



Oregon

Kate Brown, Governor

Oregon Transportation Commission

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DATE: December 4, 2020
TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: *Agenda C – 2024-2027 Statewide Transportation Improvement Program Funding Allocation*

Requested Action:

Select a funding scenario for the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

Over the last several months, ODOT has worked with the Commission on the allocation of funding for the 2024-2027 STIP. Based on direction from the Commission, ODOT developed scenarios to illustrate different potential options for allocating resources to the STIP categories to advance the state's transportation goals and outcomes.

To assist the Commission with understanding the potential outcomes of different funding scenarios and tradeoffs, ODOT analyzed the scenarios against key outcome areas including congestion relief, multi-modal mobility, social equity, safety, climate change mitigation, climate change adaptation/resilience, and state of good repair. These goal areas were extrapolated from the Commission's Strategic Action Plan and meet requirements of Executive Order 20-04, which requires considering greenhouse gas (GHG) emissions when making STIP decisions. The ODOT Climate Office designed the process to look specifically at climate outcomes (mitigation and adaptation) and then expanded it to show tradeoffs across other outcomes.

Based on the outcome of this analysis, ODOT asked the public and stakeholders for comment on preliminary scenarios during the month of November and received a significant amount of feedback. The attached 2024-2027 STIP Phase 2 Public Input Summary provides comments and data from this outreach, including conversations with advisory committees and an online open house. This follows a similar [public input summary from the first phase of public engagement](#) that was presented to the Commission in September.

ODOT distilled a number of key themes from the public input:

- Desire to increase funding for Non-Highway programs to address equity, climate change, and multimodal mobility.

- Strong support for Fix-It programs and reluctance to cut funding for preservation to avoid accelerating bridge and pavement deterioration.
- Desire to have some Enhance Highway funding beyond projects named in HB 2017.

Each of the initial scenarios focused primarily on addressing a small number of outcomes, such as safety or congestion relief; none of the initial scenarios effectively addressed all of the goals and outcomes or satisfied all the themes of public input, and the public was divided as to which scenario they preferred. Based on public input and Commission feedback throughout the funding allocation process, [ODOT proposed two hybrid scenarios](#) for the Commission’s December 1 meeting. These hybrids took elements of the initial scenarios that were supported by the public and sought to combine them in ways that balanced funding across categories and outcomes to maximize benefits and minimize negative impacts. In particular these hybrids sought to significantly increase funding for Non-Highway programs while minimizing deterioration of roads and bridges that would be caused by reduced funding for the Fix-It category. Commission members also asked ODOT to analyze the outcomes of proposed modifications to these scenarios.

At its December 1 meeting the Commission asked ODOT to bring back three scenarios for a followup meeting to make a final decision. The three scenarios are as follows:

- **Hybrid 2A: Non- Highway/Enhance:** This scenario—originally Hybrid 2 in the December 1 cover memo—significantly increases Non-Highway funding while providing funding for a small Enhance Highway discretionary program and preserving Fix-It funding.
- **Hybrid 2B: Non-Highway/Enhance Modified:** This scenario modifies Hybrid 2A slightly by shifting \$20 million from Enhance Highway to Non-Highway; all other funding amounts remain the same.
- **Hybrid 3B: Non-Highway/Enhance/Safety:** This scenario provides the same amount of funding for Enhance Highway as Scenario 2B but increases Safety and Non-Highway funding by reducing Fix-It.

Funding levels for these three scenarios are shown below.

Category	Baseline	Hybrid 2A: Non-Highway/Enhance	Hybrid 2B: Non-Highway/Enhance	Hybrid 3B: Non-Highway/Enhance/Safety
Fix-it*	901,860,568	805,000,000	805,000,000	770,000,000
Enhance Highway**	134,000,000	200,000,000	180,000,000	180,000,000
Safety	147,000,000	147,000,000	147,000,000	157,000,000
Non-Highway	147,700,000	225,000,000	245,000,000	270,000,000
Local Program	404,500,000	404,500,000	404,500,000	404,500,000
ADA Curb Ramps	170,000,000	170,000,000	170,000,000	170,000,000
Other Functions	207,850,000	161,410,568	161,410,568	161,410,568
Total	2,112,910,568	2,112,910,568	2,112,910,568	2,112,910,568

*After factoring in borrowing \$120 million to cover ADA projects in 2021-2024 STIP.

