



Oregon

Kate Brown, Governor

Oregon Transportation Commission


Office of the Director, MS 11

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DATE: November 3, 2022

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item E** – Great Streets Program Update

Requested Action:

Receive an informational update on engagement and program development, including selection criteria and project recommendation process, for the Great Streets program.

Background:

In March 2022, the Oregon Transportation Commission (OTC) approved \$50 million in Investment and Jobs Act funding for the Great Streets program. The OTC directed staff to develop a proof-of-concept program to address the need for a comprehensive funding program for state highways that also serve as arterials and main streets in communities.

ODOT's Strategic Action Plan prioritizes investing in a modern transportation system that serves all Oregonians equitably and invests in walkways, bikeways, and public transportation. Great Streets aligns funds to address safety and connectivity for all road corridor users while bringing existing infrastructure into a state of good repair. This is an opportunity to apply design guidance from the Blueprint for Urban Design and equitable engagement strategies to ensure outcomes benefit local communities.

ODOT Regions will use available data and planning processes in consultation with local agencies, metropolitan planning organizations, or Area Commissions on Transportation to develop project proposals. Projects that improve safety, provide multimodal connectivity, mitigate climate impacts, and improve the state of good repair within and along the highway corridor, and demonstrate a high level of support and local engagement and readiness will be the most competitive for Great Streets funding. The Project Review Team – ODOT regional and central program staff, modal advisory committee appointees, and community representatives – will evaluate proposals and recommend the final project list for OTC approval.

Please also note the companion consent agenda item for a proposed \$15 million allocation for Outer Powell project construction, pending Commission approval.

Outcomes:

The Public Transportation Division will conduct an internal discretionary award program, and will return to the Commission in fall of 2023 with a recommended list of Great Streets projects.

Attachments:

- Attachment 1 – Great Streets Program Fact Sheet
- Attachment 2 – Great Streets Program Guidance
- Attachment 3 – Great Streets Engagement Summary



Great Streets Program Fact Sheet

October 17, 2022

Background

The Oregon Transportation Commission (Commission) has directed ODOT to develop a Great Streets proof-of-concept program that will address the need for a comprehensive funding program for the ODOT network to improve walking, bicycling, and public transportation access on state highways that also serve as arterials and main streets through communities. Planning, design and construction projects are eligible for funding.

Great Streets was created because the Commission understands the need to fund projects that improve safety for all road corridor users on arterials that act as main streets in urban or rural areas. 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 to best support a multimodal, modern transportation system.

Funding

The Commission dedicated \$50 million of flexible federal funds from the Infrastructure Investment and Jobs Act (IIJA) over the next five years to the Great Streets program. For the 2024-27 STIP cycle, \$35 million is anticipated to be available for a competitive discretionary program with the expectation that local governments will demonstrate their support through matching funds, right-of-way contributions, and/or agency staff time. In the case of corridors that ODOT and the local agency agrees are candidates for jurisdictional transfer, accepting local ownership and operation of the roadway is one way to demonstrate local support.

Program Approach

The emphasis for project selection will be to focus on fewer and more impactful projects rather than smaller projects distributed throughout the state. Funds will be limited to the ODOT network in urban areas within Metropolitan Planning Organizations (MPOs) and main streets in small communities outside of MPOs.

Projects will be proposed by ODOT Regions in consultation with local agencies, Area Commissions on Transportation (ACTs), and/or MPOs. Emphasis will be on projects that provide multimodal connectivity, improve safety and economic conditions within and along the immediate road corridor, and demonstrate a high level of local support and engagement. Prioritization and project selection will be decided by a Project Review Team (PRT) that includes regional staff, central program staff, modal advisory committee appointees, and community representatives. Project award recommendations will be made by the Great Streets PRT and the Commission will approve the final project list in fall of 2023.

As a proof-of-concept, Great Streets furthers the Strategic Action Plan Outcome #5, Improve Safe and Equitable Access to Active and Public Transportation. A data-driven understanding of quantitative and qualitative needs and opportunities for prioritizing equity, safety, and climate needs will be a foundational element of the project

prioritization process. Project elements should be focused on outcomes that address the highest needs of the nearby communities and businesses. Funding may also be used to bring infrastructure within the road corridor into a state of good repair.

Planning, engineering, and construction projects are eligible. The viable minimum project investment is roughly \$2 million for construction projects with no maximum. Projects must be consistent with an existing statewide, regional, or local plan.

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** – 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** – 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.

Projects will be evaluated in terms of benefits to:

- **Equity** – 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.
- **Climate Mitigation** – 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?
- **Local Support and Engagement** – 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?
- **Leverage Opportunities** – 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?
- **Project Readiness** – Is the project already designed? Has the project already been scoped/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?
- **State of Good Repair** – 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 areas 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)?
- **Opportunities 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.

Eligible Activities

Project elements need to be eligible for federal funding unless there are contributing local or state funds for project elements that are not eligible for federal funding.

- 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

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.

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

Great Streets – Statewide Engagement Summary

September 2, 2022

ODOT staff have been engaging with the public, stakeholders, and advisory committees to gather input for the agency's consideration on how to distribute flexible highway program funding allocated to the Great Streets investment program.

