

Draft 2024-2027 STIP Update

EMCTC

April 17, 2023

Presentation Content

- STIP overview
- Funding categories and amounts
- Public review process
- Region 1 draft list
 - Selection criteria
 - Overview
 - Specific projects by category

What is the STIP?

Capital Program Funds

Federal and State Funds

Construction projects for the highway system

Public and active transportation projects

What is NOT in the STIP

**State-Funded
Multimodal
Grant Programs**

**Maintaining
and Operating
the System**

**Revenue/
Administrative
Functions**

Three Phases of '24-'27 STIP Development



Funding Allocation
2020



Project Selection
2021-2022



**Public Review/
Approval**
2023

Investments in the '24-'27 STIP

- More than \$3 billion in total state and federal resources
- Significant infusions from both HB 2017 and federal infrastructure bill
- Major investment of federal and state funding in bridges
- Significant increase in funding for public and active transportation
- Increased funding for safety
- Greater investments in local government programs
- Investment in ADA curb ramps



2024 – 2027 STIP Program Funding Categories

FIX-IT

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

SAFETY

Projects focused on reducing fatal and serious injury crashes on Oregon’s roads

ENHANCE HIGHWAY

Highway projects that expand or enhance the state highway system

PUBLIC AND ACTIVE TRANSPORTATION

Bicycle, pedestrian, public transportation and transportation options projects & programs

