

ODOT Projects and Programs Update

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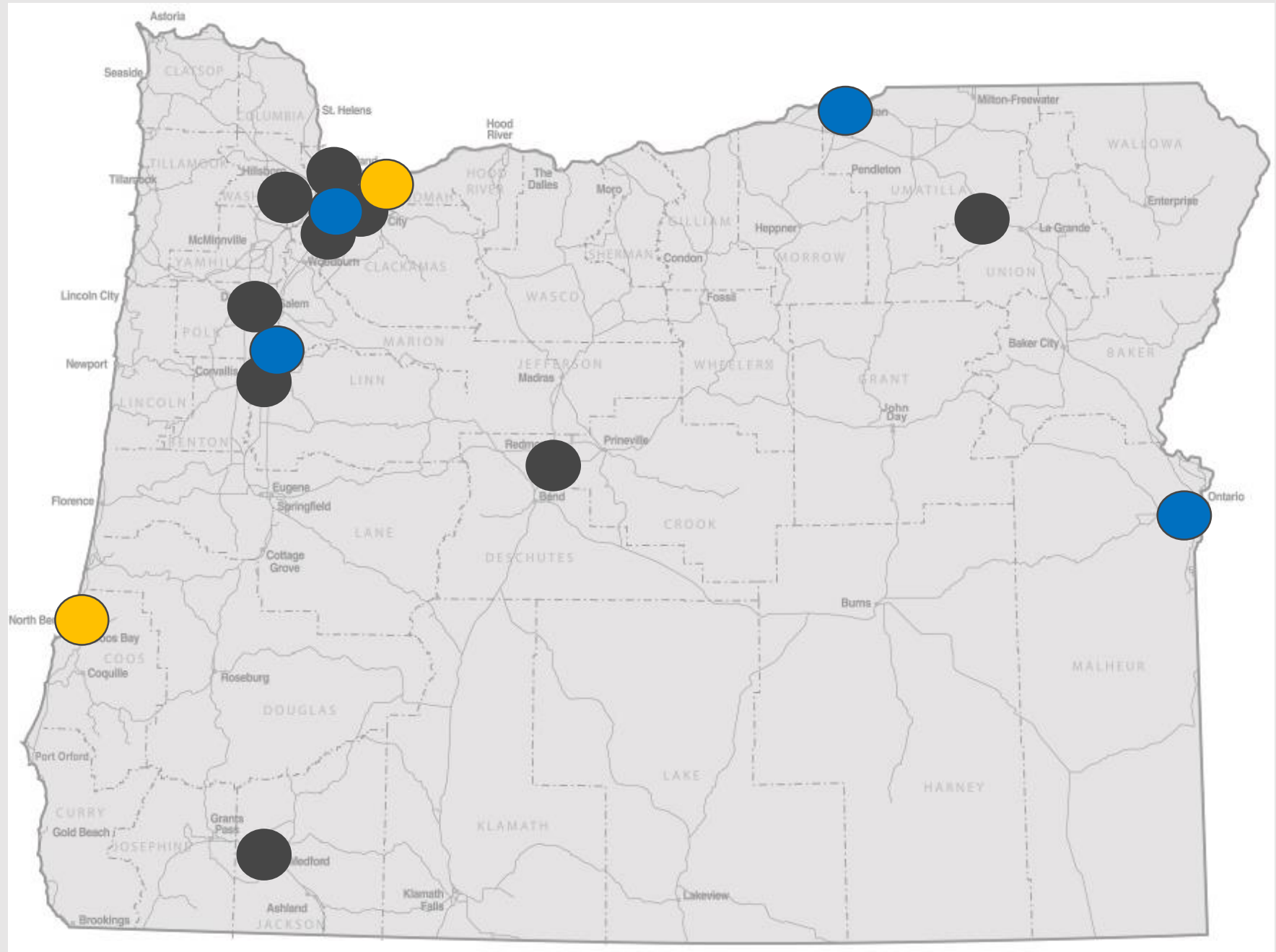
June 3, 2022

Joint Committee on Transportation

AGENDA

- Project Updates
- Safe Routes to School Update
- Urban Mobility Strategy Update
- Connect Oregon Update
- Budget Update

