

# ODOT Capital Investment Plan

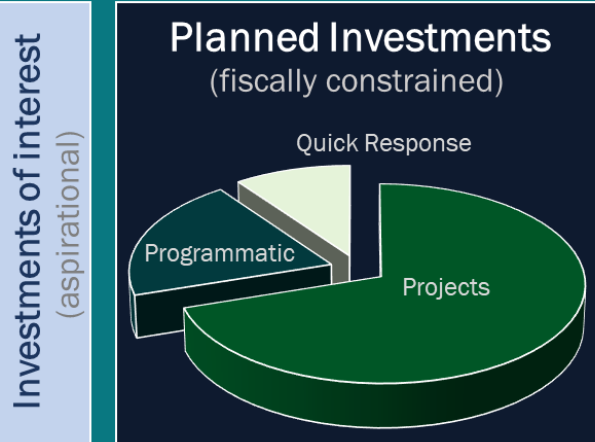
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Senate Committee on Transportation  
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# ODOT Capital Investment Plan

Total Need



- **Projects:** Preservation, enhance, bike-ped, etc
- **Programmatic / Lump Sum:** O&M, transit, safety, etc.
- **Quick Response:** Safety, emergency management, etc.

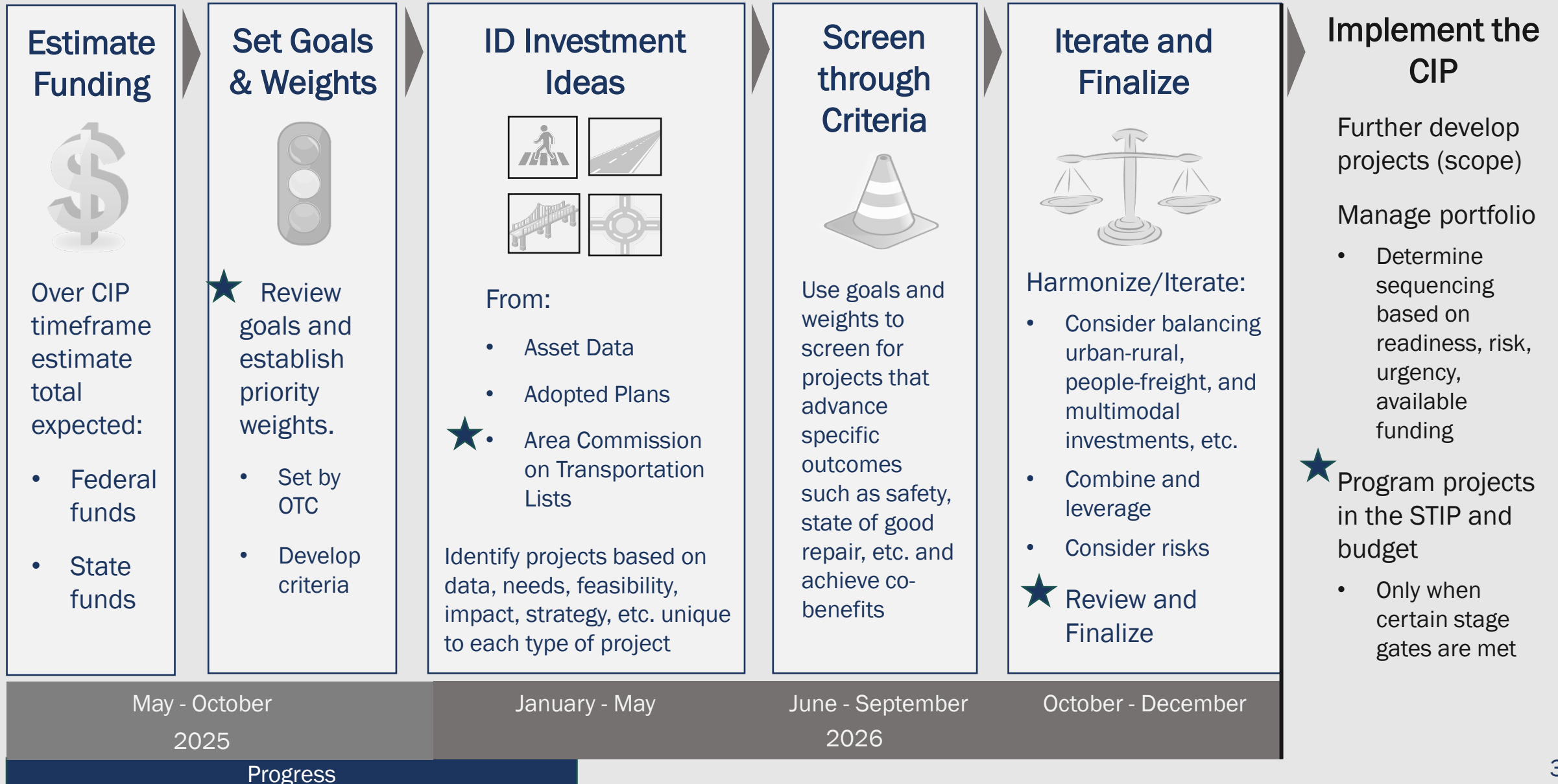
## Benefits of Transitioning to CIP

- Ability to see ODOT's comprehensive investments
- Focusing on investments that advance desired outcomes
- Increased transparency on how an idea becomes a project
- More accurate project cost estimates
- Better portfolio management from planning through construction
- Affirmed by 2024 ODOT Strategic Review and 2025 Oregon Legislature Managerial Review