LOCAL GOVERNMENT PROGRAMS

Funding to cities, counties, and others for priority projects

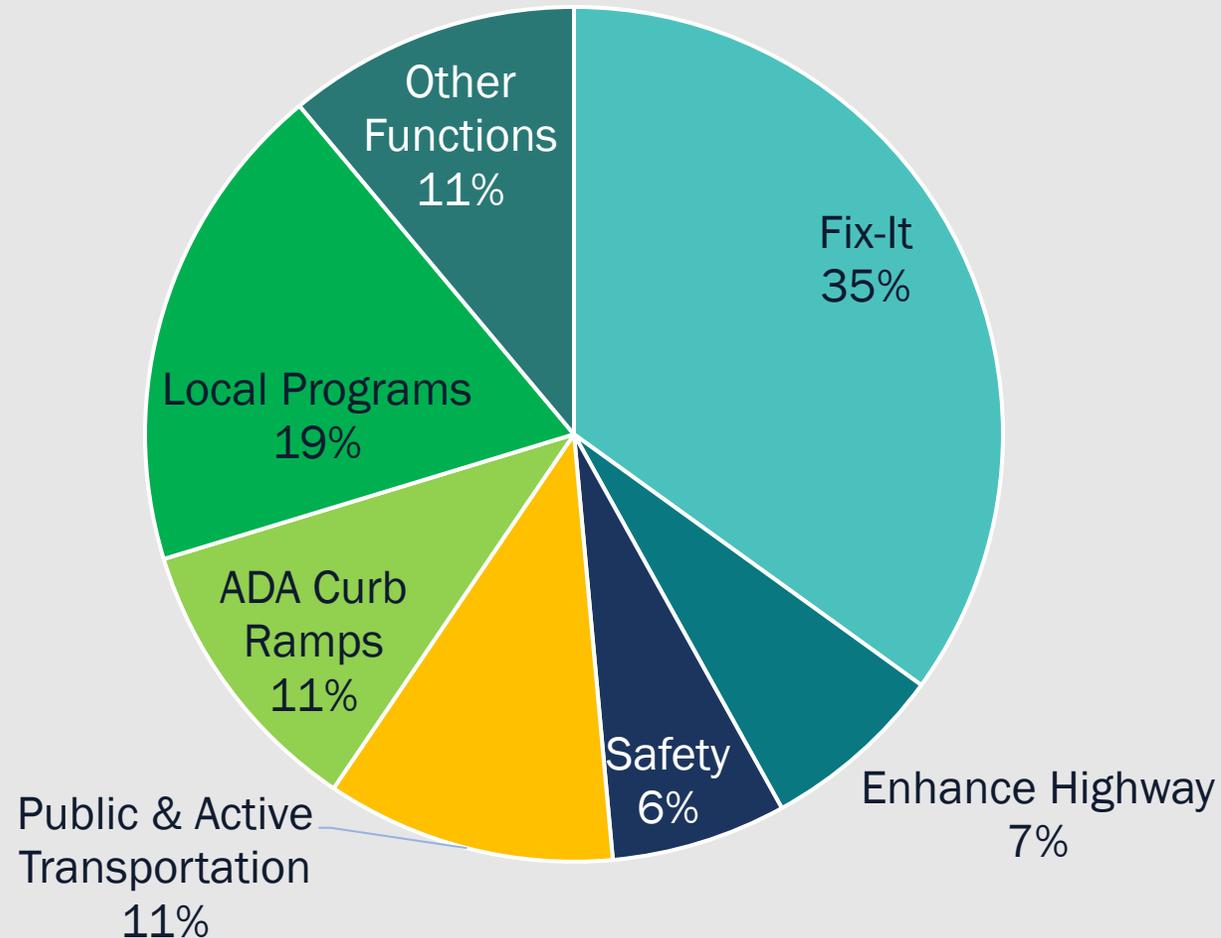
ADA CURB RAMPS

Construction of curb ramps to make sidewalks accessible for people experiencing a disability

OTHER FUNCTIONS

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

Draft 2024-2027 STIP Funding by Category



Public engagement process

- Summer 2021: R1 shares draft 150% list
- Summer 2022: R1 shares draft 100% list
- Spring 2023: Public comment opportunities statewide on draft STIP
- Summer 2023: OTC adopts 24-27 STIP



Public review – March & April ‘23

- OTC commenced public comment for draft 24-27 STIP on March 9
- Program-level public comment process focused on gathering input on potential impacts of projects
 - Website, Online open house, Public comment webinar
- Region 1 staff are visiting regional committees to gather comments
- Three in person events in R1



STIP Open Houses

- Monday, April 3, 4:30-6:00pm
 - Clack Co Development Services Bldg
 - in coordination with the ACT meeting
- Saturday, April 8, 11am – 1pm
 - Beaverton Library
 - in conjunction with Farmers Market
- Tuesday, April 25, 4:30 – 6:30 pm
 - at the Hood River Ty Taylor Fire Station



STIP WEBSITES

Online open house:

- <https://odotopenhouse.org/or-draft-stip>

Info on past, current and future STIPs

- <https://www.oregon.gov/odot/STIP/Pages/About.aspx>
- <https://www.oregon.gov/ODOT/Regions/Pages/Region-1-STIP.aspx>



Key Questions for Public Input

- What impact could a proposed project have on the community, for good or for bad?
- How can we mitigate potential negative impacts of a proposed project and ensure the project meets community needs?

Region 1 Draft 100% List

As of February 2023

| Category | Amount |
|---------------|----------------------|
| ADA | \$164.4 m |
| Bridge | \$311.3 m |
| ARTS | \$41.7 m |
| Ped Bike | \$27.5 m |
| Preservation | \$22.1 m |
| Operations | \$25.8 m |
| Enhance | \$15.9 m |
| Various other | \$21.5 m |
| Total | \$630 million |



Project Selection Factors

- Engineering and data analysis (particularly for Fix-It and Safety projects)
- Impacts on multimodal accessibility, greenhouse gas emissions and equity
- Stakeholder input
- Some program funds are allocated statewide (Bridge) others are regionally selected (Operations)
- The draft list and funding amounts will continue to evolve



Themes of R1 STIP funding

- 75% of funds going to ADA and Bridges
- Of the remaining \$154M
 - ~30 projects and buckets focused on safety = \$97M
- Investments in urban arterials, almost half of non-ADA/Bridge
 - 10 projects on ODOT facilities = \$37M
 - Plus 82nd Ave = \$13.4M
 - 8 local ARTS projects = \$22M



