

Development of the 2024-2027 Statewide Transportation Improvement Program

November 2020

STIP Public Comment Opportunities

Online open house

- Provide input on funding categories and STIP scenarios
- Available at odotopenhouse.org through November 16

Public comment to OTC

- Go to www.oregon.gov/odot/Get-Involved/Pages/OTC-Comments.aspx to submit a comment or letter
- Recommend submittal by November 20



2024 – 2027 Program Funding Categories

Enhance Highway

Highway projects that expand or enhance the transportation system

Fix-it

Projects that maintain or fix the state highway system

Safety

Projects focused on reducing fatal and serious injury crashes on Oregon's roads

Non-Highway

Bicycle, pedestrian, public transportation and transportation options projects & programs

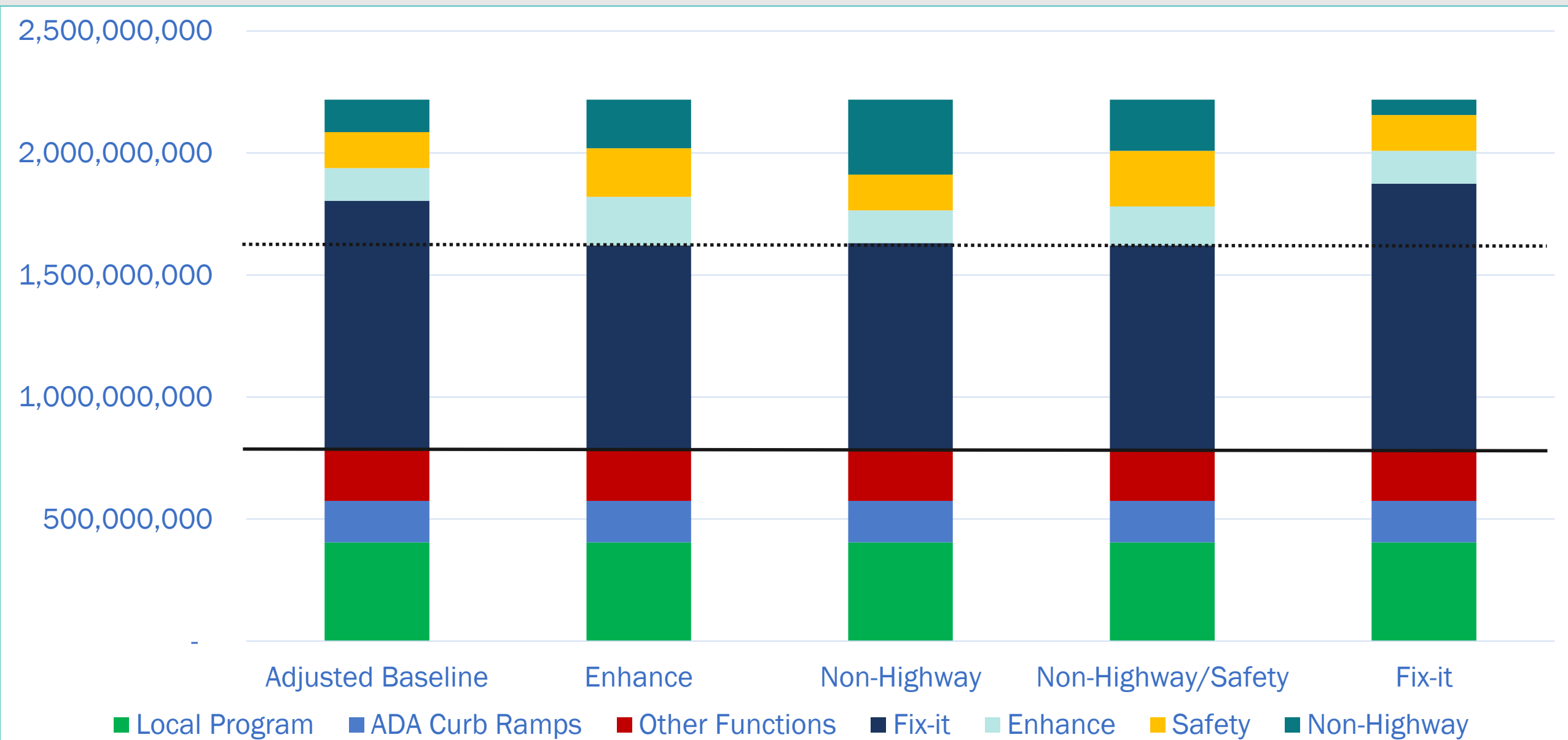
Local Programs

Funding to local governments for priority projects

Other Functions

Workforce development, planning and data collection and administrative programs using federal resources

