

2024-2027 Statewide Transportation Improvement Program



East Multnomah County Transportation Committee

July 12, 2021



2024-27 STIP Funding Allocations

Category	24-27 STIP	21-24 STIP
Fix-It	\$800m	\$850m
Public & Active Transportation	\$255m	\$158m
Enhance Highway	<i>\$65m</i>	\$687m
Safety	\$147m	\$147m
Local Programs	\$404.5m	\$406m
ADA	\$170m	--
Other Functions	\$161.4m	\$159m
Total	\$2.1 billion	\$2.4 billion



Enhance Highway Discretionary Program

- **\$65M highway operational enhancements** in 24-27 STIP
 - **30%** dedicated to rural areas (outside MPOs)
 - Improve **congestion** or **freight** conditions
 - Benefit safety, accessibility, equity and/or climate outcomes
 - Communication with ACTs, MPOs, other stakeholders
 - Projects that **leverage matching funds** may have advantage



Schedule

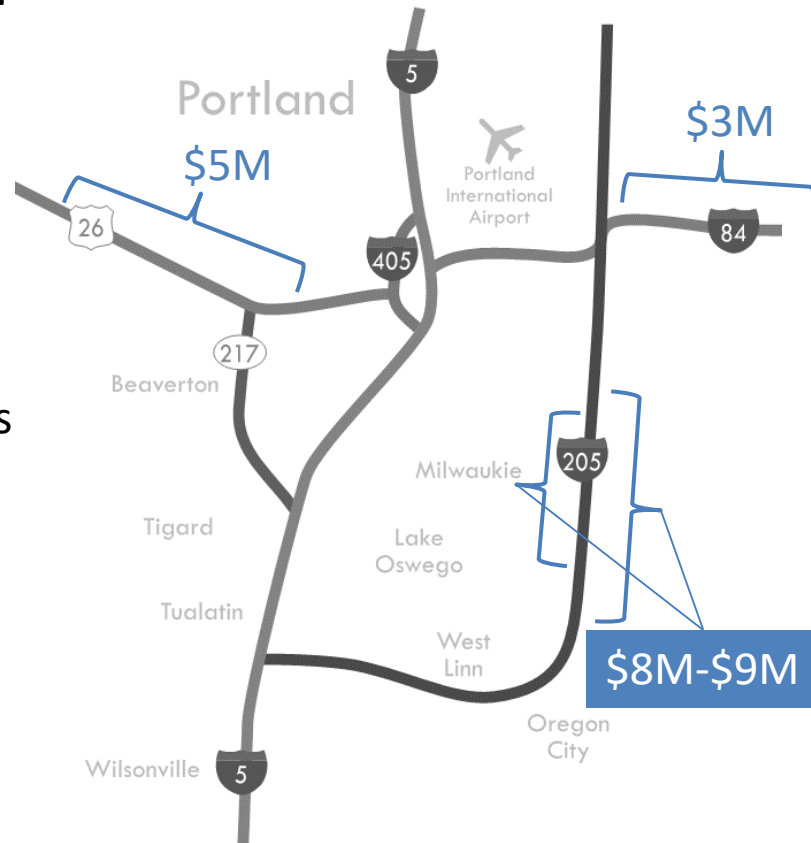
Process Step	Timeframe
★ ODOT seeks input from ACTs, MPOs on possible projects	June - August
Proposals due from ODOT staff	End of August
ODOT will generate a draft project list totaling about \$80 million	Early September
Project scoping and GHG analysis	September-November
Input from ACTs, MPOs on scoped projects	December-January 2022
Final project list totaling \$65 million	February-March 2022



Concepts for Consideration - Regional

Additional Active Traffic Management opportunities

- **Location: I-84 WB (Troutdale to I-205)**
I-205 NB (82nd Dr to Flavel St)
I-205 SB (Johnson Creek Blvd to OR 212)
US 26 WB (Sylvan to Cornelius Pass Rd)
- **Need:** Freeway segments identified experience frequent rear-end crashes, unreliable travel times and unsafe stop-and-go traffic during peak periods
- **Improvements/benefits:** Add queue warning, variable message and variable advisory speed signs
 - Reduce rear-end crashes
 - Manage congestion
 - Provide more uniform speeds
 - Improve travel time reliability

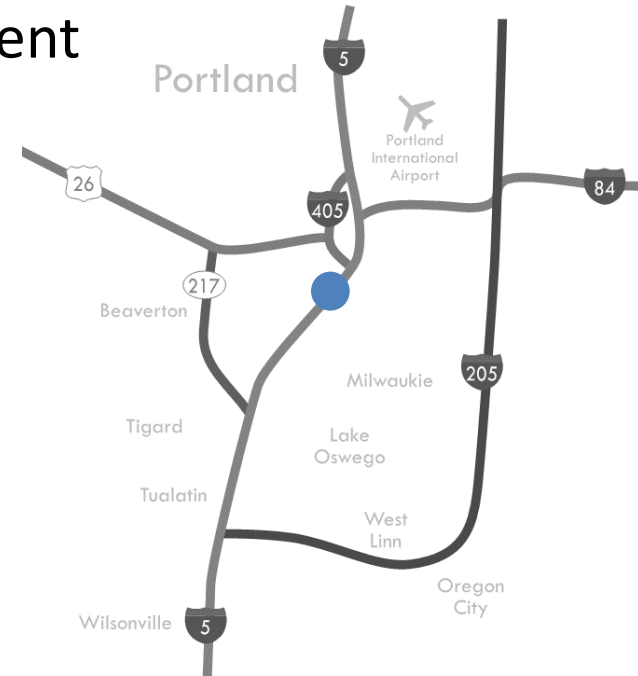




Concepts for Consideration – Multnomah County

I-5 NB at Corbett Ave: Active Traffic Management

- **Location and Need:** Two closely spaced left side exits may create driver confusion and creates additional friction in a congestion bottleneck
- **Improvements/Benefits:**
 - Reduce driver confusion with dynamic advanced directional signage
 - Reduce collisions by directing drivers to position in the correct lane further upstream of exits
 - Reduce friction and improve travel time reliability
- **Cost:** \$1M using planned ATM network variable advisory speed signs



ODOTregion1stip.org

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