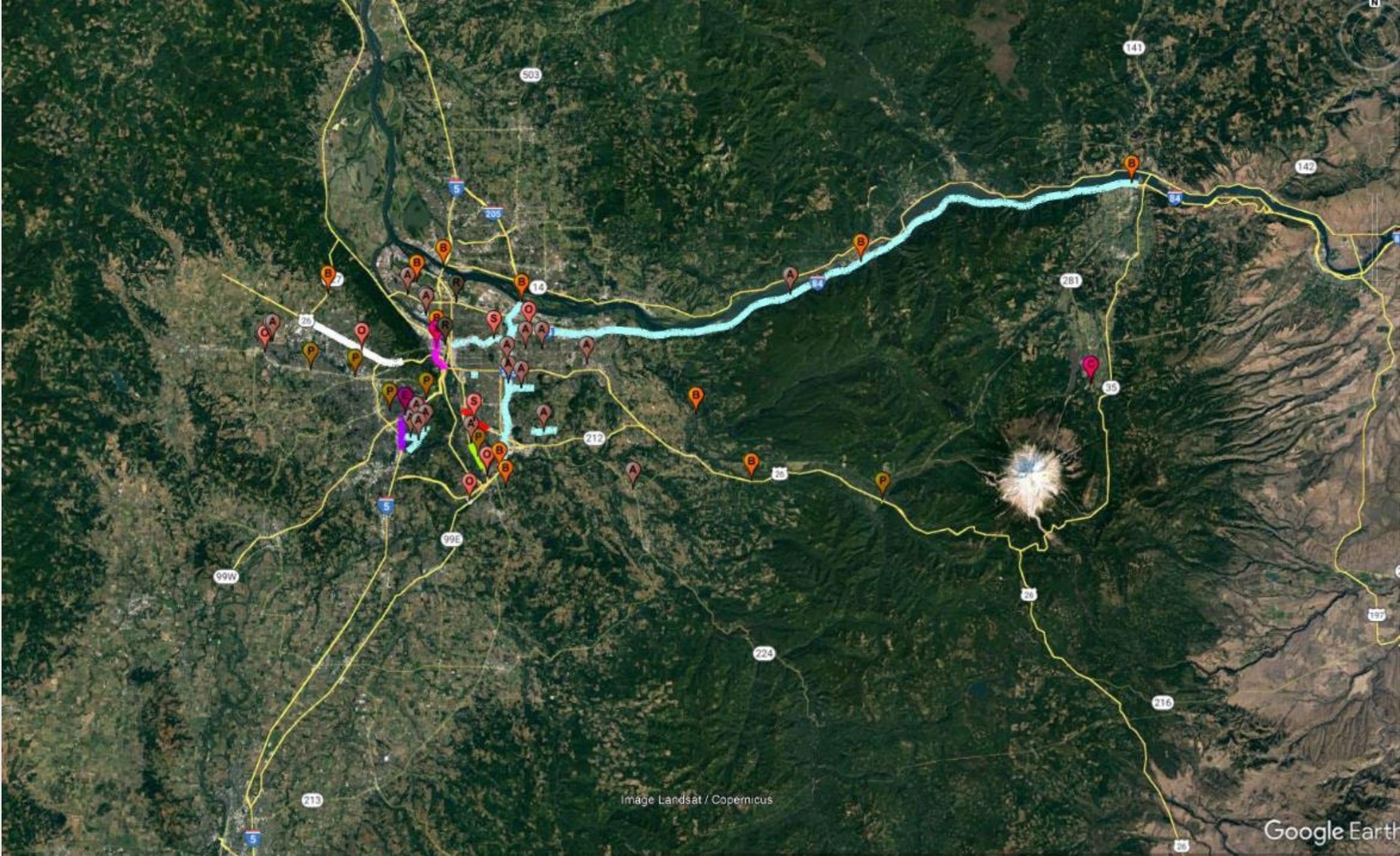