2024-2027 STIP Scenarios



OTC/ODOT Strategic Action Plan Priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Developed a Tradeoff Evaluation Framework

Based on Strategic Action Plan Goals and Priorities

OTC Strategic Action Plan



Climate-Mitigation

Reduces emissions per mile and supports VMT reduction, improves health/AQ



Climate Adaptation/
Resilience

Proactive investment that increases resilience to extreme weather events and climate change



Congestion

Ease of Roadway movement, ease congestion



Social Equity

Supports all user needs and exposure equitably, targets disadvantaged populations and frontline communities



Multi-Modal Mobility

Multi-modal access, resilient set of modal options



Safety

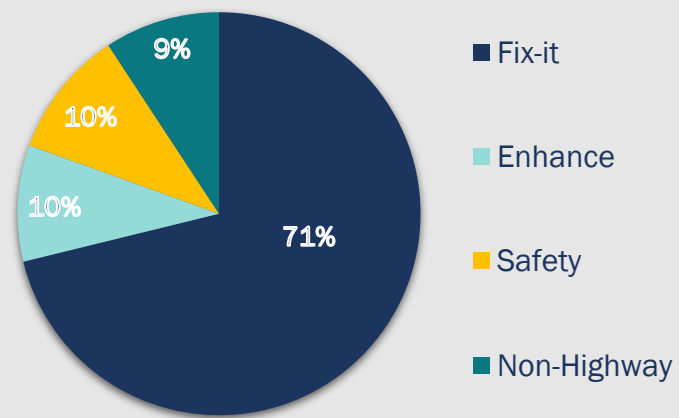
Prioritize the safety of system users and transportation workers



State of Good Repair
(SOGR)

Cost-effectively preserve and maintain our assets₇

Adjusted Baseline



Baseline

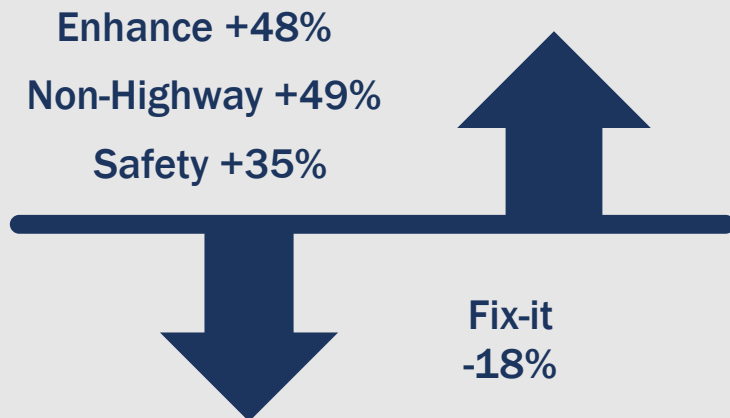
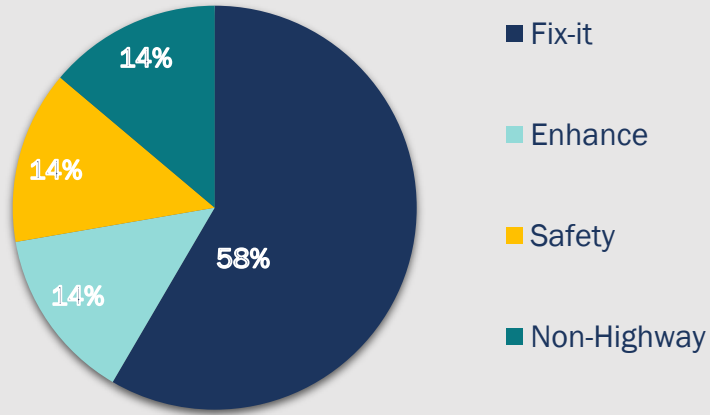
Funding splits unchanged

Outcome Areas			System Impacts and Implications
	Climate – GHG Mitigation	D -	Most trips drive alone & in low MPG cars
	Climate – Adaptation/Resilience	C -	Slow progress with preservation projects
	Congestion Relief	B -	Select bottleneck projects in development
	Social Equity	C -	Few low cost travel options
	Multimodal Mobility	D	Connectivity gaps
	Safety	B	Focus on fatalities and serious injuries
	State of Good Repair	C	Several assets and areas deteriorating

