

An aerial photograph of a city street scene. A multi-lane road runs diagonally from the top left to the bottom right. A bridge crosses the road in the center. There are cars on the road, trees along the sidewalks, and a building with solar panels in the bottom right corner. The image has a blue tint.

STATE OF OREGON

State of Transportation

AGENDA

- Who are we?
- Opportunities for change
- Strategic Action Plan
- Legislative funding packages
- Adjusting to new realities
- Looking forward

In 1913, the State Highway Department was formed with the charge to "Get Oregon out of the mud."



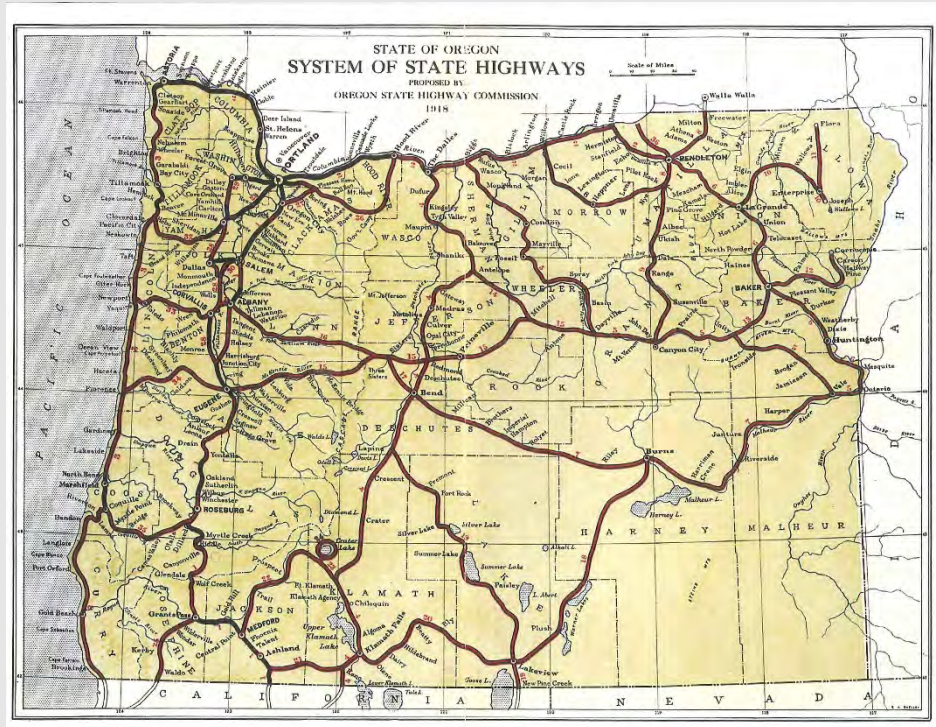


So we started to build.

#200

8-6-35

BUILDING OUT THE NETWORK



A BROAD PORTFOLIO



Public & Active Transportation

Building out a network of safe, accessible and welcoming infrastructure and services for people walking, biking and taking transit.



Regulatory and Revenue

Through DMV and Commerce and Compliance, ensuring the system is safe, standardized and sustainably funded.



Roadway

Maintaining and improving the state's roadway network to ensure people and goods can move freely across the state.



Rail and freight

Ensuring safety and improving the operations of our motor carrier and rail freight network.

WE SEE AN ARRAY OF NEW OPPORTUNITIES TO MODERNIZE THE TRANSPORTATION SYSTEM

INNOVATING TO ADDRESS CONGESTION

- Congestion is growing
 - State population has increased 25% over the last twenty years and vehicle miles traveled increased by 12%
 - State highway lane miles increased by less than 1% over that time
- You can't build your way out of congestion
- Congestion pricing



INCREASING EQUITY IN SYSTEM

- Under-served populations have been negatively impacted by transportation projects and have often been excluded from their benefits.
- Solutions
 - Bringing new people to the table
 - More community outreach
 - Contracts to historically disadvantaged firms
 - Local voices included in project design from the beginning



REDUCING HARMS OF TRANSPORTATION SYSTEM

- The current transportation system has negative externalities
 - Carbon emissions
 - Reduced air quality
 - Avoidable deaths and injuries for users and workers
- Investing to correct those issues
 - EV infrastructure to encourage rapid adoption
 - Active and transit investments for mode and behavior change
 - Safety improvements to reduce risk



