

Development of the 2024-2027 Statewide Transportation Improvement Program

August 2020



OTC Investment Strategy



OTC Investment Strategy 2020 Update

- » Reassess needs gap and resulting impacts on system based on post-HB 2017 funding levels
- » Lay out investment strategies across programs
- » Inform Commission decisions regarding program funding allocations for the 2024-2027 STIP



Oregon State Capitol Building, Salem, Oregon

Oregon Transportation Commission

INVESTMENT STRATEGY
2020 UPDATE





Investment Strategy Key Conclusions

- Even with the significant investments in HB 2017 the condition and performance of the transportation system will decline over time
- Investment decisions by the OTC will require difficult tradeoff discussions

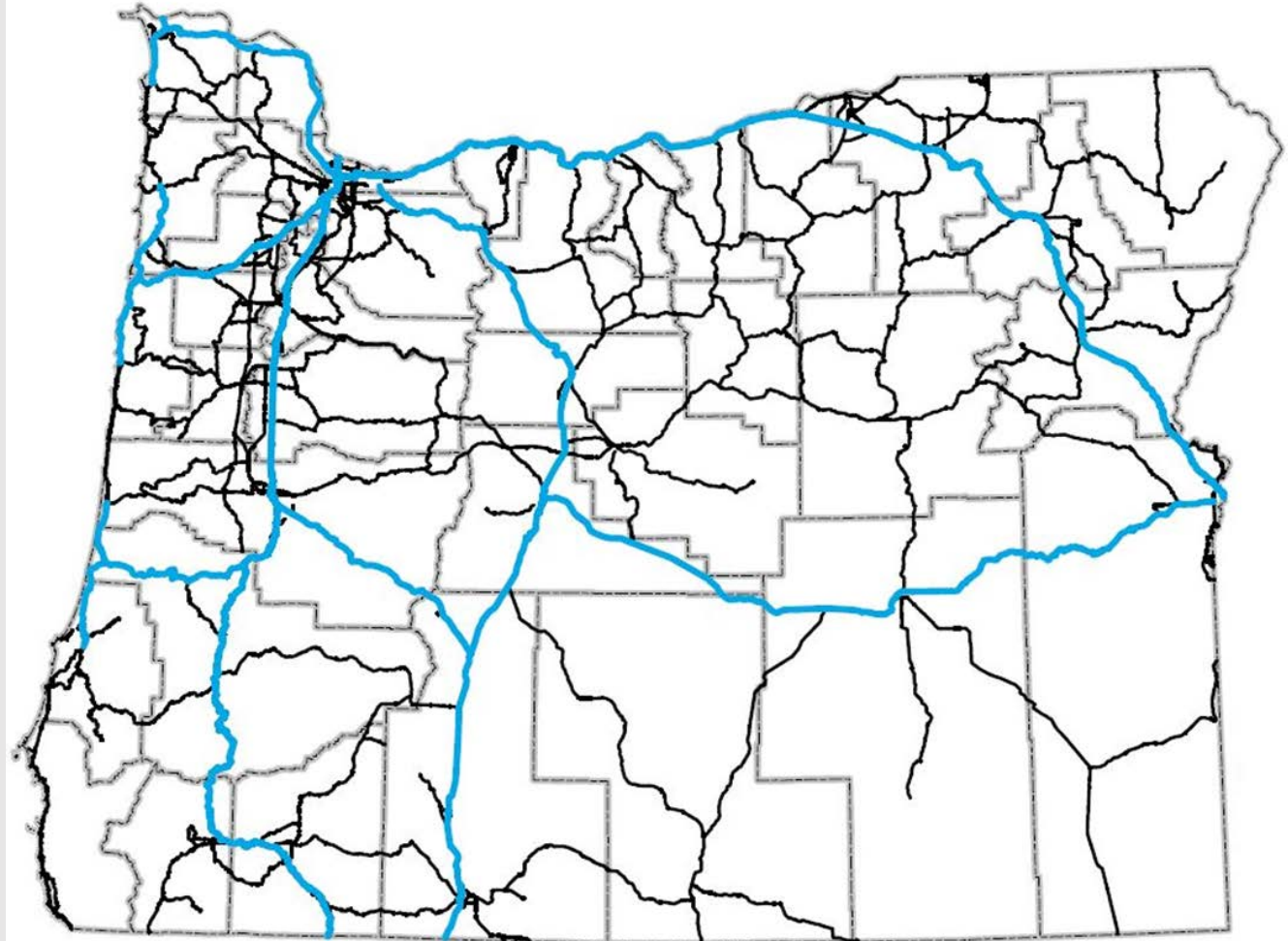


Oregon Highway Plan Major Improvements Hierarchy

1. Protect the existing system.
2. Improve efficiency and capacity of existing highway facilities.
3. Add capacity to the existing system.
4. Add new facilities to the system.