**Note, grades reflect progress toward meeting identified needs, and are not the same as level of service*

S1 – Enhance

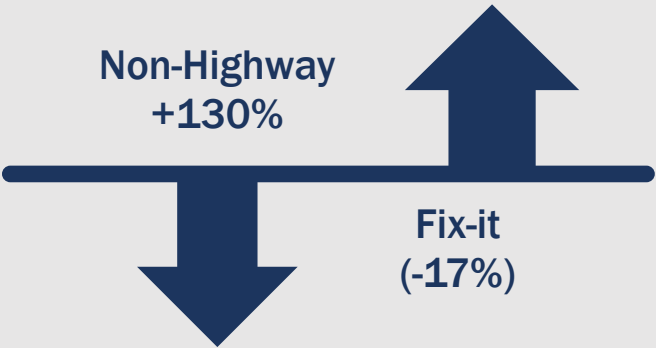
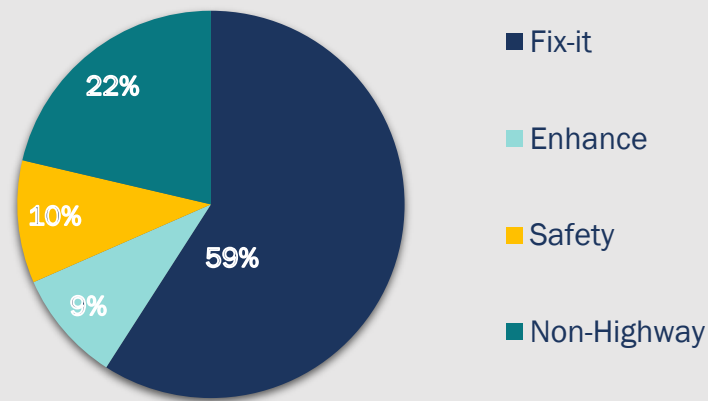
Changes from Baseline



Outcome Areas		System Impacts and Implications
 Climate – GHG Mitigation	=	Increased investments in bike, ped, transit, help to off-set capacity increases
 Climate – Adaptation/Resilience	↓	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
 Congestion Relief	↑	Starts to address a few critical bottlenecks
 Social Equity	↑	Increased accessibility for highest need users to low cost, low carbon modes
 Multimodal Mobility	↑	More strategic investments can be made to help complete critical connections
 Safety	↑	Safety co-benefits of fix-it programs decline but more targeted safety investments stretch ability to address highest priority needs
 State of Good Repair	↓	Pavement and bridge condition declines system-wide, including priority routes

S2 – Non-highway

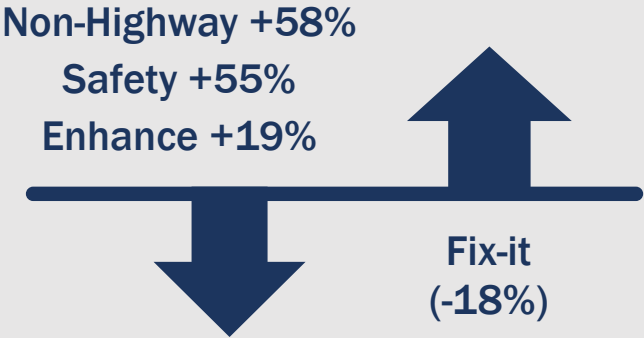
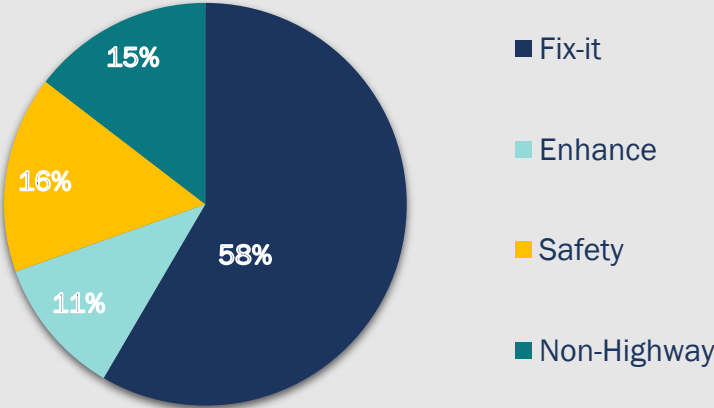
Changes from Baseline