Background

The Oregon Transportation Commission approved an allocation of \$50 million for the Great Streets program March 30, 2022. The approved description of the program is as follows:

Great Streets: Many state highways that pass through communities are focused on moving traffic through communities and do not adequately address pedestrian and bicycle safety needs nor support community and economic vitality. Many of these roads need significant improvements, but the way the federal government and ODOT break funding into siloes makes it difficult to meet the comprehensive needs of these critical routes. ODOT recommends dedicating funding to a "Great Streets" program to improve these roads, focused on safety and multimodal accessibility but also addressing declining road conditions and other needs.

ODOT undertook significant public engagement on how to invest the additional flexible resources provided by the Infrastructure, Investment and Jobs Act (IIJA), and that engagement informed the draft Great Streets Program Guidelines and both internal and external stakeholder conversations. General IIJA engagement and feedback along with targeted stakeholder follow-up informed the initial Draft Program Guidelines.

Draft Program Guidelines

Draft Great Streets Program Guidelines have been circulated for feedback with a variety of internal and external program stakeholders. As part of the IIJA flexible discretionary funds allocation process ODOT staff developed a proposal for the Great Streets program. This program proposal was shared externally with members of historically excluded communities and modal advisory committees, and that feedback was incorporated into the Draft Program Guidelines.

There are four foundational elements of the Draft Great Streets Program Guidelines:

1. **Proof-of-Concept:** Through the IIJA infusion, Great Streets will study opportunities and barriers to a comprehensive funding program for ODOT roadways that serve as both arterials and main streets through communities. As a proof-of-concept, work is focused on understanding whether an idea can become a reality. It is an opportunity to exercise the idea's potential for expansion.
2. **Main Streets and Arterial Investments:** Focus on project outcomes that improve walking, bicycling, and transit access, and comprehensively include associated infrastructure updates to focus on results that demonstrate ODOT's vision for modern transportation facilities through urban and main street areas.
3. **Comprehensive Upgrades:** Current funding streams are directed toward specific programs – paving, culverts, ADA, active transportation – and priorities in one programmatic area do not always align with priorities in others. Great Streets is a comprehensive corridor investment program focused on multimodal improvements that are broader than current program categories, and to apply design guidance for highways as described in the Blueprint for Urban Design (BUD).
4. **Fewer Projects and Greater Impact:** Each of ODOT's five regions would have an opportunity to nominate project candidates and a Project Review Team (PRT) will evaluate and select only a

few projects to best demonstrate the opportunity for a larger Great Streets program in coming STIP cycles.

Foundational to the success of the Great Streets Program are the program expectations – effective communication and engagement among ODOT staff, with community stakeholders, and with agency partners. The process of how an ODOT Region would prioritize nominations for Great Streets was left intentionally broad, because each Region is unique in terms of population, land use patterns, partnerships, politics, and needs. ODOT Region staff will submit projects to a statewide Project Review Team (PRT), and the PRT will use the selection criteria to determine what combination of projects provides the best opportunity to leverage \$50 million. The full Draft Program Guidelines are attached for additional consideration.

Engagement Activities

Two phases of stakeholder engagement took place between May and August 2022. The first phase of engagement was internally focused and included Project Delivery and Region staff. There were two goals for the initial engagement. First, to share information about the program and IIJA public engagement with Project Delivery and Region staff, and second to get input on program goals and public input received as part of broader IIJA engagement. The result of this initial internal engagement was Draft Great Streets Program Guidance for a 2024-27 discretionary program for \$50 million. Draft Great Streets Program Guidance was approved by the ODOT STIP Steering Committee in August 2022. The second phase of stakeholder engagement focused on external engagement beginning with those involved in the IIJA discussions. The purpose of the engagement was to demonstrate how previous feedback was incorporated into Great Streets, to refine the Program Guidance, and to kick-off the Region project proposal process.

Internal Engagement with ODOT Staff

Internal engagement was conducted with Region staff including Region Managers, Area Managers, District Managers, Regional Transit Coordinators, Active Transportation Liaisons, and Planning staff. Staff primarily provided input about the timeline and process for submitting projects. The following programmatic elements were included in response to Region staff suggestions and input.

- Pre-applications that allow region staff to simply and efficiently convey the intent of the project and get feedback about how likely it is that a project will be competitive so Region staff can focus time on applications that are likely to be successful.
- Allow at least three months for scoping projects and only scope projects that are on the 150% list.
- Final applications will include a signed maintenance plan that addresses all project elements.

Engaging Historically Excluded Communities

Working with the Office of Social Equity and in coordination with the Innovative Mobility Program (IMP) and partners from other state agencies, engagement with historically excluded communities at this phase of Great Streets focused on achievable outcomes for the initial round of Great Streets, and medium-term outcomes identified through the IIJA engagement process. As a reminder, medium-term engagement aims to “build networks, systems, and ways of working that will enable ODOT to engage and make decisions more equitably in the future.” Conversations were conducted with community-based organizations already working at the intersection of social equity and transportation and engaged in other processes or programs.