Preservation

- ODOT focuses on Fix-It Priority Corridors that carry high volumes of freight and connect most communities
- Funding is not sufficient resulting in a triage approach
- Maintaining status quo conditions requires more than doubling current funding



Condition of Key Assets



Bridges

900 year
replacement
cycle



Pavement

Need \$100m/year
more to achieve
sustainable program



Culverts

1,300 year
replacement
cycle

Safety

- » Oregon averages over 1,800 fatal and serious injury crashes each year
- » Fatal crashes have increased since 2015, and vulnerable user deaths are highest in 27 years
- » All Roads Transportation Safety program uses a data-driven approach to reduce fatalities and serious injuries for all users on all public roads

Transportation safety vision: No deaths or life-changing injuries on Oregon's transportation system by 2035.



Active Transportation

- » 164 years to complete the state system with current funding
- » \$53m/year needed to complete basic network on state highways by 2050
- » Safe Routes to School competitive grant program applications for projects totaling 5 times available funds

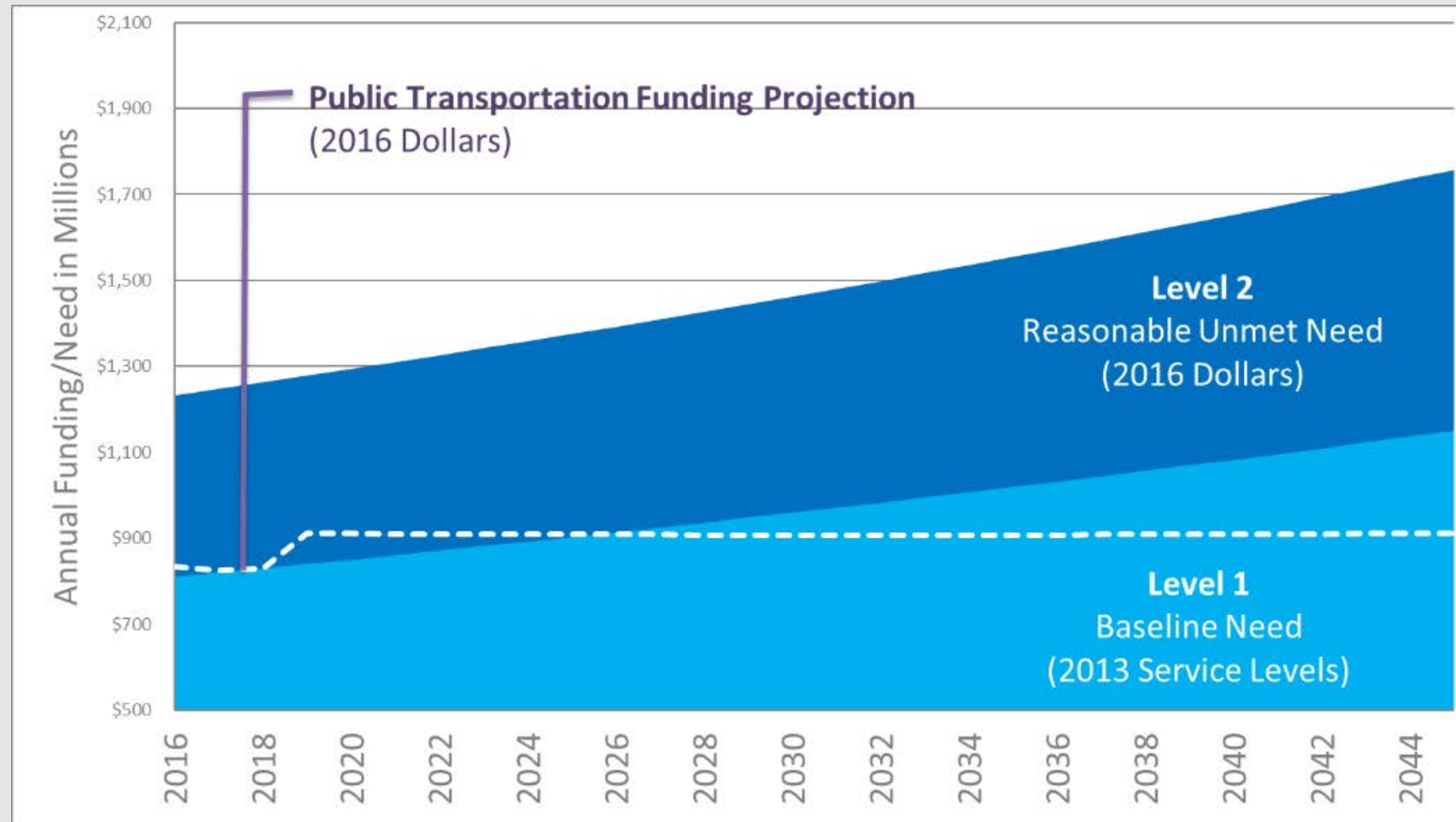




Public Transportation

Creation of the Statewide Transportation Improvement Fund met only a portion of the need