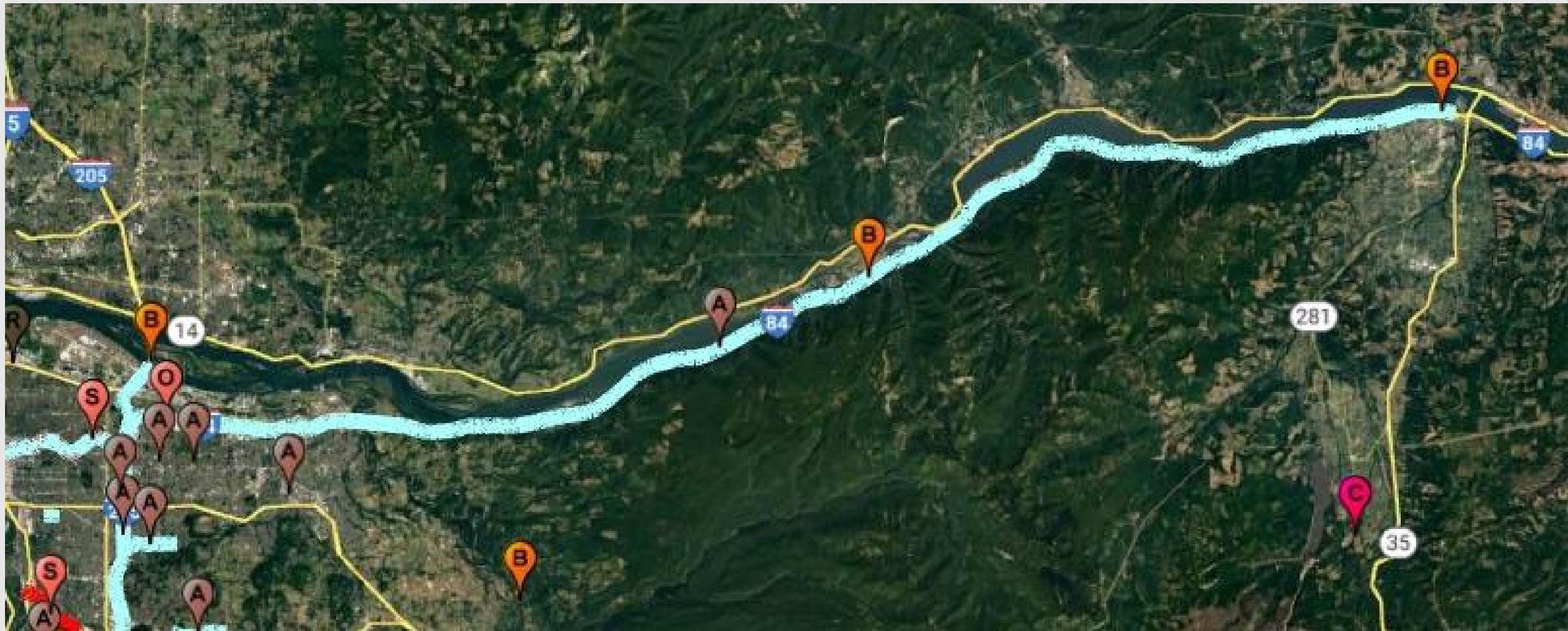


