

Project Selection Criteria for Safe Routes to School 2024-2025 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).						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).						Staff will flag an application for further review when the amount requested is out of alignment with the project GR if the information in the READINESS criteria was not taken into account 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 of the 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 was conducted and a potential issue was identified OAR 737-025-0092(1)(a)(b).						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 was identified at some point during the application review that warrants further discussion.						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.				
Step 2: Scoring											
Priority Area	Categories	Sub-categories	Score for each sub-category	Total score possible in each category	Notes	Implementation					
Focus Area	Addressing Transportation Disparities	Low Income Students	10-19%	15	175	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.	Automatically scored with information from the application.				
			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	10		
Medium/High	10										
Other Vulnerability Assessment Data Points	Ever English Learner (students learning English as a second language) rate is above state average	5	25	DAR 737-025-0095(1)(b)(C)	Automatically scored with information from the application.						
	BIPOC student rate is above state average	5									
	Students with disability is over the state average	5									
	Chronic Absenteesim rate is above state average	5									
	Native American students above state average	5									
Heavily Weighted	Readiness	Former SRTS PIP Participant	The applicant previously completed a PIP grant with ODOT SRTS	5	85	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.	Automatically scored with information from the application. Reviewed by staff for accuracy.				
		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							
			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							
		Environmental	The applicant has completed a public process or has done due diligence, or is currently in the process.	20							
			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.	5							
		Crash Risk Factors	Bicyclist or Pedestrian crash between 6am and 9pm	Non-serious injury				25	195	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.	Automatically scored with information from the application.
				Fatality/serious injury				40			
Speed (use 50 percentile if available, posted speed if not.)	25 mph +			30							
35 mph +	35										
Lanes or crossing distance from curb to curb	3 lanes, or greater than 30 feet crossing			30							
4 lanes + or greater than 40ft crossing	40										
Average Annual Daily Traffic	3000-5,999			30							
6000+	40										
Moderately Weighted	Relationship to School	1/4 mile or less	5	20	DAR 737-025-0092(1)(c)(B) DAR 737-025-0092(1)(c)(B)						
		1/2 mile or less	10								
		1/4 mile or less (not additive to the 5 points from 1/2 mile or less) Within school attendance boundary	5								
		The project addresses an area that has supplemental bussing (hazard bussing)	5								
TOTAL SCORE											