STRENGTHENING THE RESILIENCY OF THE SYSTEM


- The stability of the system is at risk
- New roads and bridges are designed to withstand what the future will throw at them



DEVELOPING SUSTAINABLE FUNDING MECHANISMS

- Traditional funding sources are on track to decline
 - State gas tax
 - Federal gas tax
 - Increased system needs
- We're ready to adjust with the support of our partners
 - Congestion pricing
 - Road usage fees





A strategic action plan to
move the agency forward



OUR STRATEGIC PRIORITIES

- Equity
- Modern Transportation System
- Sufficient and Reliable Funding



STRATEGIC ACTION PLAN

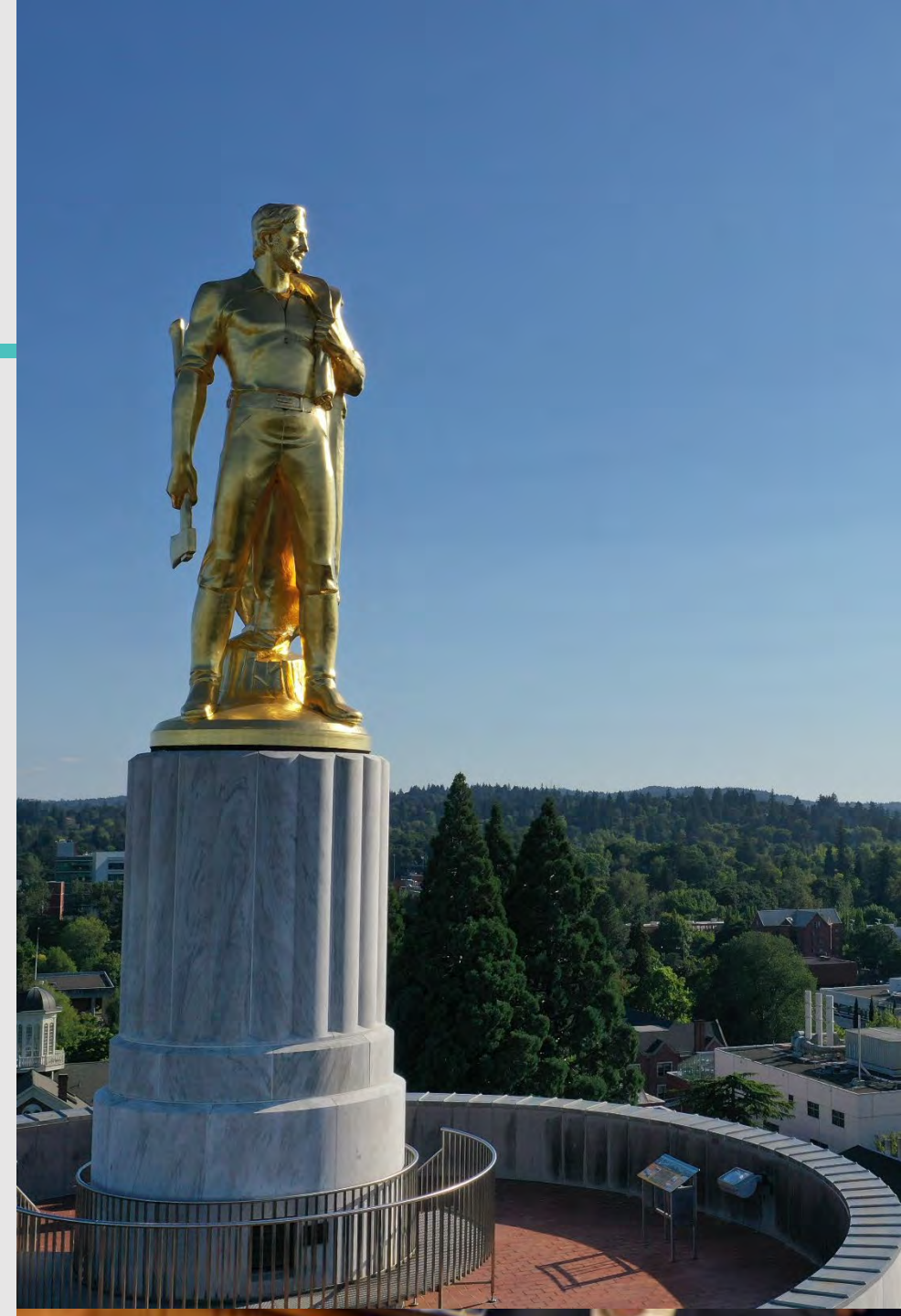
- Increase our workforce diversity
- Implement a social equity engagement framework
- Reduce our carbon footprint
- Electrify Oregon's transportation system
- Improve access to active and public transportation
- Reduce congestion in the Portland region
- More dollars to black, indigenous, people of color and women-owned businesses
- Implement transformative technologies
- Implement large-scale road usage charging
- Achieve sufficient funding

