

# A Bunch of Topics Bundled into a Single PowerPoint

---

Travis Brouwer | ODOT Assistant Director for  
Revenue, Finance and Compliance

Oregon MPO Consortium

January 29, 2021



# 2024-2027 Statewide Transportation Improvement Program

# STIP Public Engagement and Input Opportunities

- Discussion and input from advisory committees on funding priorities and scenarios
- Public survey on funding priorities
- Online open house for public comment on funding scenarios
- Two webinars
- Letters and comments to the OTC



# Themes of Public Input

- Support to increase Non-Highway funding to advance equity, address climate, and enhance accessibility and mobility for all
- Support for Fix-It investments and reluctance to cut spending on bridge and pavement preservation to avoid accelerating system deterioration
- Support for Enhance Highway investments to reduce congestion and facilitate economic development



# STIP Funding Allocation

Approved December 15, 2020

Category	Amount
Fix-It	\$800m
Non-Highway	\$255m
Enhance Highway	\$175m
Safety	\$147m
Local Programs	\$404.5m
ADA	\$170m
Other Functions	\$161.4m
<b>Total</b>	<b>\$2.1 billion</b>



# Historic Investments in Non-Highway Funding

- Increase of nearly \$100 million over 2021-2024 STIP– more than 60% increase-- for bicycle, pedestrian and public transportation programs
- Will enhance equity, provide more multimodal travel options, and reduce greenhouse gas emissions
- Allows for more strategic investments to close gaps and enhance service



# Active Transportation Investments

Program	Amount
Off-Road Bicycle and Pedestrian Paths	\$36m
Safe Routes to School Infrastructure	\$55m
Safe Routes to School Education	\$4m
Bicycle/Pedestrian Strategic	\$45m
State Highway Fund 1% Setaside	\$25.5m



# Public Transportation/ Transportation Options

Program	Amount
Transit Vehicle Replacement	\$15m
Mass Transit Vehicles	\$12m
Elderly & Disabled Transit	\$50m
Transportation Options	\$7.5m

