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 <u>odotopenhouse.org</u> through November 16

Public comment to OTC

- Go to <u>www.oregon.gov/odot/Get-</u> <u>Involved/Pages/OTC-Comments.aspx</u> 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

By the end of 2023, beain to reduce areenhouse aas

emissions from **ODOT** activities

3. Reduce Our Carbon Footprint We will select and build cleaner projects to help reach Oregon's climate g

vildfires, flooding, and landslides. These events can lead to road closures that mpacf freight, the economy, and people's ability to obtain critical services. lution and are the largest source of GHG emissions in Oregon, constituting forty percent of the total. We must take substantial and swift action rbon in order to achieve a cleaner and more sustainable futur lating efforts and pursuing strategic actions to reduce

Strategy: A 2050 Vision for GHG Redu the state's roadmap for reducing carbon emissions from the transportation ctor. Key actions include cleaner vehicles and fuels (e.g. electric vehicles) aodes (transit, bike, walk, etc.), close i agement strategies (e.g. telecommuting).

ODOT is oursuing efforts within each of these OT is pursuing efforts within each of these categories by implementing Governor's direction in Executive Order 20-04 and through multi-agency onts (Every Mile Counts). Additional efforts are needed and will be ified in an ODOT Statewide Transportation Strategy Mid-Term Action

Cleaner Investments and Projects

Underginning all of these efforts is determining how we spend money ar e build our projects. Most of Oregon's transportation dollars flow to ough ODOT and can be better targeted to low carbon investments. ODOT I consider GHG emission impacts and investment programs in selecting jor capital projects. ODOT will support allocation to low carbon emission jects. Historic spending will be compared to future spending to calculate

sions from building the project must also b sidered. ODOT will pursue low carbon construction techniques where sible, relying on low carbon fuels and materials. We will inventory ssions, identify lower carbon options, and develop and pursue a

- Actions stablish a carbon baseline for upon from the construction of
- antify alternative lower
- Apply GHG emission standards in making ODOT investmer
- hase in lower carbo nitor and adjust
- 8 2022 Adjust intrastment (e.g. bike, walk, transit





Climate-Mitigation



Climate Adaptation/ Resilience

Congestion



Social Equity





Multi-Modal Mobility







(SOGR)

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

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

Ease of Roadway movement, ease congestion

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

Multi-modal access, resilient set of modal options

Prioritize the safety of system users and transportation workers

Cost-effectively preserve and maintain our assets,





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

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

Baseline

Funding splits unchanged





Fi	X·	-it
-1	8	%

Outcome Areas		System Impacts and Implications	
Climate – GHG Mitigation	=	Increased investments in bike, ped, transit, help to off-set capacity increases	
Climate – Adaptation/Resilience	Ļ	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	
Congestion Relief	浳	Starts to address a few critical bottlenecks	
Social Equity	1	Increased accessibility for highest need users to low cost, low carbon modes	
Multimodal Mobility	ſ	More strategic investments can be made to help complete critical connections	
Safety	1	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



Outcome Areas	Ø	System Impacts and Implications		
Climate – GHG Mitigation	斧	Increased low carbon transportation options		
Climate – Adaptation/Resilience	Ļ	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	个	Increased access for all users to low cost, low carbon modes		
Multimodal Mobility	Ŷ	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		Ø	System Impacts and Implications	
	Climate – GHG Mitigation	Ĵ	Fewer crashes and some more low carbon options	
	Climate – Adaptation/Resilience	Ļ	Less funding to fix the system hampers ability to upgrade vulnerable infrastructure	
	Congestion Relief	Ĵ	Some funding for critical bottlenecks	
*	Social Equity	1	Starting to increase access for all users to low cost, low carbon modes	
	Multimodal Mobility	Ĵ	Make strategic investments to help complete critical connections and start to fill gaps	
	Safety	î	Targeted safety investments stretch ability to address highest priority needs; vulnerable user safety improves	
A A	State of Good Repair	¥	Pavement and bridge condition declines system-wide, including priority routes	

S4 – Fix-it



Outo	Outcome Areas		System Impacts and Implications		
	Climate – GHG Mitigation	Ļ	Driving remains predominate travel option		
	Climate – Adaptation/Resilience	P	Start to address locations or infrastructure that is most vulnerable		
	Congestion Relief	Ļ	Slightly less funding impacts resources for bottleneck projects		
*	Social Equity	Ļ	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	ſ	Bridge and pavement conditions improve in the near-term but still continue to decline overall in the next decade		

Tradeoffs: Indicators across Scenarios



Tradeoffs

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