Source: Oregon Public Transportation Plan



Multimodal Freight: Connect Oregon

- Rail and marine projects have limited funding sources
- Connect Oregon's dedicated funding of \$11m/year is a fraction of the \$35m/year average from 2006-2017



Modernization

- Congestion growing in Portland and other metro areas of state due to population and economic growth
- Most modernization projects come from legislative earmarks; very little discretionary money in recent STIPs





STIP Development

STIP Phases



Funding Allocation
2020



Project Selection
2021-2022



Public Review/Approval
2023

OTC Timeline for Funding Allocation

July 2020

Funding categories



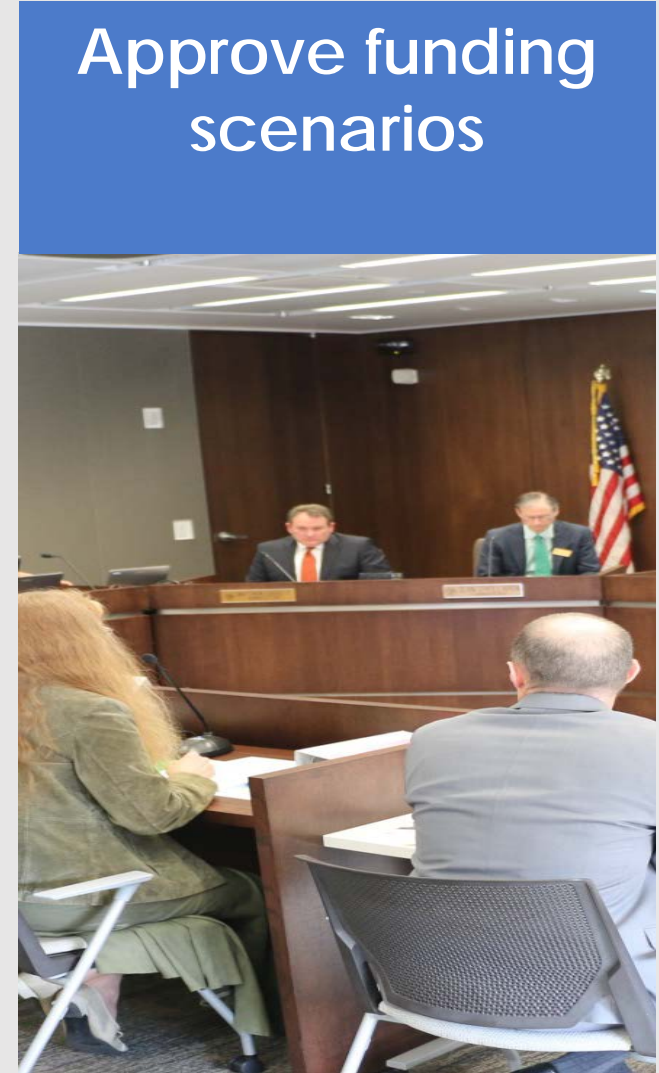
August to
November 2020

Develop and
review funding
scenarios



December 2020

Approve funding
scenarios





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

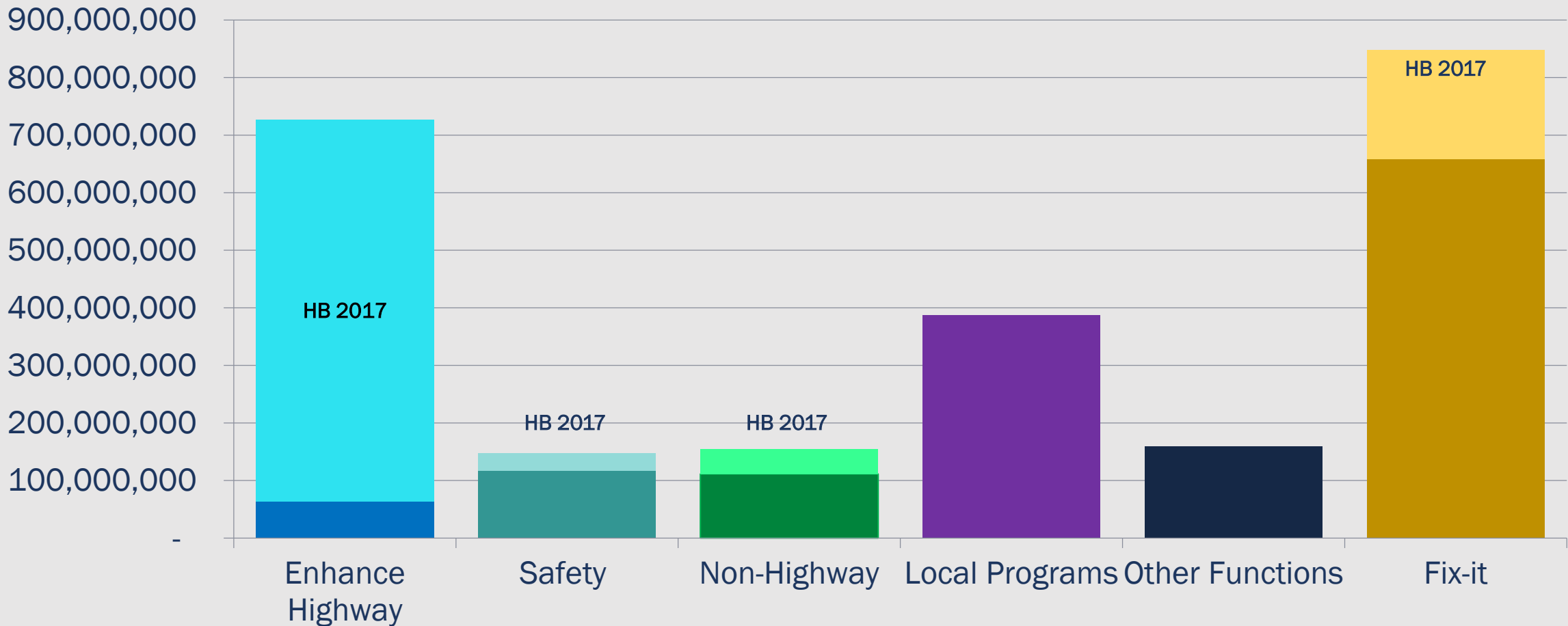
Funding to local governments for priority projects

Other Functions

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



2021 - 2024 STIP Levels





2024 – 2027 Public and Stakeholder Engagement

- Advisory committee engagement
- Monthly public updates
- Survey on spending priorities
- Online open house on funding scenarios
- Ongoing public comment opportunities



Applying a Climate Lens to STIP Decisions

DESIRED OUTCOMES EVALUATION CRITERIA	STATUS QUO	OPTION 1: PRESERVATION & SAFETY FOCUS	OPTION 2: CONGESTION RELIEF FOCUS	OPTION 3: TRANSPORTATION OPTIONS FOCUS
» System Stewardship: asset management – meet performance targets re: bridge, pavement and other transportation infrastructure conditions	●	●	●	●
» Safety: The transportation system is safe and secure for users across all modes. Includes design and engineering, education, enforcement, and evaluation, but also emergency response, disaster resilience, operational security, and perception of security.	●	●	●	●
» Health: Transportation infrastructure and choices have a positive impact on personal and public health, such as increased physical activity associated with walking or biking, or the impact of decreased vehicle pollutants on chronic disease. The desired health outcomes would also include increased access to medical services.	●	●	●	●