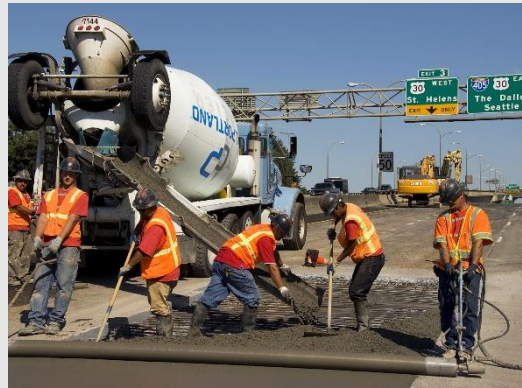


# Fix-It Funding



Bridges & Seismic

\$372 million



Pavement

\$301 million



Operations

\$77 million

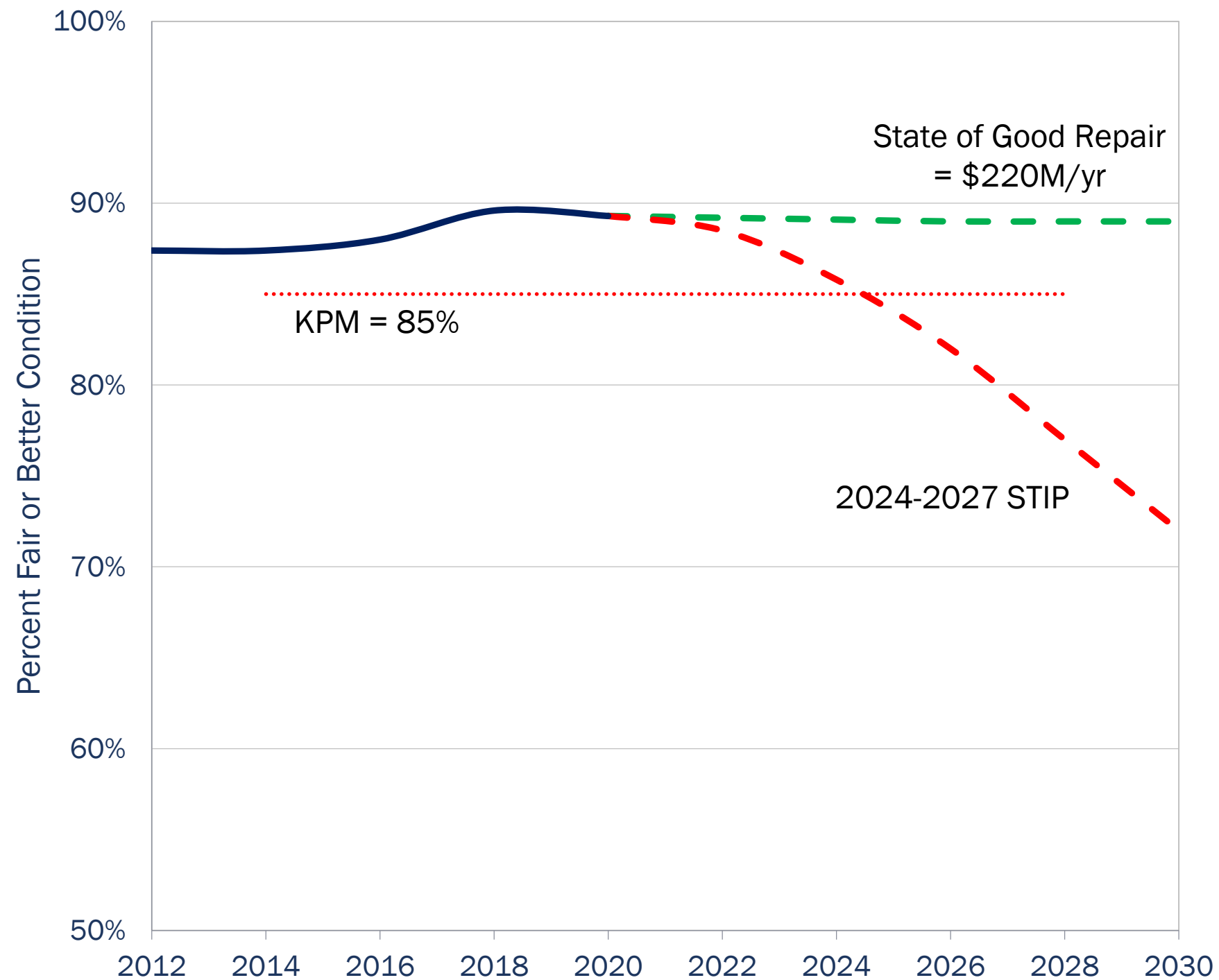


Culverts

\$50 million

# Pavement Impacts

- Pavement condition drops almost 20% by 2030.
- Communities along highways negatively impacted.
- Cost of vehicle ownership increases due to rough roads.



