

Great Streets Program

Total Annual Funding Gap: \$45 million

ODOT's Great Streets program addresses multiple corridor needs within a single project. It enables a more holistic approach, focusing on safety, equity, and climate. The Great Streets program can fund features such as a curb ramps, sidewalk gaps, crossings, and traffic signals as part of a single project. It supports complete streets and corridors as well as state roads that may eventually be transferred to local jurisdictions. The Great Streets program launched in 2022 with an annual investment of around \$8.3 million. Given the popularity and success of the program, funding is set to increase to just over \$20 million annually in 2027. An infusion of \$45 million each year would enable investments in higher-cost safety needs to get to safer streets, safer people, and safer speeds.

Overall Investment Benefits

- Both rounds of Great Streets have included 2x-3x as many requests as available funding. Demand has been limited by the size of the program and ability to only fund projects under \$15 million.
- This program is the only one available to address higher cost pedestrian and bicycle needs and help save lives at these locations.
- Tripling the program will enable ability to address other higher cost items like drainages, pavement, large scale operational improvements (e.g. addition of a traffic signal), or other major safety features. Streets are not fully complete unless these other needs are addressed.

There have been two iterations of the Great Streets program. Great Streets was first funded for years 2022-2027 at \$50 million – \$8.3 million annually. An additional \$1 million was allocated by the Oregon Legislature in 2023. The program focused on ODOT highways that operate as main streets. Three projects were selected out of 22 proposed. These funded 1/3 of the total request for funding, which demonstrates a high demand for the program.

In the 2027-2030 Statewide Transportation Improvement Program (STIP) the Oregon Transportation Commission opted to continue Great Streets, focusing all non-allocated funding to this program (\$70 million – around \$20 million annually). This second iteration of Great Streets was directed to maximize limited funds by focusing on the highest need locations within communities or corridors across the state. To identify sites, multiple data layers were combined (e.g. safety, active transportation, transit, climate, equity, ITS, etc.) to determine where top needs overlap (e.g. “hot spots”). Analysis thus far indicates a much larger potential for investment than the current funding allows. With the current dollar amount of \$70 million over three years, no more than \$10 million can be infused in any one project, leaving a lot of potential needed investments off the list because of inability to cover higher needs. Tripling the program will enable larger-scale needs to be

addressed within a community or on a corridor and ability to reach more hot-spot locations across the state.