

2027-2030 STIP and Great Streets 2.0

Presentation to Area Commissions on Transportation

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Statewide Transportation Improvement Program (STIP)

What is the STIP? Capital Program Funds

Federal (FHWA & FTA) & State Funds

Construction Projects on State & Local Roads

Public & Active Transportation Programs & Projects

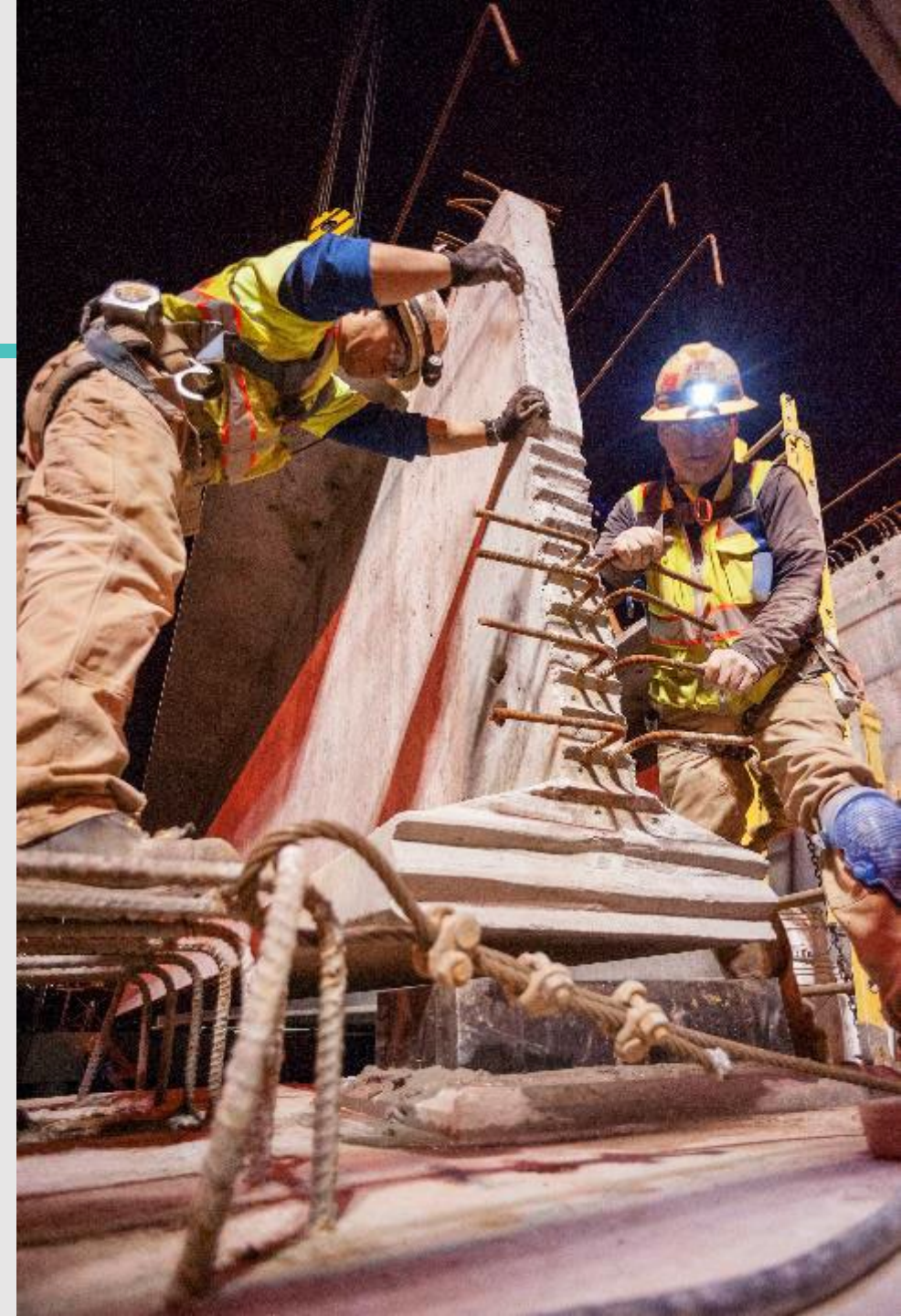
What is NOT in the STIP?

Maintaining & Operating State Highways

State Highway Fund to Cities & Counties

Revenue & Administrative Functions

State-Funded Multimodal Grant Programs: STIF/CO



STIP Funding Categories

FIX-IT

Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)

SAFETY

Projects focused on reducing fatal and serious injury crashes

PUBLIC AND ACTIVE TRANSPORTATION

Bicycle, pedestrian, public transportation and transportation options

LOCAL GOVERNMENT PROGRAMS

Funding to cities, counties, and others for priority projects

ADA CURB RAMP DELIVERY PROGRAM

Curb ramp construction for accessible sidewalks

OTHER FUNCTIONS

Workforce development, planning, data collection and other programs using federal money