# Next Steps in STIP Development



Funding Allocation  
2020



Project Selection  
2021-2022

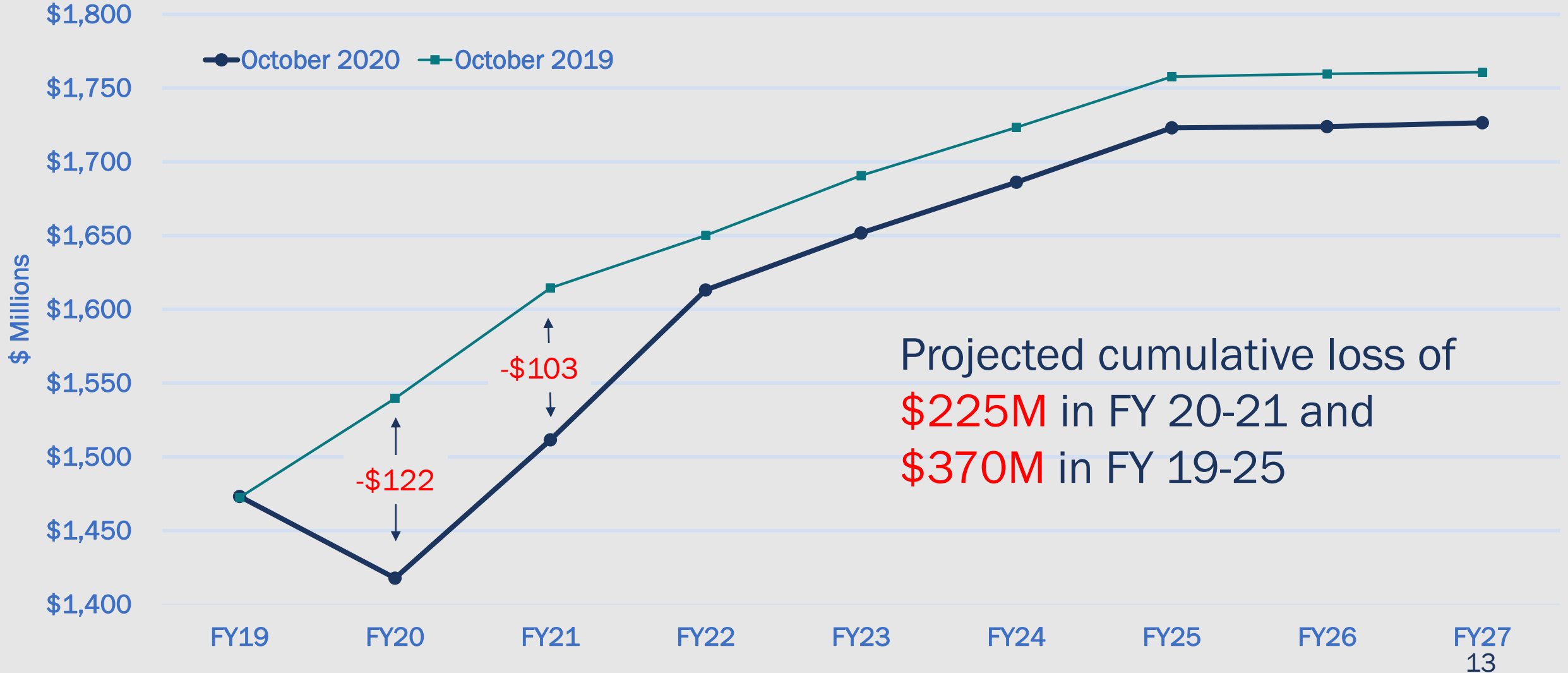


Public Review/Approval  
2023

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

# COVID-19 Federal Relief Funding

# State Highway Fund Gross Revenue Forecast Comparison





## Background

### Highways

- \$10 billion nationwide for highways
- \$124 million highway funding for Oregon
- Suballocation for large MPOs– Portland, Salem, Eugene
- Can be used for capital as well as operations and maintenance

### Transit

- \$14 billion nationwide for transit
- \$225 million in transit funding for Oregon, primarily for large urban providers

## ODOT's Proposed Allocation

- **Local Formula Funds:** \$25-30 million
- **Operations and Maintenance Costs:** \$35-45 million
- **ADA Ramps:** \$25-35 million
- **Targeted Investments:** \$10-20 million



## Local Formula Funding

- Legislation suballocates funding to Portland, Salem-Keizer and Eugene-Springfield metropolitan planning organizations (\$16.1 million)
- Complement with proportional amount (about \$10 million) distributed to counties, cities, and small MPOs through AOC/LOC federal fund sharing agreement formula
- Focus city/county funding on O&M



A worker in an orange safety suit is positioned on a blue aerial lift bucket, working on the steel framework of a bridge. The background is a dense forest of evergreen trees. The entire image has a blue tint.

# 2021 Legislative Session Priorities

# ODOT Legislative Priorities

- Wildfire cleanup
- DMV efficiencies & service
- Joint Committee on Transportation omnibus bill



## Other Issues

- Road usage charging- Road User Fee Task Force legislation
- Electric vehicles
- Broadband expansion



A worker in an orange safety suit and hard hat stands on a blue aerial lift platform, working on a steel bridge structure. The background is a dense forest of evergreen trees. The image has a blue tint.

