 2 (310-157)
Region 1	94	City of Gladstone	Kraxberger Middle School Rectangular Rapid Flashing Beacon Project	\$180,880.00	Tier 2 (310-157)
Region 1	76	City of Hillsboro	Century High School / SE Drake St. / Complete Streets Redesign / 2024	\$2,575,251.00	Tier 2 (310-157)
Region 3	9	City of Ashland	Walker Avenue Corridor Safety Improvements	\$718,588.35	Tier 2 (310-157)
Region 2	11	City of Creswell	Creswell Safe Routes to School, A Street Improvements	\$552,020.75	Tier 2 (310-157)
Region 2	70	City of Lafayette	Lafayette Wascher Elementary School SRTS Phase 2 Expansion	\$490,000.00	Tier 2 (310-157)
Region 5	89	City of Weston	Weston Middle School/Main St, Wallace St, Arman St, High Street Sidewalk Improvements/2024	\$450,000.00	Tier 2 (310-157)

Appendix F: Meeting Packets

09/19/24 Safe Routes to School Advisory Committee Meeting

https://www.oregon.gov/odot/RPTD/RPTD%20Committee%20Meeting%20Documents/SRAC_Presentation_Sep192024.pdf

11/21/24 Safe Routes to School Advisory Committee Meeting

https://www.oregon.gov/odot/RPTD/RPTD%20Committee%20Meeting%20Documents/SRAC_Presentation_Nov212024.pdf

12/16/24 Safe Routes to School Advisory Committee Meeting

https://www.oregon.gov/odot/RPTD/RPTD%20Committee%20Meeting%20Documents/SRAC_Presentation_Dec162024.pdf

1/6/25 Oregon Transportation Commission Memo: Approve Recommended 2023 Safe Routes to School Construction Projects

https://www.oregon.gov/odot/Get-Involved/OTCSupportMaterials/Agenda_L_2025-2026_SRTS_Construction_Projects_PACKET.pdf

Appendix G: Recommended and Approved Project List

Region	Applicant Agency	Project Name	Grant Award	Eligible for Match Reduction
Region 1	City of Forest Grove	Mountain View Lane/Pacific Avenue OR8 Sidewalk	\$1,435,680.00	YES: 10.27%
Region 1	City of Gresham	Palmquist Road Sidewalk Infill	\$554,280.74	YES: 10.27%
Region 1	Clackamas County	Oak Grove Elementary/River Road/Crosswalk with RRFB/24	\$798,238.08	YES: 10.27%
Region 1	City of Gresham	Traffic Calming at Davis & Hollydale Elementary Schools	\$124,374.45	YES: 10.27%
Region 1	PBOT	David Douglas High School/Stark and 135th/Crossing Improvements/24	\$1,500,000.00	YES: 10.27%
Region 1	Washington County	175th Ave Sidewalk and School Crossing	\$1,571,172.30	YES: 10.27%
Region 1 Subtotal:			\$5,983,745.57	
Region 2	City of Eugene	4J Chambers Street and Cesar Chavez Connections	\$548,464.31	YES: 10.27%
Region 2	ODOT	Mapleton Pathway to School - Phase 1	\$1,114,383.79	YES: 10.27%
Region 2	City of Springfield	HamlinMS/Pleasant/Path/2024	\$741,972.03	YES: 10.27%
Region 2	ODOT	Willamina Safe Crossings to School	\$952,209.38	YES: 10.27%
Region 2	City of Stayton	Stayton Elementary School/Fern Ridge Rd/Enhanced Pedestrian Crossing/2024	\$542,440.00	YES: 0%
Region 2	City of Eugene	Prairie Mountain School Crossing of Royal Avenue	\$525,908.34	YES: 10.27%
Region 2	City of Salem	Market at 15th Street NE Pedestrian Crossing Improvement	\$547,353.00	YES: 10.27%
Region 2	Marion County	Stayton Elementary/N First Avenue/ADA & Crossings/2024	\$1,608,019.00	YES: 0%
Region 2	City of Florence	Siuslaw Middle School/35th Street/Sidewalks - Siano Loop to Kingwood/2024	\$892,966.04	YES: 10.27%
Region 2	City of Salem	Leslie MS/Pringle Road SE/School Zone Improvement/2024	\$619,137.00	YES: 10.27%
Region 2	City of Dallas	W Ellendale Ave/SW Levens St Pedestrian Intersection Improvements	\$1,930,235.87	YES: 10.27%
Region 2	Lane County	MarcolaES/Wendling/Safety_and_ADA/24	\$1,879,445.56	YES: 0%
Region 2 Subtotal:			\$11,902,534.32	
Region 3	Douglas County	Tri City ES/South Old Pacific Hwy/Sidewalk/24	\$3,000,000.00	YES: 0%

Region 3	ODOT	DouglasHS/OR42/MUP/24	\$2,581,250.00	YES: 0%
Region 3	City of Roseburg	Eastwood ES/Douglas Avenue Bike Lanes and Sidewalk Improvements/24	\$2,750,000.00	YES: 0%
Region 3	City of Medford	Speed Feedback Signs - Multiple Locations	\$250,000.00	YES: 0%
Region 3 Subtotal:			\$8,581,250.00	
Region 4	ODOT	MALynch/US97/MultiUsePath/25	\$1,560,913.47	YES: 10.27%
Region 4	ODOT	MALynch/OR126/Marked Crossings/25	\$990,766.00	YES: 0%
Region 4	City of Bend	Bear Creek Elementary School Shared Use Pathways & Crosswalk Enhancements	\$765,710.96	YES: 10.27%
Region 4	City of Redmond	Sage Elementary School, SW Wickiup Ave Safe Crossing Improvements, 2024	\$67,608.00	YES: 10.27%
Region 4 Subtotal:			\$3,384,998.43	
Region 5	CTUIR	Nixyaawii Community School/Mission Road/Crosswalks/2024	\$1,014,912.00	YES: 0%
Region 5	City of La Grande	La Grande School District Sidewalk Infrastructure Project	\$542,148.66	YES: 10.27%
Region 5 Subtotal:			\$1,557,060.66	
TOTAL			\$31,409,588.98	

Appendix H: Memo to the Safe Routes to School Advisory Committee, 12/11/24

In the Safe Routes to School Construction Program application review process in 2024, one application was omitted from the scenario 2.5 recommendation project list presented to the committee. One of the applications showed willingness to partial funding.

Background: A total of 51 applications were received through Cognito, followed by the development of scenarios for the SRAC review, utilizing lenses approved by SRAC as part of the homework. During the SRAC meeting on November 21, 2024, a unanimous recommendation was made by the committee for Scenario 2.5, which pertained to 27 projects. However, a clerical error was discovered post-meeting; one project, which had the potential to reduce its award amount, was inadvertently overlooked. In response, staff conducted a thorough review of relevant applications to ensure no additional errors existed. This review confirmed that the error had affected only the application from the City of Portland – PBOT (application #87).

Solution: The staff verified the reduction amount with the applicant, applying the SRAC-approved lenses to Scenario 2.5. They also identified unspent funds from previous competitive grant cycles that could support this project; however, the final recommendation would require further approval from SRAC. The Safe Routes to School Advisory Committee was informed of the error on December 11, 2025, and reconvened on December 16, 2024. During this meeting, the committee unanimously recommended the updated Scenario 2.5, including PBOT (application #87), bringing the total number of projects recommended to the OTC to 28.

Next Steps: Staff will improve electronic application features and review processes for the next round of funding to better capture when applicants have identified their willingness to reduce their grant award request by modifying project scope.