Image Landsat / Copernicus

Google Earth



East Multnomah County projects

- ADA + some safety and operations funds are regionwide
- Systemic ARTS project along I-84 from I-5 to Hood River (\$2M)
- Local ARTS project – Gresham Pedestrian improvements (\$2.9M)
- I-84: Moffett Creek westbound bridge, planning only (\$2.1M)
- Glenn Jackson bridge – repair travel surface (\$5.1M)
- Continued funding of 82nd Avenue improvements (\$13.4M toward JT)
- Plus projects within Portland
 - 4 local ARTS projects
 - 2 bike/ped safety
 - 2 rail safety
 - I-84 resurface, design only
 - ITS on I-5



***new* Construction Reserve approach**

- Cost escalation pressures have made it more challenging to accurately estimate construction costs
- To help address, some funding categories are using a pooled reserve for construction funds
- ODOT will be able to better distribute construction funds after prelim engineering, closer to bid

Bridge [ODOT]

| Project | 24-27 STIP \$M |
|---|----------------|
| I-5: Northbound Interstate Bridge | \$ 9.1 |
| I-205: Glenn Jackson Bridge | \$ 5.1 |
| I-84: Moffett Creek westbound bridge [planning only] | \$ 2.1 |
| OR120: Columbia Slough Bridge | \$ 59.0 |
| US26: Cedar Creek Bridge | \$ 29.4 |
| I-205: Clackamas River southbound bridge | \$ 7.8 |
| OR99E: Clackamas River (McLoughlin) Bridge ^ | \$ 13.1 |
| I-405: Fremont Bridge (Willamette River) West Ramps ^ | \$ 103.7 |
| I-84 (Westbound): Union Pacific Railroad bridge ^ | \$ 50.0 |

^ 24-27 STIP adds to funds from prior STIP cycle

I-84: Moffett Creek Westbound Bridge

Multnomah County

Conduct planning for a project to remove contaminated concrete from the bridge deck and replace it with a new concrete surface to extend the life of the I-84 Moffett Creek westbound bridge.



I-84 west between Bridal Veil and Cascade Locks.



Rutting and wear on the Moffett Creek Bridge.

Local Bridge

| Project | 24-27 STIP \$M |
|--|----------------|
| S Holly Lane: Abernethy Creek Bridge | \$ 8.4 |
| Cornelius Pass Road: Rock Creek Bridge | \$ 4.5 |
| SE Lusted Road: Sandy River Bridge [design only] | \$ 2.3 |

ARTS

| Project | 24-27 STIP \$M |
|--|----------------|
| OR224 at OR211 and SE Burnett Rd [design only] – <i>Hotspot</i> | \$ 6.9 |
| I-205: Columbia River - SE 82nd Drive | \$ 3.2 |
| US30B: (N Lombard St) at Peninsula Crossing Trail | \$ 3.6 |
| I-84: I-5 - Hood River | \$ 2.1 |
| <i>92nd Ave, E Burnside St and N Basin Ave *</i> | <i>\$ 3.3</i> |
| <i>Gresham Pedestrian Improvements *</i> | <i>\$ 2.6</i> |
| <i>NE Cornell Rd at 17th Ave and 21st Ave – Hotspot *</i> | <i>\$ 2.1</i> |
| <i>SE Cesar Chavez Blvd: Lafayette Ct - Shiller St – Hotspot *</i> | <i>\$ 2.0</i> |
| <i>SE Sunnyside Rd: 132nd Ave - 172nd Ave *</i> | <i>\$ 1.8</i> |
| <i>Lake Oswego Signals Visibility Upgrades *</i> | <i>\$ 1.6</i> |
| <i>SE Foster Rd: 101st Ave - 136th Ave *</i> | <i>\$ 1.6</i> |
| <i>N Basin Ave: N Leverman St - N Emerson St *</i> | <i>\$ 0.6</i> |