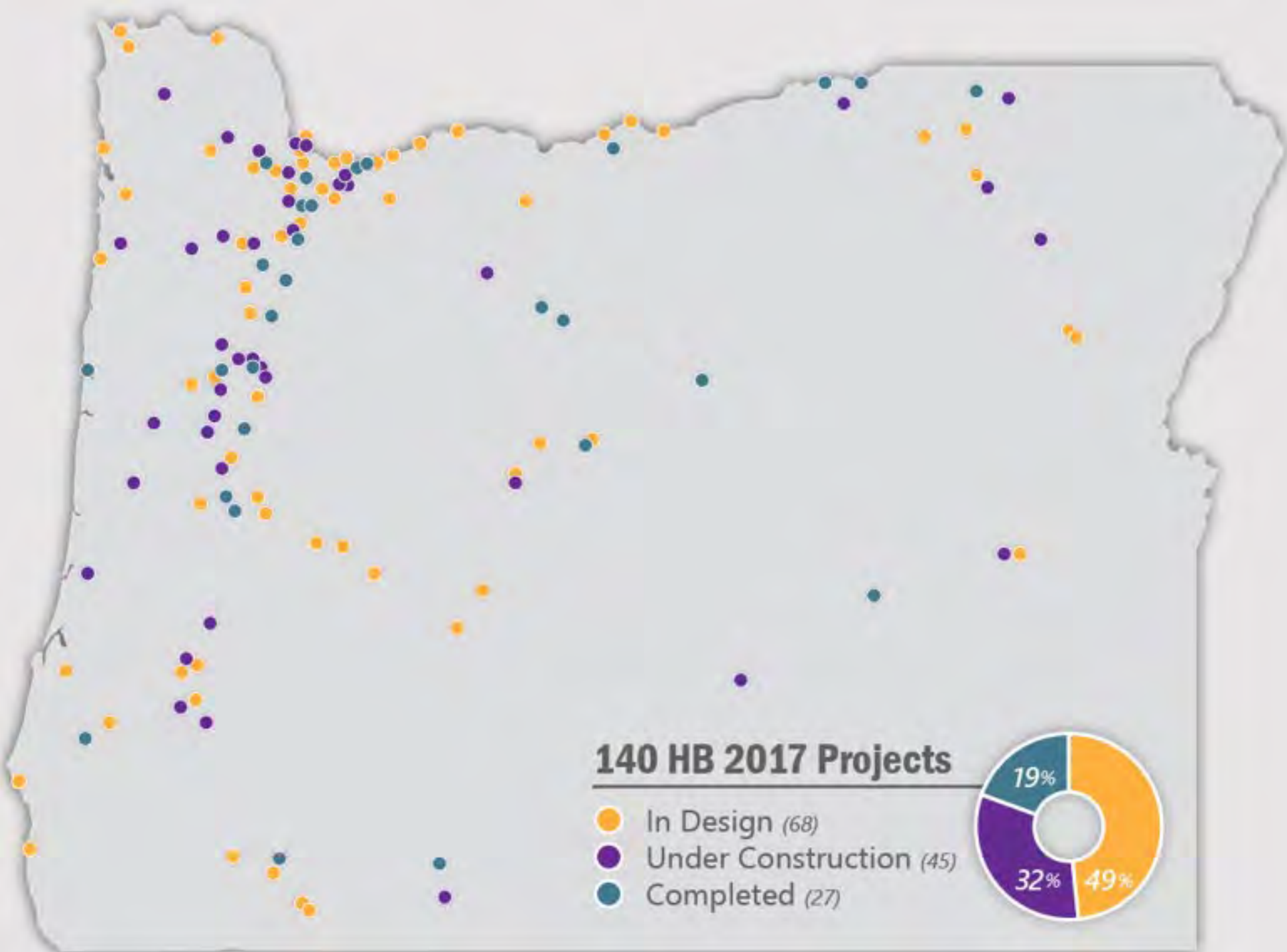


**OUR MULTIFACETED APPROACH IS NOW
CLOSER TO REALITY WITH ADDITIONAL
FUNDING**

HB 2017 FUNDING PACKAGE

- Congestion relief in the Portland metro area
- Projects across the state
- Statewide public transportation
- Safe Routes to School and bicycle paths
- Local funding
- Connect Oregon





URBAN MOBILITY STRATEGY



FEDERAL INFRASTRUCTURE INVESTMENTS



ACTIVE TRANSPORTATION

\$30 Million

in additional funds
for bicycle and
pedestrian projects.



BRIDGES

\$268 Million

to invest
in repairing and
replacing aging
bridges.



EV CHARGING INFRASTRUCTURE

\$52 Million

to construct new
electric vehicle
charging stations
across Oregon.



RESILIENCE

\$94 Million

to increase the
transportation system's
resilience to earthquakes,
natural disasters and
adapt to climate change.



SAFETY

\$45 Million

in additional funds
to invest in improving
transportation safety
for all users.

FEDERAL INFRASTRUCTURE INVESTMENTS



TRANSIT

\$200 Million

in additional formula funding, plus grants to upgrade fleets and invest in zero and low emission vehicles.



PASSENGER RAIL

Historic investment

ODOT will pursue competitive grant funding to make improvements to Amtrak Cascades.



CARBON REDUCTION

\$82 Million

to invest in projects that reduce greenhouse gas emissions.



DISCRETIONARY GRANTS

\$100 Billion

in new funding distributed through grant programs administered by the federal government.