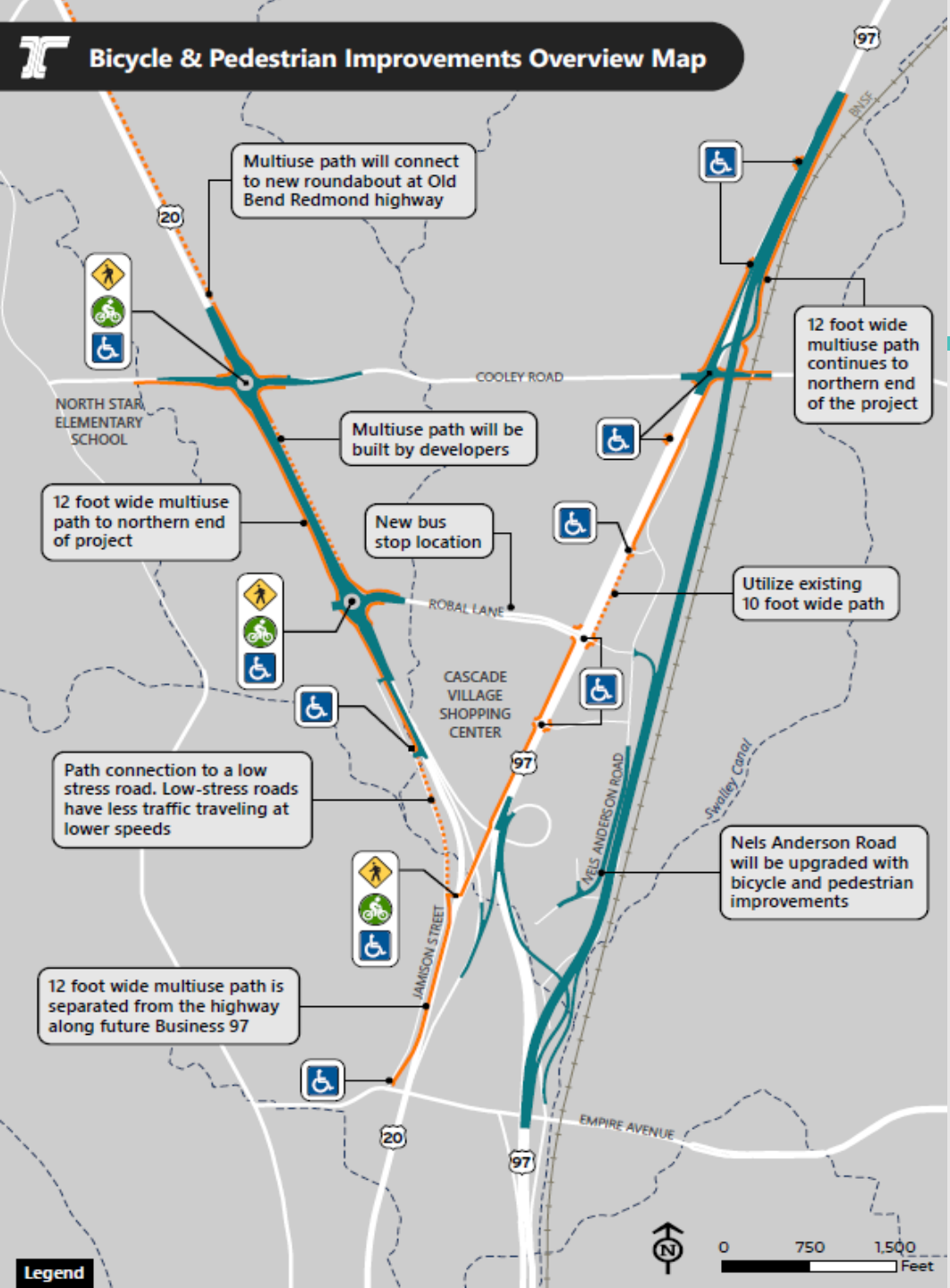
- Projects
- Connect Oregon
- Safe Routes to School



US 97/US 20 Bend North Corridor



Funding Source	Amount
INFRA Grant Award	\$60,400,000
HB2017	\$50,000,000
Deschutes County	\$5,000,000
City of Bend	\$14,866,320
ODOT	\$38,980,808
Private Development	\$5,500,000
TOTAL	\$174,747,128



