

ODOT Transportation Funding Needs Analysis

Safe Routes to School Infrastructure

Total annual funding gap: \$35 million

Few schools in Oregon are accessible by continuous walkways, bikeways, or safe crossings. ODOT's Safe Routes to School Program (SRTS) awards funds that fill in gaps in walking and biking infrastructure and make it safer for kids to travel to and from school. Oregon's current SRTS infrastructure program (\$15 million per year provided by HB 2017) is oversubscribed by about 2.5:1. An additional investment of about \$32 million per year would reach approximately 16 additional schools annually, helping over 1,000 students use walkways or bikeways to access education and help complete safe connections to K-8 schools in the next 30 years. To support project development, local assistance, and administrative support, an additional \$3 million per year is needed.

SRTS Additional Need per year	\$35,000,000
SRTS Construction Grants	\$32,000,000
Project Development Support	\$ 3,000,000

[House Bill 2017](#) dedicated \$10 million annually (increased to \$15 million in 2023) of State Highway Fund revenue to build walkways, bikeways, and safe crossings near schools. Most of the funds are distributed through a competitive grant process. Smaller amounts are used to fund urgent projects that can address a recent injury or fatality and services that help communities with limited capacity to identify Safe Routes to School projects.

SRTS Construction Grants (\$32 million annually)

To meet the needs of local communities for Safe Routes to School projects, it would take an additional annual investment of \$32 million above and beyond current funding levels. This amount accounts for \$200 million in oversubscription of the current grant program over the last six years or about \$32 million annually. High schools are now eligible for this program, which means that the oversubscription rate is likely to be higher. The additional \$32 million annually would build safety improvements like sidewalks, bikeways, and safe places to cross the street in more Oregon communities. This would help over 1,000 new students per year use walkways or bikeways to access education as a Safe Routes to School project generally affects a subset of the overall student population.

Project Response, Development and Administration

To meet the needs of local communities with Safe Routes to School urgent safety response, project identification, and planning, it would take an additional investment of \$3 million above and beyond current investment. This amount accounts for additional investments for urgent crash site safety needs, program administration and technical assistance for communities who lack capacity for project development and planning with preliminary engineering, speed studies, and project design.