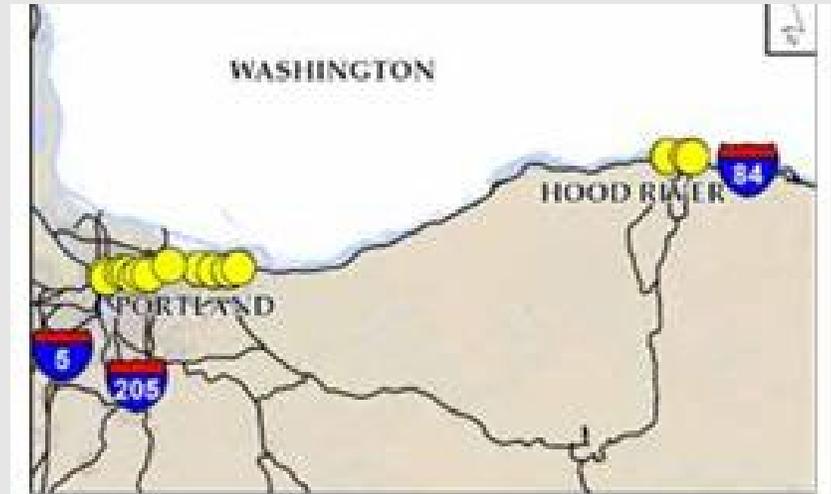
** Cost does not include local agency contribution of 10%*

I-84: I-5 - Hood River safety

Multnomah and Hood River counties

Update traffic signals to larger signal heads with reflective backplates, install lighting, and update signs and striping at on- and off-ramps along I-84 between Portland and Hood River.

Ramp locations may include: NE Holladay, NE Grand, NE 33rd, NE Halsey, NE Glisan, NE 68th, NE Multnomah, NE 122nd, NE 181st, Fairview Parkway, NE 238th, Marine Drive, Exit 62, 2nd St (exit 63), the Anchor Way connector and U.S. 30 Exit 64.



Various I-84 ramps in Region 1.



An example of a small, non-standard signal heads.

Pedestrian Bike Strategic

| Project | 24-27 STIP \$M |
|---|----------------|
| OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St * | \$ 9.7 |
| OR8: Tualatin Valley Hwy at SW 142nd & 214th Ave | \$ 7.1 |
| OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave | \$ 4.2 |
| OR141: Hall Blvd at SW Hemlock St | \$ 2.9 |
| US26: E Salmon River Rd - E Lolo Pass Rd | \$ 2.1 |

* Includes ARTS funds

Operations

| Project | 24-27 STIP \$M |
|--|----------------|
| Portland Metro and Surrounding Areas Operations Upgrades | \$ 1.9 |
| Portland Metro and surrounding areas signal upgrades | \$ 1.3 |
| US26 Active Traffic Management [design only] | \$ 3.2 |
| OR8: SE10th Ave at SE Walnut St | \$ 3.7 |
| OR99E: McLoughlin Blvd at W Arlington St and River Rd | \$ 4.1 |
| OR99E Canemah Rockfall Phase 2 | \$ 4.0 |

Other categories

| Category | Project | 24-27 STIP \$M |
|------------------|---|----------------|
| ADA | curb ramps | \$ 164.4 |
| Culverts | Evans Creek Culvert | \$ 1.8 |
| Electric Vehicle | I-405: I-5 to N Kerby US 26: US101 to Nyssa | \$ 9.8 |
| Enhance | I-5: Capitol Highway - OR217 (ITS) | \$ 15.9 |
| Interst Maint. | I-84: NE MLK Jr Blvd - I-205 [design only] | \$ 1.9 |
| Preservation | OR224: SE 17th - Rusk Rd | \$ 20.6 |
| Rail Safety | US30B: NE Lombard - NE 11th [design only] | \$ 1.9 |
| Rail Safety | NW Naito Parkway Rail Crossing | \$ 2.4 |
| Safety | HB2017 safety priority funds | \$ 3.7 |
| Various | OR99W: I-5 – McDonald | \$ 6.7 |
| Various | 82 nd Ave Improvements | \$ 13.4 |

I-5 and I-205 – Regional Mobility Pricing Policy

Regional

Design and implement a regional variable rate congestion pricing system on I-5 and I-205

Anticipated Benefits

- Improves travel time and travel predictability
- Reduces traffic congestion
- Establishes a new, sustainable funding source
- Supports equity and climate goals

Preliminary Engineering, Right of Way, Utility Relocation, and Construction Costs = \$261,610,000

