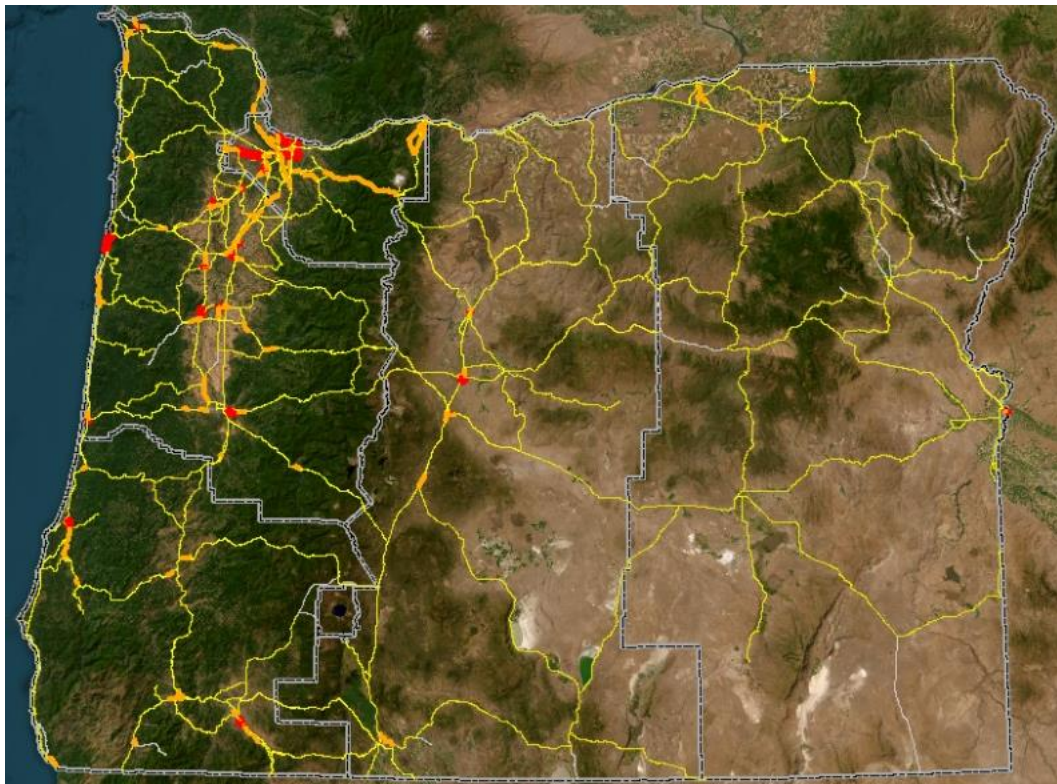


ODOT Funding Package Resource Library

Great Streets Program

The Great Streets Program targets multimodal and holistic transportation improvements within a corridor or community. The program is unique – instead of targeting investments to a single, discrete need (e.g. a specific bridge, a single crossing, a section of pavement), the Great Streets Program funds corridor-investments that addresses multiple high-priority needs through a single project. A Great Streets project may address a critical safety issue, fill in a sidewalk gap, *and* make intersection improvements. The Great Streets program focuses on creating more complete streets and a safer, more accessible transportation system for all users.

Great Streets focuses investment on state highways serving as “main streets” through communities (rather than interstates, for example). To date, two separate one-time infusions of funding have supported the Great Streets Program (\$51 million, including a one-time \$1 million legislative appropriation, and \$70 million). At this funding level, the program has primarily supported safety enhancements and active transportation improvements. The program is scalable, so that with additional funding to award higher-cost needs can also be addressed. This may include roundabouts, transit pull-outs, paving, etc.



Funding

Today's Great Streets Program is primarily federally funded, though the Program can also be funded with State Highway Funds as the investments are within the right of way. The first round of Great Streets funding (\$51 million) was awarded for years 2022-2027 and funded four projects. The Oregon Transportation Commission allocated \$15 million of the Great Streets funds to the Outer Powell project in Portland/Gresham. The other three funded projects are:

- Portland (Lombard/US 30 Bypass) - Upgrading sidewalks and protected bicycle lanes to connect to an existing network, replacing an existing right turn "slip lane" with green stormwater treatment areas and a pedestrian plaza, and improving intersection safety and timing;
- Chiloquin (Chiloquin Blvd/OR422) - Adding high-visibility crosswalks, new sidewalks and bicycle lanes, adding multiuse path and stormwater treatment swales, realigning intersections, and partnering with the City to add additional features; and
- Hermiston (11th St/OR207) - Adding new transit shelters and accessible bus stop features, adding sidewalks, crossing, and a bicycle lane.

The second round of funding (\$70 million) will be awarded in 2025 for years 2027-2030. Beyond 2030, funding has yet to be identified. Should an ongoing funding source be identified, an infusion of \$45 million each year would enable investments in higher-cost safety needs and other important outcomes.

Project Identification and Selection

Potential Great Streets investments are identified by combining data layers to determine where multiple top priorities overlap, including bicycle and pedestrian connectivity, areas of high disparity, asset priorities and preservation, operational needs, freight, seismic, and more.

In addition, projects are selected that accomplish the following:

- Address a high safety need
- Advance climate or equity
- Corridor-wide improvement
- Balance urban and rural needs

For more information visit: <https://www.oregon.gov/odot/Programs/Pages/Great-Streets-Program.aspx>