The general consensus was that the approach to selecting Great Streets projects is on the right track. Feedback included skepticism about local engagement once the projects are selected for funding. There was concern that project-level engagement with local stakeholders would not be implemented in a meaningful way. Groups and individuals were unanimous in the opinion that more people with broader interests could be engaged at the project level and that program level engagement is not meaningful. Other feedback included was:

- Rather than approach CBOs already engaged in other processes, several groups recommended an open solicitation for Project Review Team (PRT) representatives.
- ODOT staff should determine the project review weighting and allow PRT representatives to focus on scoring project proposals.
- CBOs that have been engaged are excited about circulating an open solicitation for PRT representatives, and prefer to amplify this approach rather than commit paid and unpaid staff time directly from the CBO to participate in the process.
- Organizations and CBOs that have been engaged want to see transparent communication throughout the process – program website and program update emails.
- It is preferable to avoid including outside representatives in the project selection process unless the PRT provides a direct recommendation for selected projects to the OTC. Avoid an interim step where ODOT leadership/staff refines the list.

Advisory Committee Comments

Between July and September, ODOT staff shared the draft Great Streets Program Guidelines with Area Commissions on Transportation (ACTs). That feedback informed the project selection process and also served as the Region's kick-off for project identification. Not all ACTs held meetings during this time period.

Southwest ACT (July 8, 2022)

- Is funding coming fully from the state? How can local communities work with ODOT to demonstrate additional connectivity benefits?
 - Clarified that projects do need to fully be on the highway system, but local agencies may need to demonstrate additional connectivity to integrate into the local network.
- There is a desire to see successful projects and build momentum for this type of program.
- ODOT has the ability to pick projects without going through a robust process since it's already been decided that the funds will only be applied to state-owned facilities.

Rogue Valley ACT (July 12, 2022)

- One project in Rogue Valley is OR 99 between Medford and Phoenix. This one has leveraged a fair amount of funding. Will points be awarded for a phased approach to implementation?
 - A: Not necessarily "points", but if the project builds on recent successful corridor improvements there is a desire to see that momentum continue.
- What about when specific projects are not called out in adopted plans?
 - A: When the adopted plan, for instance a Transportation System Plan, calls for the type of improvement proposed in a specific project that will likely satisfy the requirement for projects to be part of an adopted plan.
- Can these projects be leveraged with other funding programs, Safe Routes to School for instance?
 - A: Partnerships and leverage opportunities are both part of the project selection scoring criteria.

- It is nice that the maintenance plan is part of the project submission requirement.
- If ODOT is going to incentivize jurisdictional transfers for this program that needs to be clear. Lots of communities have completed jurisdictional transfers already with very little compensation. ODOT had prioritized these transfers for decades and there is skepticism that ODOT staff proposing projects and selecting projects can separate the desire to transfer corridors from the Great Streets program.

Region 1 ACT (August 1, 2022)

- If roads are intended to be jurisdictionally transferred, what standards will need to be followed for any upgrades?
 - A: Currently the practice is to follow ODOT's design guidelines and complete the jurisdictional transfer when the project is complete.
- The purpose of the program makes a lot of sense. It would be nice to see these combined improvements apply to intersections and not just for corridors. For instance, there are some locations where the last remaining piece of a complete connection is the intersection, but it had been very hard to pull together the funding to make a safer intersection. An example in Western Washington County was shared.
- The City of Portland and Metro were very involved in developing this fund through the IJA process, and really value having the funding available for urban arterials that are state-owned. We are disappointed the program wasn't larger. Because the funding is not more robust, we want to see the funds stay very focused and not used on arterials with projects that were already in progress and need extra funding. We want to make sure the funds are available. Example shared of the funding needs for projects identified through the Get Moving 2020 process.
- Hood River County and Clackamas County have unique needs and are outside of the Metro/MPO area, but still part of Region 1. We would like to see projects proposed for these areas that are often overlooked.

Oregon Transit Association (August 2, 2022)

- No feedback received beyond clarification for funds being limited to ODOT-owned facilities.

Mid-Willamette Valley ACT (August 4, 2022)

- There are areas in Yamhill County we would like to see considered for the program. We will follow-up with ODOT's Area Manager.
- It would be helpful to see projects complete connections into the local network and not stop at the edge of ODOT's right-of-way

Lane ACT (August 10, 2022)

- Clarification regarding the process was asked for.
 - A: ODOT Region staff will work with local communities to identify projects and project readiness.
- Areas around Creswell and Junction City are looking like possible candidates for project locations.

Cascade West ACT (August 25, 2022)

- Who will be applying for projects and who will be deciding which projects are selected?

- A: ODOT Region offices will submit project ideas. ODOT will assemble a Project Review Team to review, rank, and select priority projects for the program.
- This sounds like exactly the sort of things folks in Philomath have been asking for since 2017.
- The concern for prioritizing safety is appreciated.
- Are there projects that are under consideration already?
 - A: The goal is to have projects ready and there is desire to demonstrate success in locations that have already been vetted by communities.
- An example of good sidewalk projects that tribes will be needing that will also get to addressing needs in high equity areas as well and connections to a Safe Routes to School project was shared with the group.