UNALLOCATED / FLEXIBLE

Discretionary funds approved by the OTC

Public Feedback to Inform Allocation



- Strong support for Fix-It investments statewide, especially in rural areas
- Strong support for Public and Active Transportation investments, especially in urban areas
- Positive feedback on Great Streets to address multiple, community or corridor needs at once
- Support for comprehensive safety improvements
- Interest in investing in climate and environmental projects
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

OTC Allocation

Category	2021-2024 STIP	2024-2027 STIP	2027-2030 STIP
Fix-it	1,024,937,739	1,004,248,351	640,053,025
Public and Active Trans. (PAT)	750,000,000	800,000,000	583,824,096
ADA	90,500,000	310,660,686	625,000,000
Local	534,583,562	535,732,694	461,898,337
Safety	174,207,738	189,728,305	177,472,200
Enhance	711,580,261	200,000,000	-
Other	274,800,989	317,290,521	387,614,693
Unallocated	Distributed above	Distributed above	70,571,954
Total	3,560,610,289	3,357,660,557	2,946,434,305

Major Changes in the 2027-2030 STIP

- 40% reduction in Fix-It finding
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs like Elderly and Disabled
- Even with these major reductions, only able to maximize \$70M in unallocated funds

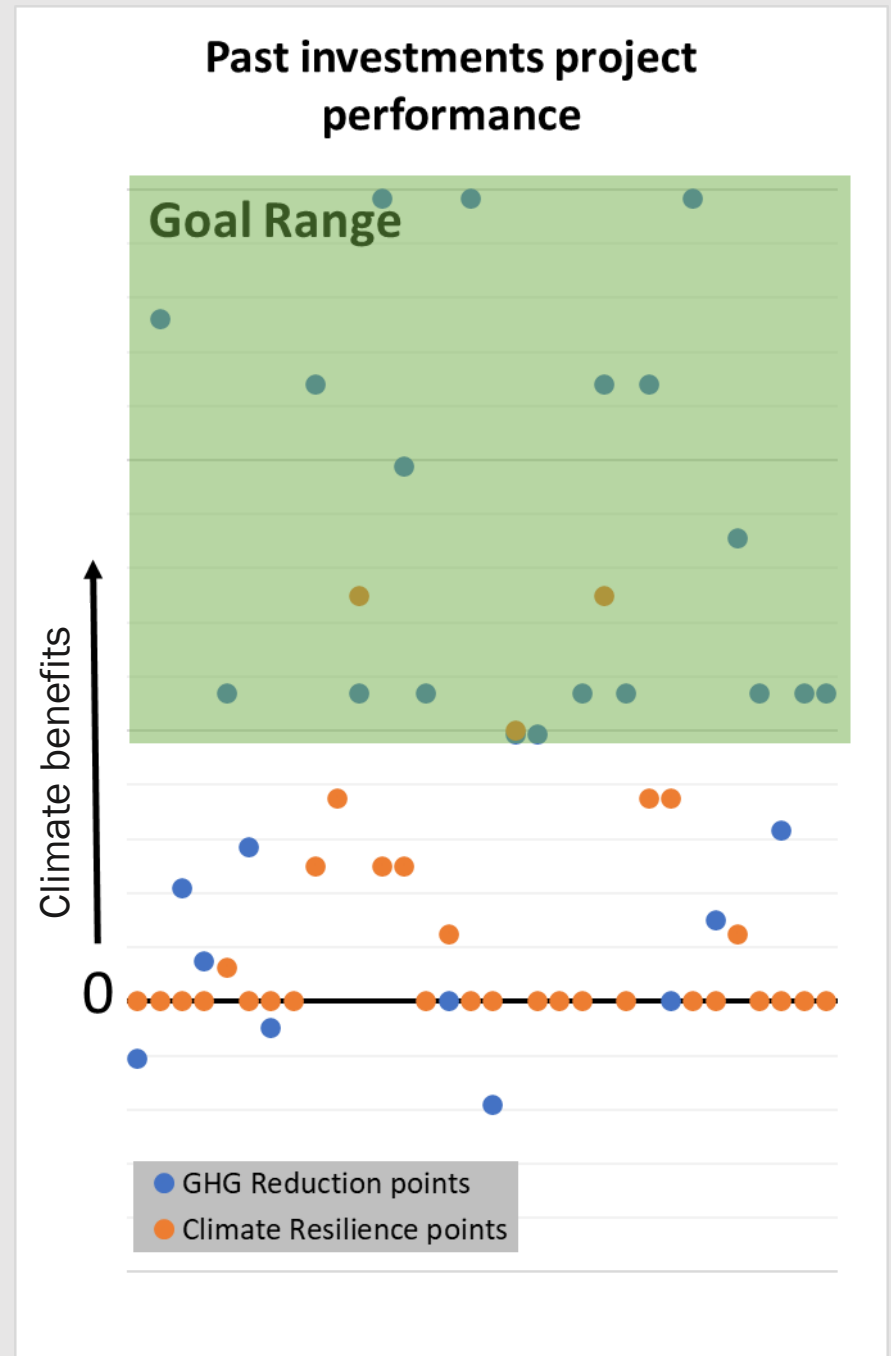
Projected Outcomes of 27-30 Funds

- Only paving interstates in this timeframe
- More bridges will be load rated
- Unable to address remaining bike/walk gaps
- Significant reduction in asset maintenance and preservation across all modes
- Reactive vs proactive investments