# Federal Fund Exchange

# Two Parts of ODOT's Budget



## Transportation Projects & Programs

Dedicated federal and state funds for specific programs and projects

- Construction projects
- Grant programs



## Agency Operations

State Highway Fund dollars available to run the agency

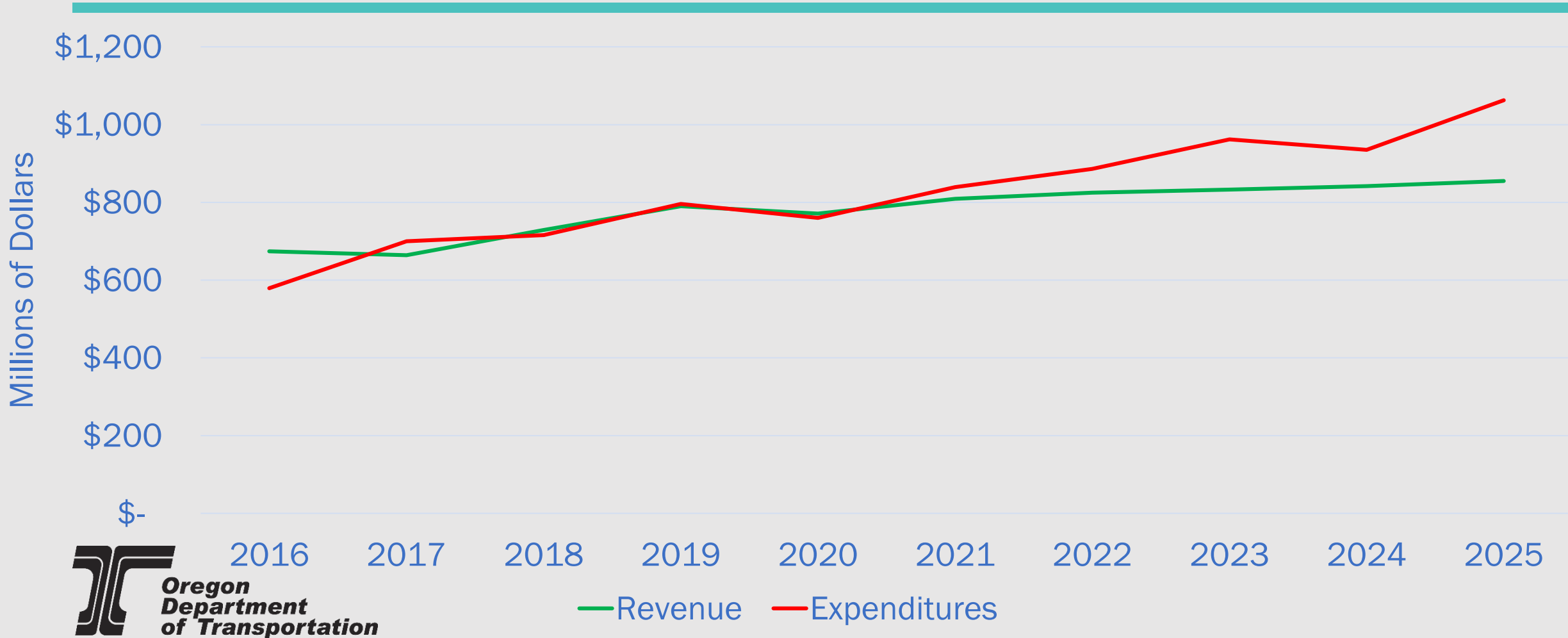
- Maintenance/operations
- Revenue collection
- Administration

**Costs are Rising Faster Than  
Available Revenue**



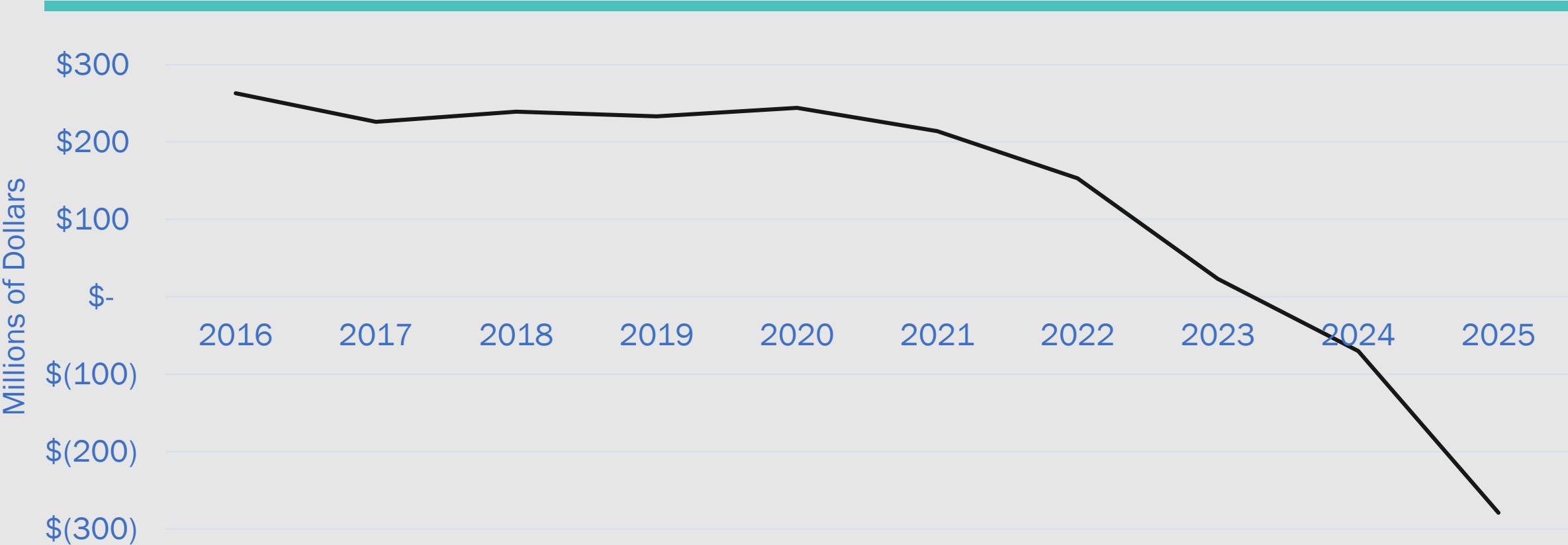
# ODOT State Highway Fund: Revenue Versus Expenditures