Outcome Areas		 System Impacts and Implications
	Climate – GHG Mitigation	 Increased low carbon transportation options
	Climate – Adaptation/Resilience	 Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
	Congestion Relief	 Slightly less funding impacts resources for bottleneck projects but is offset some by multimodal projects
	Social Equity	 Increased access for all users to low cost, low carbon modes
	Multimodal Mobility	 Cut timeframe to complete the biking and walking system in half; increased transit fleet replacement
	Safety	 Funding same as baseline; vulnerable user safety improved by non-highway funding increase
	State of Good Repair	 Pavement and bridge condition declines system-wide, including priority routes

S3 – Safety/Non-highway

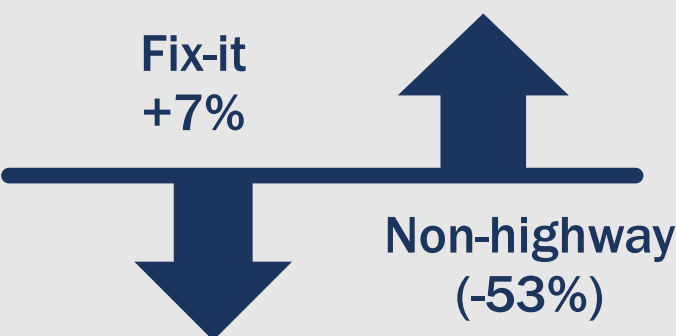
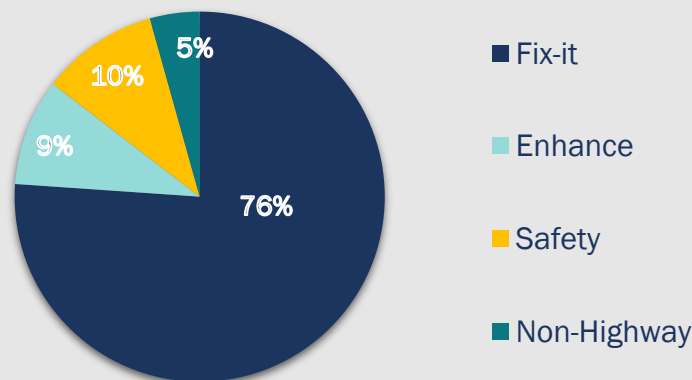
Changes from Baseline



Outcome Areas			System Impacts and Implications
	Climate – GHG Mitigation		Fewer crashes and some more low carbon options
	Climate – Adaptation/Resilience		Less funding to fix the system hampers ability to upgrade vulnerable infrastructure
	Congestion Relief		Some funding for critical bottlenecks
	Social Equity		Starting to increase access for all users to low cost, low carbon modes
	Multimodal Mobility		Make strategic investments to help complete critical connections and start to fill gaps
	Safety		Targeted safety investments stretch ability to address highest priority needs; vulnerable user safety improves
	State of Good Repair		Pavement and bridge condition declines system-wide, including priority routes

