

2024-2027 Great Streets Program Guidance

Overview

The Oregon Transportation Commission (Commission) has approved \$50 million for a Great Streets Discretionary Program (Great Streets) for the investment through the flexible Federal funds in the Infrastructure Investment and Jobs Act (IIJA). Great Streets will be a proof-of-concept to address the need for a comprehensive funding program for the ODOT network to improve walking, bicycling, and transit access on arterials that also act as main streets through communities. The funds will be eligible for project planning, design, and construction.

Great Streets was created because the Commission understands the need to fund projects that improve safety for all road corridor users on arterials or main streets within communities. Many of ODOT's current funding streams are directed to specific programs that can make it difficult to align funds to comprehensively address the needs of corridor-scale improvements. Additionally, Great Streets provides an opportunity to apply design guidance for highways as described in the Blueprint for Urban Design (BUD) to best support a multimodal, modern transportation system.

For the 2024-2027 STIP cycle \$35 million will be available for a competitive discretionary Great Streets Program. These funds will be available for corridor-scale improvements that support the ODOT network. For the 2021-24 STIP cycle \$15 will be allocated to Outer Powell in Region 1 pending Commission approval in November 2022.

Program Expectations

Effective communications and engagement among ODOT staff, with community stakeholders, and with agency partners is essential to deliver successful Great Streets projects. Regions should use this program introduction to begin conversations about possible projects with community members, Area Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs), local agencies, and transit providers. Regions each have preferred procedures for how they communicate with partners; Regions should follow their preferred process and adapt as needed to ensure the ACTs, MPOs, and other stakeholders can provide valuable input.

Project proposals must come from ODOT Regions. Central Program staff can be a resource for Regions about possible Great Streets projects. Regions may receive recommendations from ACTs, MPOs, local governments, tribes, and other stakeholder groups, but ultimately project proposals will be developed and submitted by ODOT staff. Regions must be able to demonstrate how proposed corridor improvements meet the needs of the local community. The expectation is that community needs and desired outcomes are clearly communicated through project proposals.

Funding for Great Streets is limited and projects that best meet the criteria and intent of this program will be selected. The Commission intends for this initial proof-of-concept to make strategic investments that address community safety and multimodal connectivity. Both large and small projects across the state may be selected for funding. Project selection will focus on fewer and more impactful projects that allow ODOT to meet the proof-of-concept objectives rather than a large number of smaller projects. Planning, design, and construction project-types are eligible for funding, and Regions are encouraged to submit projects in both larger urban areas as well as smaller communities outside of MPOs.

ODOT investment decisions need to optimize outcomes in the areas of climate and social equity. Project applications should clearly identify both direct and indirect climate and social equity impacts of a project through quantitative and qualitative measures. In addition, the Governor's Executive Order on Climate (20-04) requires that greenhouse gas emissions must be considered as part of project selection.

Project Selection Process and Preliminary Schedule

Great Streets project proposal materials will be provided to ODOT Region staff and shared via SharePoint, ODOT’s intranet site, following the initial program introduction. Regions will submit a pre-application to be reviewed by the Great Streets Program Manager and ODOT program advisors (a mix of planning, project delivery, maintenance, and management staff). The initial review is primarily focused on program eligibility and an ability to demonstrate the project addresses the community’s desired outcomes. Based on the initial feedback, Regions may conduct additional community engagement and refine the project scope and scale before submitting the final proposal form. Proposals will consist of the standard project business case form and a short additional form addressing Great Streets program criteria. Proposals must be developed by Region staff. The proposal form includes the project description, anticipated project benefits, community outcome expectations, preliminary cost information, and preliminary maintenance plan. Supplemental graphics to help communicate the project description are required, but should be focused on existing conditions and final outcomes rather than technical documentation.

The Great Streets Project Review Team (PRT) will include ODOT regional and central program staff, modal advisory committee appointees, and community representatives. The PRT will rank and evaluate the proposed projects to develop a 150% list totaling approximately \$52.5 million. Region staff will complete the GHG Index Report for projects on the 150% list. Scoping teams will review project proposals on the 150% list. This 150% list will also be circulated by the Regions to local partners – ACTs, MPOs, local governments, tribes, relevant transit providers, and other stakeholder groups – for any additional input that can help inform refined proposals in the same manner Regions use for other STIP projects. During the scoping process, Regions will develop more refined cost estimates using the Cost Estimating Tool used for other STIP programs. After scoping, Regions will submit updated proposals to the Great Streets PRT to be ranked and finalized for selection by the PRT. The PRT will recommend projects for approval by the Oregon Transportation Commission.

The table below shows a preliminary schedule for the Great Streets Program. This shows the general outline and target timeline to develop the 100% project list for Commission approval. The schedule may be further refined, but an updated schedule will be maintained on [SharePoint](#).