April 2020 Estimate



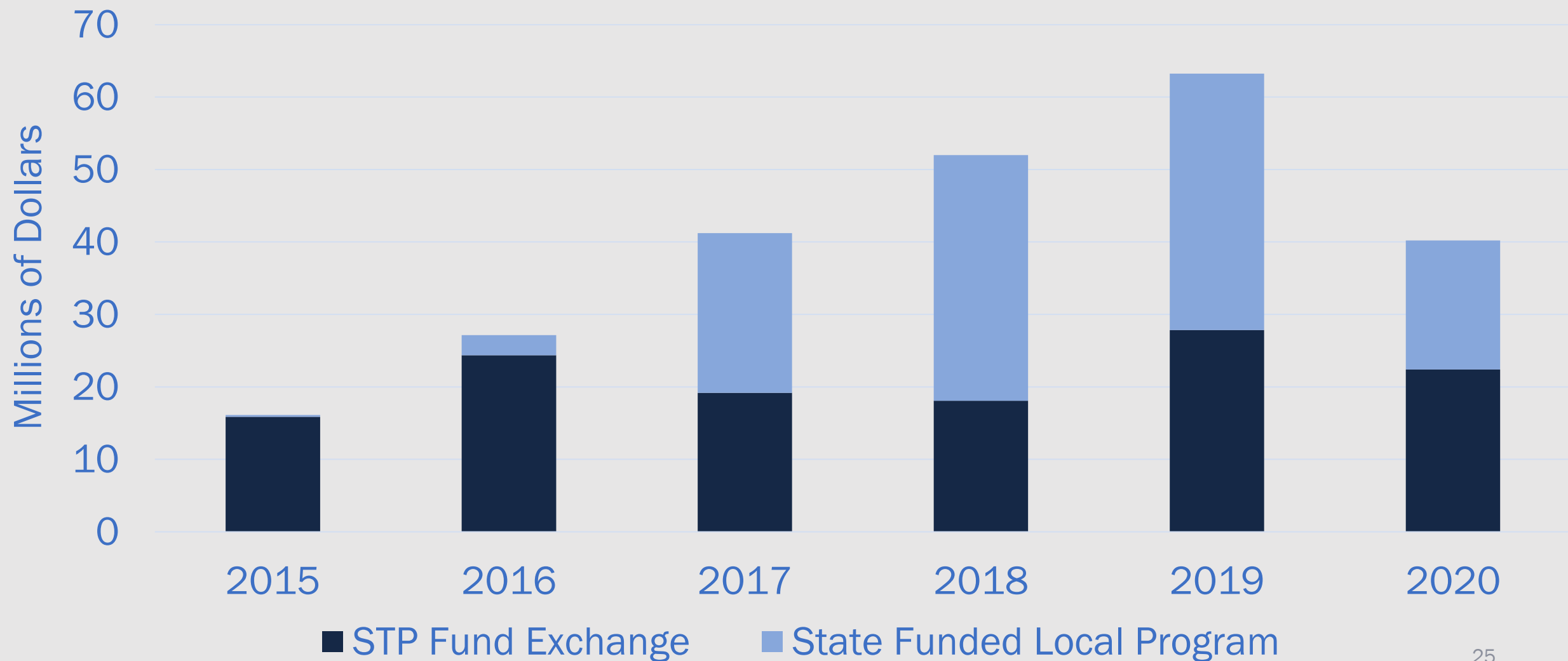
# State Highway Fund Balance

April 2020 Estimate



# ODOT Funds Exchanged with Local Agencies

Cities and counties have an additional \$55.3m in STP Fund Exchange balances available to exchange



# Changes to Fund Exchange Negotiated with AOC & LOC

## STP Fund Exchange

The STP fund exchange rate will drop from 94% to 90% in 2022, phased in with the 2 cent gas tax increase from HB 2017

## State Funded Local Program

For the 2021-2024 STIP, SFLP thresholds will go to \$5 million for bridge projects and to \$1 million for other projects (from \$5 million)



# Outcomes

- Maintains fund exchange for everyone (albeit at lower rate)
- Continues to exchange small safety/bike/ped projects that wouldn't make sense to federalize, but some slightly larger projects fall off the list
- Bridge projects continue to be exchanged
- Overall amount in SFLP doesn't change much, but ODOT saves money by shifting fund source
- Helps close ODOT's operational budget gap by more than \$150 million– with less than \$7 million direct impact to local governments
- Provides for opportunity to reopen and adjust in two years