**All scenarios include \$110 million for projects named by the Legislature in HB 2017 with the remainder available for an Enhance Highway discretionary program.

ODOT's Climate Office used its model to analyze each of these scenarios. Analysis of these three hybrid scenarios is shown in the color-coded chart on the next page. This chart compares the outcomes of each scenario to the Baseline Scenario. As a result, the color-coding does not necessarily represent a comparison to conditions today; for example, the neutral rating for State of Good Repair for Hybrid 2A and Hybrid 2B represent deteriorating bridges and pavement compared to today's conditions. See the tradeoff graphic of these hybrid scenarios on the following page.

Attachments:

- Attachment 1 – *2024-2027 STIP Phase 2 Public Input Summary*

Tradeoffs: Refined OTC 2024-2027 STIP Scenarios (Hybrid 2A, 2B, and 3B results)

	2021-2024 STIP *	HYBRID 2A NON-HIGHWAY / ENHANCE	HYBRID 2B NON-HIGHWAY / ENHANCE	HYBRID 3B NON-HIGHWAY/ ENHANCE/ SAFETY
FIX-IT*	\$850	\$805	\$805	\$770
ENHANCE	\$24	\$90	\$70	\$70
NON-HIGHWAY	\$158	\$225	\$245	\$270
SAFETY	\$147	\$147	\$147	\$157
CLIMATE CHANGE - GHG MITIGATION	D- Most trips drive alone in low MPG cars	No emission reductions Non-highway and enhance offset (no improvement from baseline)	Slight GHG reductions anticipated (modest improvements above baseline)	Slight GHG reductions anticipated (performs best among hybrid scenarios, 2 nd best overall behind non-highway scenario)
CLIMATE CHANGE - ADAPTATION/ RESILIENCE	C- Slow progress with preservation projects	A few less adaptation projects (marginal decline from baseline)	A few less adaptation projects (marginal decline from baseline)	Fewer adaptation projects (modest decline from baseline, not as notable as original scenarios, worst among hybrids)
CONGESTION RELIEF	B- Select, legislative bottleneck projects in development	Some funding for critical bottlenecks (performs best overall for congestion)	Bit of funding to supplement needs (some funding to supplement larger projects)	Bit of funding to supplement needs (some funding to supplement larger projects)
SOCIAL EQUITY	C- Few low cost travel options	Slight increase in access for all users (performs better than baseline but not as well as other Hybrid scenarios)	Small increase in access for all users (more multimodal projects than 2A, but less than 3B)	Some improvements in access for all (performs best among Hybrid scenarios)
MULTIMODAL MOBILITY	D Many connectivity gaps	Slight increase in bikeways, walkways, TDM programs (performs better than baseline but not as well as other Hybrid scenarios)	Small increase in bikeways, walkways, TDM programs (more multimodal projects than 2A, but less than 3B)	Incremental increase in bikeways, walkways, TDM programs (performs best among Hybrid scenarios)
SAFETY	B Focus on fatalities and serious injuries	No change from baseline (safety funding flat, consistent with baseline and 21-24 STIP)	No change from baseline (safety funding flat, consistent with baseline and 21-24 STIP)	More projects focused on fatalities and serious injuries (performs best among Hybrid scenarios)
STATE OF GOOD REPAIR	C Several assets and areas deteriorating	Small decline from baseline (slight decline from baseline which indicates trend of deteriorating conditions over time)	Small decline from baseline (slight decline from baseline which indicates trend of deteriorating conditions over time)	Conditions start to more rapidly decline (modest decline from baseline, trends worsen)

Notable improvement
 Modest improvement
 Same as baseline (no change)
 Modest decline
 Notable decline