27-30 STIP: Work to Further Key Outcomes

- Ensuring climate, safety and equity lenses are applied
 - Creating processes and measuring to assure accountability to these outcomes
 - Reducing GHG emissions
 - Using cleaner materials and fuels in construction
 - Addressing the most unsafe locations
 - Supporting access to low cost transportation options, jobs, and services



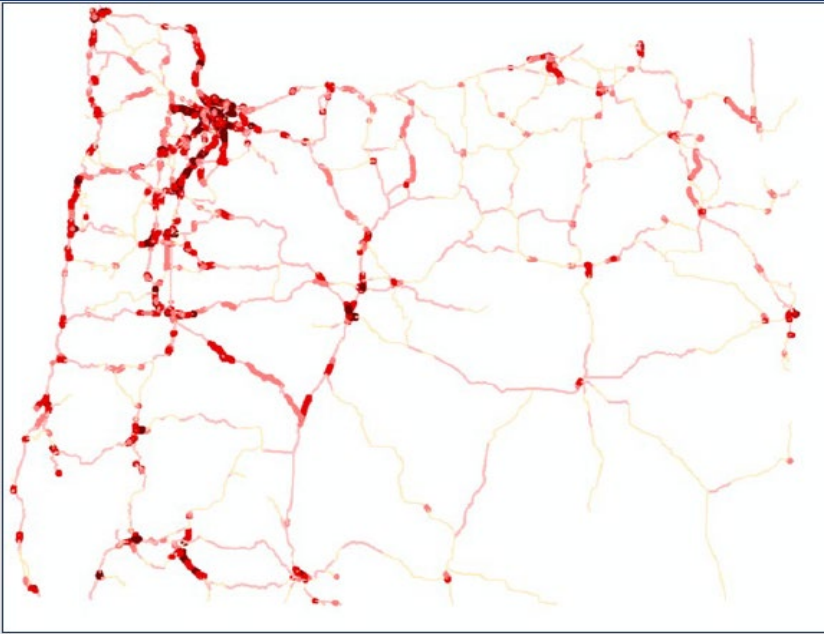
Unallocated: \$70M for "Great Streets 2.0"

Strategic funding to advance safety, climate and equity outcomes in a corridor or community

- **Builds** from past programs like STIP Leverage and evolves Great Streets to maximize dollars and support communities and holistic needs.
- **Opportunity** for complementary investments and save on overall costs
 - ADA updates
 - ARTS investments



Identify Opportunities to Address Multiple Needs



Be strategic: identify locations where multiple *top* priorities overlap

- Safety needs and risks
- Bicycle and Pedestrian needs
- Areas of high disparity (based on age, disability, income, race, etc)
- Climate adaptation and seismic
- Climate mitigation and electrification
- Operations (e.g. ITS) and preservation
- And other data layers



For example, while adding a curb ramp, may:

- Add an enhanced pedestrian crossing
- Restripe for safety or bikeways
- Fill in missing sidewalks

Investment Considerations

Eligibility

- Is an identified “hot spot” area
- Leverages other dollars

Potential Criteria

- Advances one or more: safety, equity, climate
- Has community support
- Meets project readiness threshold
- Is within cost limits
- Other potential project benefits

Strategic Outcomes

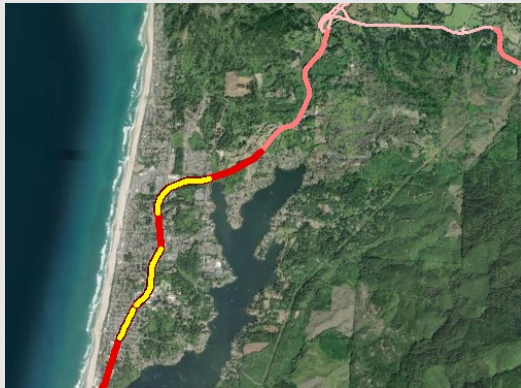
Program Principles

- Identify where top priorities overlap across different program areas
- Advance safety, equity and/or climate outcomes
- Identify investment opportunities in urban and rural areas
- Recognize funding is limited and final projects selected may not cover all areas
- Leverage investments by addressing multiple needs at once, leading to efficiency and cost savings

Questions:

- As we operationalize these principles, what do we need to consider?
- Any thoughts on criteria or other considerations when selecting Great Streets 2.0 investments?

Next Steps



Hot spot mapping

Overlay multiple management systems to identify top priorities



Review and refine

Review 'hottest' locations to ensure correct sites were identified and iterate as needed



Narrow projects

Review hot spot opportunities with partners; apply criteria for GS 2.0 and reduce project list



Scope & select

Conduct desk and field scoping to refine criteria scores; prioritize; and select

Additional
Thoughts?