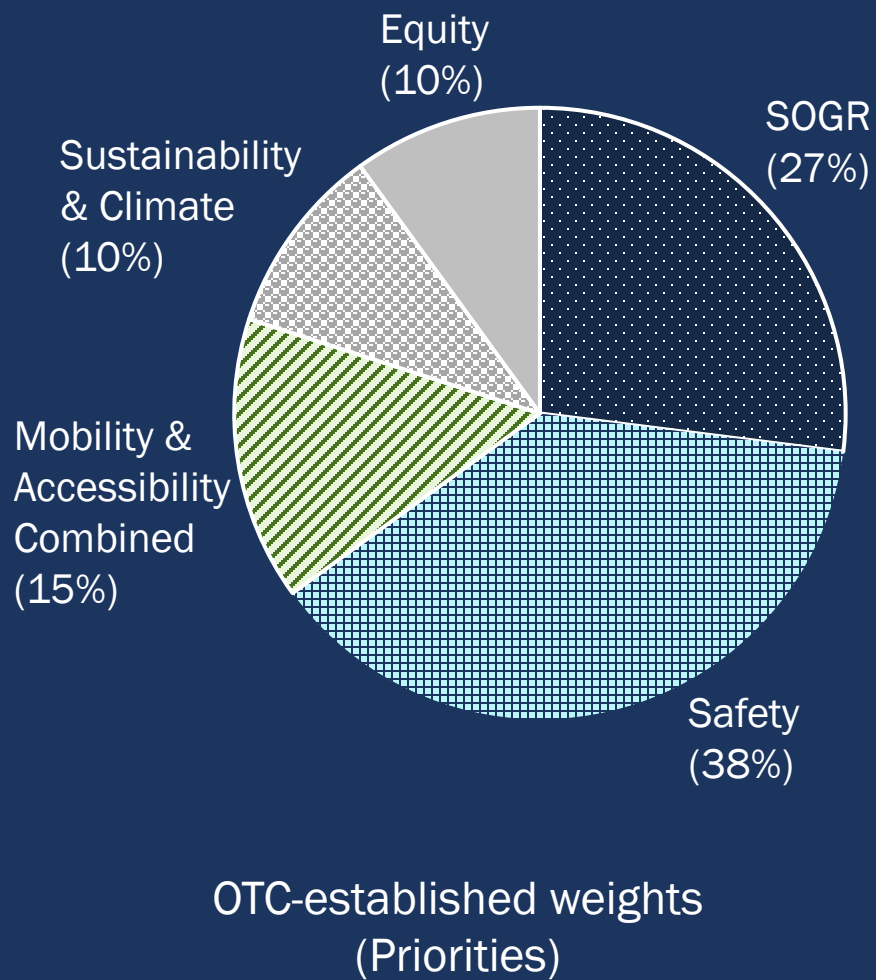
## Establishing a New Process

- Held multiple peer exchanges to learn from other states
- Met with partners to understand interest and needs
- Determined how to blend old and new processes (e.g. STIP)
- Will be iterative and improve over time

# How is the CIP being developed?



# Screening and Prioritizing Investments



## Draft Criteria

Goal	Indicators
Safety	Hotspots
	Crash Reduction Factor
	Systemic Risk Factors
Stewardship	Pavement Condition Improvement
	Bridge Condition Improvement
	Other Asset Improvement
Climate and Sustainability	Reduce Greenhouse Gas Emissions
	Reduce Air Pollution

Goal	Indicators
Mobility and Access	Freight Bottleneck
	Travel Time Reliability
	Transit Travel Time Reliability
	Access to Transit
	Critical Bike Ped Connection
Equity	Bike Ped Improvement
	Benefits to Transportation-Disadvantaged Communities

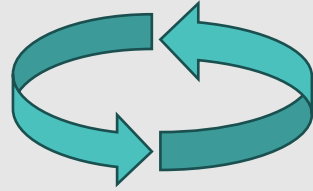
# ODOT and OTC Commitments for the CIP

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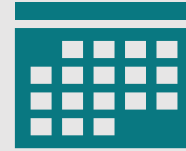
## Accountability

- Transparency of process, methods, criteria, and results
- Risk and cost analysis at stage gates
- Unique processes and stage gates for mega projects



## CIP & STIP Integration

- Transition in the current 2027-2030 STIP; more phasing
- Any project in STIP must come from CIP



## Planning & Updates

- First CIP by December 2026
- Lessons learned report in 2027
- CIP updated each year
- Goals and weights reviewed every 3 - 5 years



## Public Engagement

- Opportunities for input:
  1. Setting goals and weights
  2. Identifying potential projects to score
  3. Project review and finalization
  4. Projects programmed into STIP

# Considerations in Legislating a CIP



- Spending targets cannot be set by outcome/goal, as identified in the draft legislation, because Oregon must comply with state and federal laws that direct certain funding sources to specific uses (e.g., pavement).
  - In the current CIP process, outcome priorities used to filter and rank projects.
- Meeting the commitment of finalizing the CIP by the end of the year is an aggressive timeline; unplanned work would create delays.
  - Rulemaking would add work and reset completed tasks
    - In addition, the rigidity of rulemaking this early-on could be problematic, as other states have noted that flexibility is key in initial iterations
  - Creating, structuring and orienting a new oversight committee would take time and be contrary to roles of partners already identified
    - Area Commissions on Transportation (comprised of local elected officials and modal representatives) and the Oregon Transportation Commission have set oversight and contribution roles in the current CIP process.



# Thank You.

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