

# 2021-2024 STIP Presentation to Stakeholders

## August 2017

### Background

- The Oregon Transportation Commission and ODOT have started the process of developing the 2021-2024 Statewide Transportation Improvement Program.
- The STIP is the state's transportation capital program. It's a subset of the overall ODOT budget.
- It includes only our capital programs, including all of the federally funded programs, funding for local programs and transit, as well as state funding for projects.
- It doesn't include basic highway maintenance that happens when our own crews go out to patch potholes, plow snow, or fix guardrails.
- It doesn't include ODOT's administrative functions like HR, IT, procurement, or finance.
- It doesn't include DMV or Motor Carrier regulatory or customer service functions.

### Transparency, Accessibility, and Openness

- Because we're spending hundreds of millions of dollars of taxpayer money, we want to get input from Oregonians about how we spend these funds. We intend to engage the STIP decision-making process with an unprecedented level of transparency, openness, and accessibility.
  - **Transparency:** ODOT will share information and present it to the public in a way that helps them understand the decision-making process.
  - **Accessibility:** ODOT will make information easily available to the public through a variety of means, including the web, e-mail updates and streaming video.
  - **Openness:** ODOT will invite the public and stakeholders to provide feedback on how to spend their money.
- Throughout this process we will keep stakeholder groups updated and seek input from stakeholders and the public at key times.
- Our goal is for stakeholders and the public to understand the decision making process and provide their input on key priorities.

### How ODOT Will Engage Stakeholders

- We will engage and seek input from ACT, RSAC, and MPO policy boards at their regular meetings from here forward.
- We plan to provide monthly e-mail updates to interested parties, including ACTs and MPOs.
- Video of the OTC meetings and the meeting materials will be readily available online so people can see the discussion.
- At key points we will be actively soliciting input, such as:
  - We have released a survey asking the public about their priorities for funding.
  - Asking the public to weigh in on STIP funding scenarios.
  - Seeking input from ACTs, including the Commission engaging ACT and advisory committee chairs on STIP funding.

## Process and Timeline

- The STIP development takes place in three phases stretching over three years.
  - **Program allocation** will distribute funding among programs. This will be complete by the end of the year when the OTC adopts a funding allocation.
  - During **Project selection** we will review the STIP considerations and use our advisory committees and management systems to create preliminary project lists in different programs, scope projects, then narrow projects to a final recommended list. This will take place in 2018-2019.
  - **Public review and approval** entails the Commission putting the STIP out for a formal public comment period, then adopting a revised STIP and getting it approved by FHWA and FTA. This will take be completed in summer of 2020.

## Program Allocation Timeframe

- Through the Program Allocation process, the Commission will determine how to allocate funds among different categories of programs. In determining this, we will work through two key questions:
  - How much funding should we dedicate to non-highway and local programs?
  - What is the appropriate funding level for highways?
  - Among highway programs, what is the appropriate split between Fix-It, Safety, and Enhance?
- **July:** The process began in July with an education discussion of the timeline and funding framework to set a foundation.
- **August:** In August ODOT will provide the Commission an in-depth discussion of non-highway and local programs. Some of these programs must be funded under federal or state law; some are distributed by agreement; and others are discretionary programs the Commission has created. We will provide the Commission an opportunity to better understand these programs so they can make decisions about how to allocate funding among the programs.
- **September:** In September, we will present the Commission with funding scenarios that present options for allocating funding among categories and programs and help them understand how these funding levels impact our highway conditions.
- **October:** At the Commission's workshop in October, we plan to discuss these funding scenarios with the chairs of our ACTs and advisory committees.
- **November:** In November, we plan to propose a funding scenario for the Commission's review and approval.

## Funding Categories

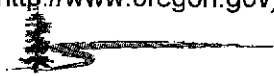
- For the last two STIP cycles the Commission has focused on the key question of allocating between two major categories: Fix-It and Enhance.

- In 15-18 and 18-21 we had a large category of funding that we referred to as “Off the Top” because it was allocated to programs before splitting the remainder of the funding between Fix-It and Enhance. This mainly included non-highway and local programs.
- For this STIP the Commission has decided to break up the Off the Top category to provide greater transparency into what’s included and facilitate discussion about allocation of funding to local and non-highway programs.
- We also called out Safety specifically because it’s different than the other Fix-It programs.

**For More Information**

- We hope you’ll go to our STIP website: [www.oregon.gov/odot/stip](http://www.oregon.gov/odot/stip)
- It has information on the STIP, a survey on how we should spend transportation funding, and you can sign up for our STIP e-mail updates.

(<http://www.oregon.gov>)



# Statewide Transportation Improvement Program

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## ☰ About the STIP

### What is the Statewide Transportation Improvement Program?

The Statewide Transportation Improvement Program, also known as the STIP, is the Oregon Department of Transportation's capital improvement program for state and federally-funded projects. The Oregon Transportation Commission and ODOT develop the STIP in coordination with a wide range of stakeholders and the public.

### What is the timeframe and process for developing the next STIP?

The Commission began work on the next STIP, which will provide funds for 2021-2024, in July 2017. ODOT expects to complete the STIP process in 2020.

There are three steps to developing the 2021-2024 STIP.

- **Program allocation:** The Commission will distribute funding among programs such as system enhancements, preservation, safety, non-highway, and local roads. This work will be done by the end of 2017.
- **Project selection:** The Commission will review the considerations that guide project selection. ODOT will use data in management systems and advisory committees to create preliminary project lists, estimate costs and schedules, then narrow projects to a final recommended list to include in the draft STIP.
- **Public review and approval:** The Commission will put the draft STIP out for a formal public comment period. After taking public comment, the Commission will adopt a revised STIP and forward it for review and approval by the Federal Highway Administration and Federal Transit Administration.

### What categories of funding does the STIP include,

(<http://www.oregon.gov>)

## and how are projects selected?




The Commission will allocate funding among the following major categories:

- **Fix-It** programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals, and others. ODOT uses data about the conditions of assets to choose the highest priority projects. In recent STIPs the Commission has allocated most funding to Fix-It programs.
- **Enhance** programs fund projects that enhance or expand the transportation system. Area Commissions on Transportation recommend high-priority investments from state and local transportation plans in many of the Enhance programs.
- **Safety** programs reduce deaths and injuries on Oregon's roads. This includes the All Roads Transportation Safety program, which selects projects through a data-driven process to ensure resources have maximum impact on improving the safety of Oregon's state highways and local roads.
- **Non-highway** programs fund bicycle and pedestrian projects and public transportation. Area Commissions on Transportation often help recommend these projects to the Commission.
- **Local government** programs direct funding to local governments so they can fund priority projects.

## How will ODOT and the Commission engage stakeholders?

Because the STIP makes significant investments in the transportation system, ODOT and the Commission plan to keep the public and stakeholders informed and seek their input at key points through an open, transparent, and accessible process.

The public is invited to watch Commission meetings online (<https://www.youtube.com/user/OregonDOT/live>), sign up for ODOT's STIP email update list ([https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic\\_id=ORDOT\\_493](https://public.govdelivery.com/accounts/ORDOT/subscriber/new?topic_id=ORDOT_493)), participate in meetings and discussions of advisory committees, and provide comment to the Commission on STIP development (</ODOT/Get-Involved/Pages/OTC-Comments.aspx>).

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