Timeframe	Activity
July 2022	ODOT announces Great Streets Program
July – October 2022	Equitable engagement – input on program outcomes and finalize scoring priorities (PTD)
July – October 2022	ACT and local engagement regarding potential projects (ODOT Regions)
November 2022	Commission update regarding Great Streets eligibility, scoring criteria, and selection process and panel
November 2022	Regions submit pre-applications PM and Program Advisors review pre-applications and provide feedback to Regions (allow 2 weeks)

Timeframe	Activity
November – mid-January 2022	Complete additional engagement (ODOT Regions and PTD)
January 2022- March 2023	ODOT Regions submit project proposals Proposals reviewed (Project Review Team, allow 4 weeks) <ul style="list-style-type: none"> • 150% list established (mid-February)
March – June 2023	Scoping, Climate GHG Index Survey, Equity Review (for 150% list projects only) <ul style="list-style-type: none"> • Regions seek input from ACTs, MPOs on scoped projects • Additional Regional engagement (if requested) • Advisory Committee Engagement (PTD, 150% project list and process feedback review)
July 2023	Updated proposals with completed scoping due (June 9, approx.)
July – September 2023	Final PRT 100% selections Draft STIP <ul style="list-style-type: none"> • Project Review Team establishes priority projects for 100% program list
September/November 2023 (TBD)	Commission Approves 100% Great Streets Project List via 2024-27 STIP Amendment

Eligibility

Eligible projects must:

- Be part of the ODOT network (this includes parallel facilities),
- Be consistent with an existing statewide, regional, or local plan, and
- Mitigate safety and improve access for people walking, biking, and using public transit (where service is available).

Multimodal elements are the primary focus of proposed projects. Projects that include only planning, development, design, or preliminary engineering activities and do not include a construction phase are eligible, however, there is a desire to construct at least 2-3 Great Streets corridors with this initial phase of funding.

Eligibility and Selection Criteria

Projects must be located on a state highway, be consistent with an adopted plan, and provide benefits to both of the following outcome areas to be considered eligible for Great Streets funding.

- **Safety (50 pts)**– What are the safety risk factors for active users such as high speeds, vehicle volumes, and road crossing distance that will be mitigated? Does this road corridor have a history of fatal and severe injury crashes involving pedestrians or bicyclists?
- **Multimodal Accessibility (50 pts)** – Does the project expand access to public transportation and the active transportation network? Local network connectivity and needs as well as the role within the statewide multimodal network should be demonstrated.

In addition to the eligibility criteria above, projects will be evaluated in terms of their benefits in other important outcome areas.

1. **Equity (25 pts)**– How does this project reduce barriers for historically excluded communities to safely walk, bike, or access public transportation? Both geographic considerations based on census data (ODOT’s Social Equity Index for Public and Active Transportation, referred to as the Transportation Disadvantaged Index or TDI) as well as individual project elements will be considered.
2. **Climate Mitigation (25 pts)**– What are the improvements that help achieve climate goals by enhancing multimodal transportation alternatives and construction materials or methods? Does the project shorten trip length or travel time for people walking, biking, and/or taking public transportation?
3. **Local Support and Engagement (20 pts)**– What is the level of community commitment and support for the project? What community engagement went into developing the project proposal or recent planning efforts? How have historically excluded communities been engaged, and what are their desired outcomes for the corridor? What is the intended level of community involvement or engagement through completion and beyond? How will the community know the desired outcomes were achieved?
4. **Leverage Opportunities (10 pts)**– Is there a STIP project in the area or another federally-funded project that can be bundled with Great Streets improvements to realize construction cost savings and to reduce construction timelines? Is the local jurisdiction able to contribute match funds, staff time, and/or maintenance for the project and the lifetime of project improvements?
5. **Project Readiness (10 pts)**– Is the project already designed? Has the project already been scoped and/or developed? What is the certainty from a cost and risk perspective? What is the local political and public support for the project and is that support expected to continue?
6. **State of Good Repair (10 pts)**– What is the current condition of infrastructure assets within the proposed corridor? What improvements are needed within the corridor to bring it up to a state of good repair?

The following information will be reviewed for understanding, but will not be scored.

- **Freight** – What are the freight considerations on this route? Is this a Reduction Review Route (ORS 366.215)?
- **Opportunity for Jurisdictional Transfer** – Most investments under this program for the initial round are likely to be on facilities ODOT will continue to operate and maintain and will not result in jurisdictional transfer of the roadway. If a project funded under this program is appropriate for jurisdictional transfer the local jurisdiction may be required to accept jurisdictional transfer as part of the funding agreement. If known, the intent may be stated in the project submittal, but it will not be factored into project selection.

September 27, 2022

Once projects have been scored, up to three program scenarios will be considered by the PRT to consider based on proof-of-concept goals. Scenarios will consider the balance of rural and urban projects, project timelines, project funding needs, and other considerations. The PRT will recommend a mix of projects for OTC approval that is most likely to build momentum for future Great Streets investments.

Illustrative List of Eligible Project Elements

This list is provided to show examples of possible Great Streets project elements. It is not meant to be exhaustive. Project elements need to be eligible for federal funding unless there are contributing local or state funds for the project.

- Access management to reduce the number of driveways or driveway conflicts that cross sidewalks or bike facilities
- Bicycle lanes and protected bicycle lanes
- Bus stop shelters, benches, and other amenities
- Crossing improvements – including curb extensions, median refuge islands, crossing signs, markings, beacons, signals, etc.
- Facility planning or corridor refinement planning
- Gateway features
- Green infrastructure including water quality improvements
- Intersection improvements – signal and hardscape upgrades that allow for more protected crossings for people walking and biking
- Lane reductions and/or road reconfigurations
- Lighting – pedestrian scale lighting and visibility for vehicles
- Pavement repair
- Sidewalks
- Stormwater infrastructure
- Street trees
- Street furnishings
- Traffic calming or speed reduction features