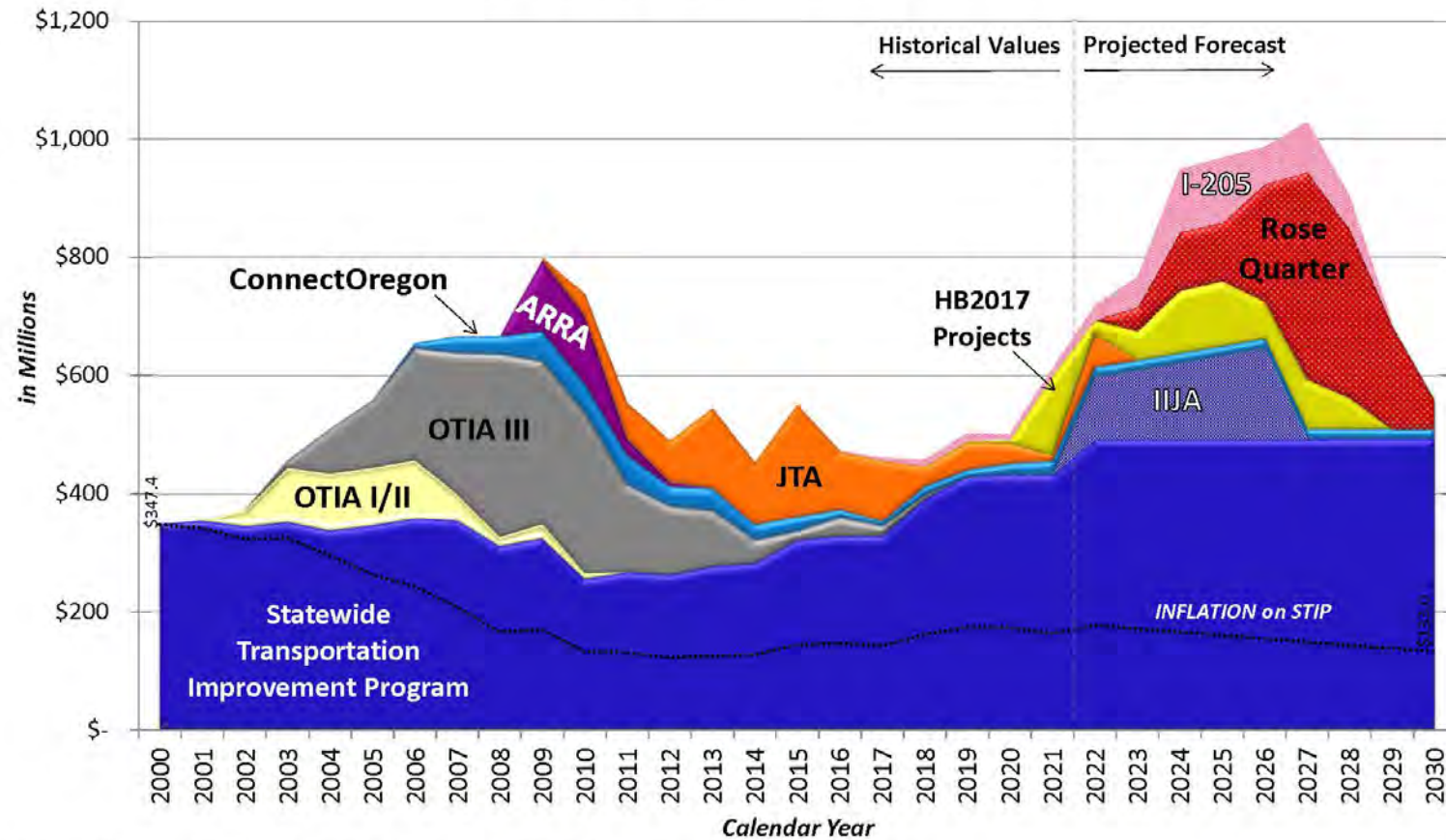


LOCAL PRIORITIES

Over \$200 Million

for local governments to invest in community priorities.

ODOT Construction Programs



Delivery & Operations Budget Office - Revised 01/20/22 (actuals through December 31, 2021)



LIMITATIONS OF FUNDING PACKAGES

- Rarely include funding for maintenance
- Funding is increasingly directed to specific projects or categories
- Difficult to spin up staffing to handle additional work

ADJUSTING TO NEW REALITIES

PANDEMIC IMPACTS ON THE SYSTEM

- Huge changes to how we all get around
- But people, and goods, continue to travel and at great volumes





PANDEMIC IMPACTS ON ODOT AND PARTNERS

- Our crews and partners kept the system operating, during extraordinary disruptions
- Hiring challenges as we emerge
- Permanent changes to how we work



CLIMATE CHANGE IS A REAL CONCERN

- Getting more out of what we have
- Reducing VMT through better transportation options
- Building out EV infrastructure
- Reducing our own impacts
- Aligning our efforts with other state agencies

ALIGNMENT AT STATE AND FEDERAL LEVELS

- “The answer is not always to have bigger, wider roads. Sometimes when you do that, you just get more cars and more congestion. But it really depends on where you are. Sometimes the road legitimately needs to be expanded. This is the United States of America. We will be relying on cars for as long as we live in some way, shape or form. But that doesn’t mean it always has to look like the fifties. We can have more alternatives. Better public transit. Better active transportation. And when you are in a car, we can make sure that it’s cleaner. All of that together is a big part of the climate solution.”

US DOT Secretary Buttigieg, NPR 1/25/2022

WHAT DOES THE FUTURE LOOK LIKE?

- Congestion managed in metro areas
- Widespread EV adoption reduces carbon emissions and improves air quality
- Lifeline routes are upgraded to be ready for the Cascadia earthquake
- Investments in transit and infrastructure for walking and biking encourage Oregonians to make more sustainable travel choices
- Sufficient and reliable funding ensures our network is maintained
- People and goods are able to travel freely, efficiently and sustainably contributing to a thriving economy





OUR COMMITMENT

- We create options to get people and things where they need to go – reliably, safely, efficiently
- We serve all users of the system – individuals, families, businesses, communities, economies
- We build and maintain a system that meets our need now and into the future

CONNECT WITH US



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transportation



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