» Access & Mobility: Transportation users are able to travel between destinations with relative ease. Ease of movement is achieved by keeping the system free of impediments, less congested, and more reliable. The system provides the opportunity for people to connect to important destinations such as jobs, housing, education, services, and social and recreational opportunities or other modes of transportation via the transportation network.	●	●	●	●
» Equity: Transportation system provides opportunities and choices for people of all ages, abilities, and incomes in urban, suburban, and rural areas across the state to reach their destinations and to access transportation options, assuring transportation disadvantaged populations are served. It is also about guiding ODOT's interactions with the public and stakeholders to ensure a meaningful two-way dialogue to inform decisions. Includes Title VI and Environmental Justice	●	●	●	●



Stage 1

Inform the development of program funding scenarios

Stage 2

Inform the identification and selection of projects

Stage 3

Account for and report on the climate impacts of the draft and final STIP

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.

Questions for Advisory Committees

To Inform OTC Discussion in September

- What are the highest priority transportation needs for funding statewide, and how should the OTC allocate funding between modes of transportation and categories of funding to meet the state's goals?
- How should the OTC allocate funding among Fix-It, Safety, and Highway Enhance programs to meet statewide goals and needs?
- How should the OTC target non-highway spending to address statewide goals and needs?
- Given that transportation system needs exceed available funding, how would you recommend the OTC make tradeoffs when deciding how to allocate limited funding?



A worker in a red safety suit and hard hat stands on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of green trees. The entire image has a blue tint.

Discussion