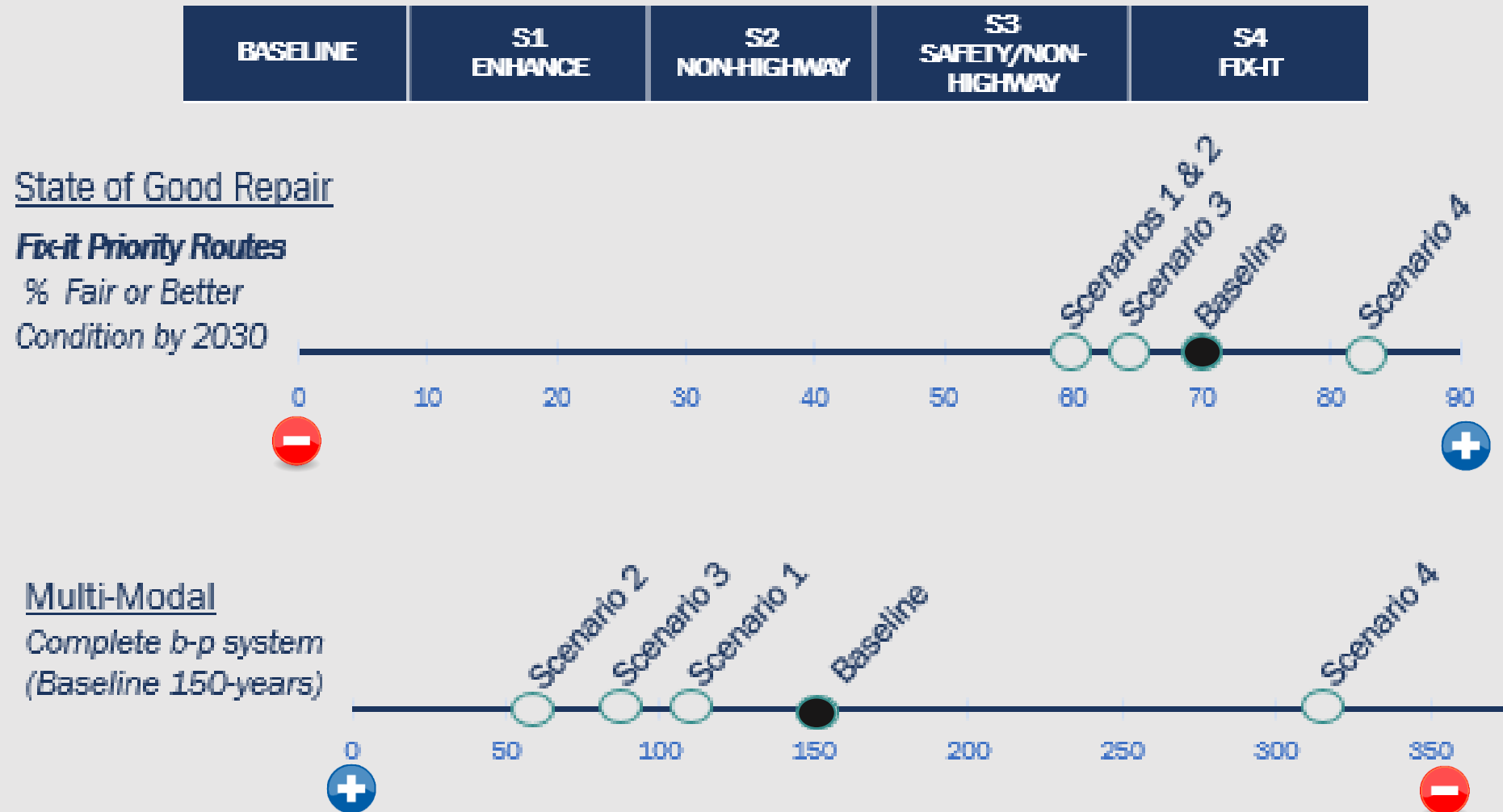
S4 – Fix-it

Changes from Baseline



Outcome Areas		System Impacts and Implications	
	Climate – GHG Mitigation	↓	Driving remains predominate travel option
	Climate – Adaptation/Resilience	↑	Start to address locations or infrastructure that is most vulnerable
	Congestion Relief	↓	Slightly less funding impacts resources for bottleneck projects
	Social Equity	↓	Auto accessibility high while access to non-auto travel does not improve
	Multimodal Mobility	↓	Strips funding down to only min requirements, doubling the time to fill gaps and leaving the system disconnected
	Safety	=	Funding same as baseline; many safety co-benefits of fix-it projects
	State of Good Repair	↑	Bridge and pavement conditions improve in the near-term but still continue to decline overall in the next decade

Tradeoffs: Indicators across Scenarios



Tradeoffs

Changes from Baseline

SCENARIOS	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
CLIMATE - GHG MITIGATION				
CLIMATE - ADAPTATION/RESILIENCE				
CONGESTION RELIEF				
SOCIAL EQUITY				
MULTIMODAL MOBILITY				
SAFETY				
STATE OF GOOD REPAIR				

Summary of Scenarios

Performance Relative to One Another

SCENARIOS	BASELINE	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT
CLIMATE - GHG MITIGATION			++	+	--
CLIMATE - ADAPTATION/RESILIENCE	+	-	--	-	++
CONGESTION RELIEF		++		+	=
SOCIAL EQUITY			++	+	--
MULTIMODAL MOBILITY			++	+	--
SAFETY	=	++	+		
STATE OF GOOD REPAIR	+	-	--	-	++



Next Steps for STIP Funding Allocation

November

- Public comment on scenarios

December

- OTC selects funding allocation option

January

- ODOT presents program allocations
- OTC direction to ODOT on how to use any additional federal funds



Discussion