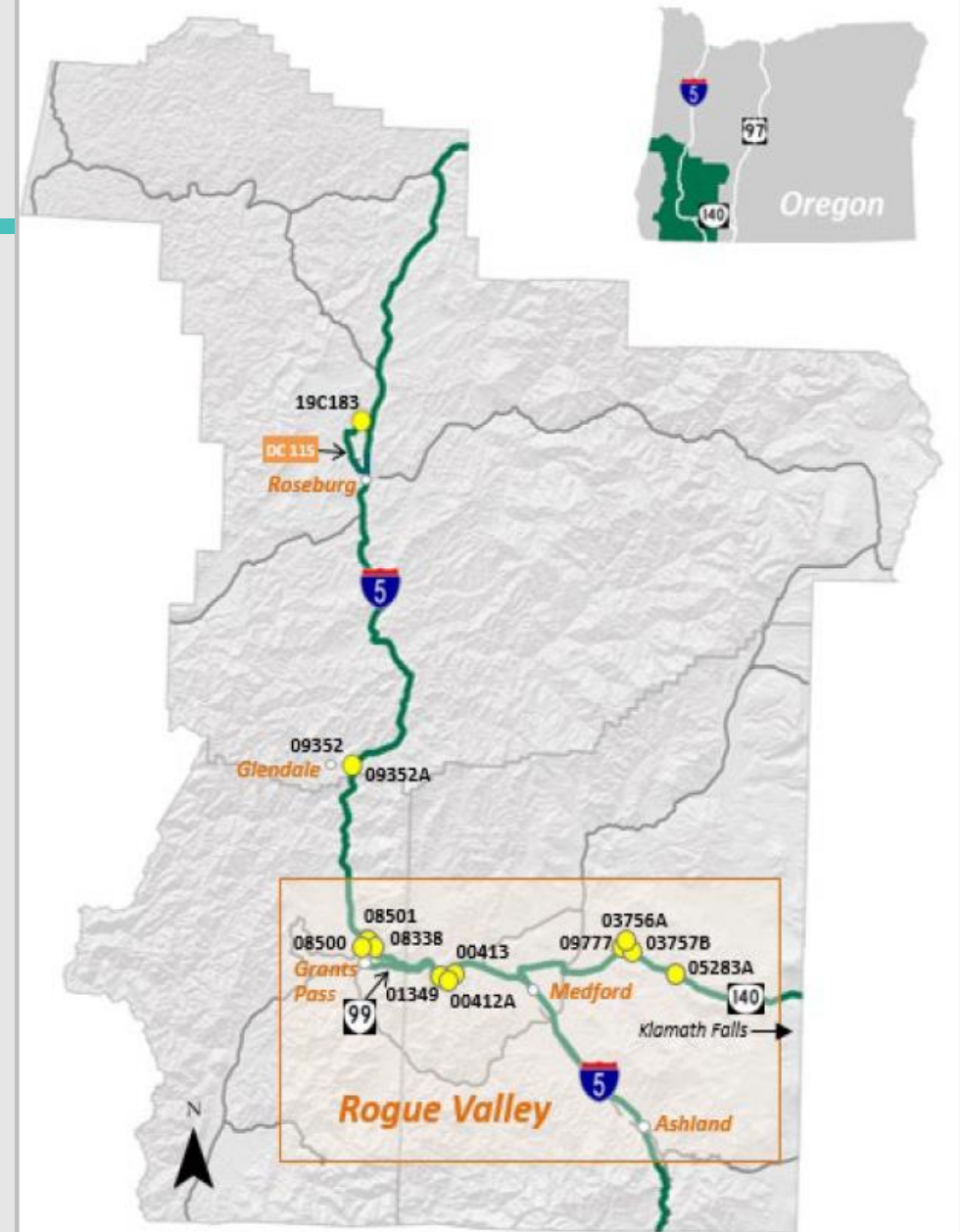
US 97/US 20 Bend North Corridor

- Realign and improve US 97 and US 20 in Bend
- Parallel multi-use paths on both sides of US 20
- North South multi-use path adjacent to US 97
- Enhanced pedestrian crossings on US 20 and old US97
- Updated ADA ramps
- New transit stop

Southern OR Seismic Triage and Resiliency Project

- Reinforces 15 bridges and 4 slopes so southwest OR remains connected after a major earthquake
- Partnership with Jackson and Douglas counties
- \$45M from HB 2017

Seismic Resiliency - Bridges



Southern OR Seismic Triage and Resiliency Project

- Buckling Restrained Braces Pilot Project on Leland Road Bridges
- Slope solutions include rock buttresses, installing anchors, and drainage systems
- First bundle of bridges is complete, Additional bundle of bridge work occurring now.



I-84 Meacham – Kamela Paving & Umatilla Signals Project

- Project addresses pavement failure issues, bridge deficiencies, installs new center concrete barrier, improves traffic signal safety
- Two year project: Second year began April 2022
- \$12.2M from HB 2017 and \$1.9M Region Safety Funding



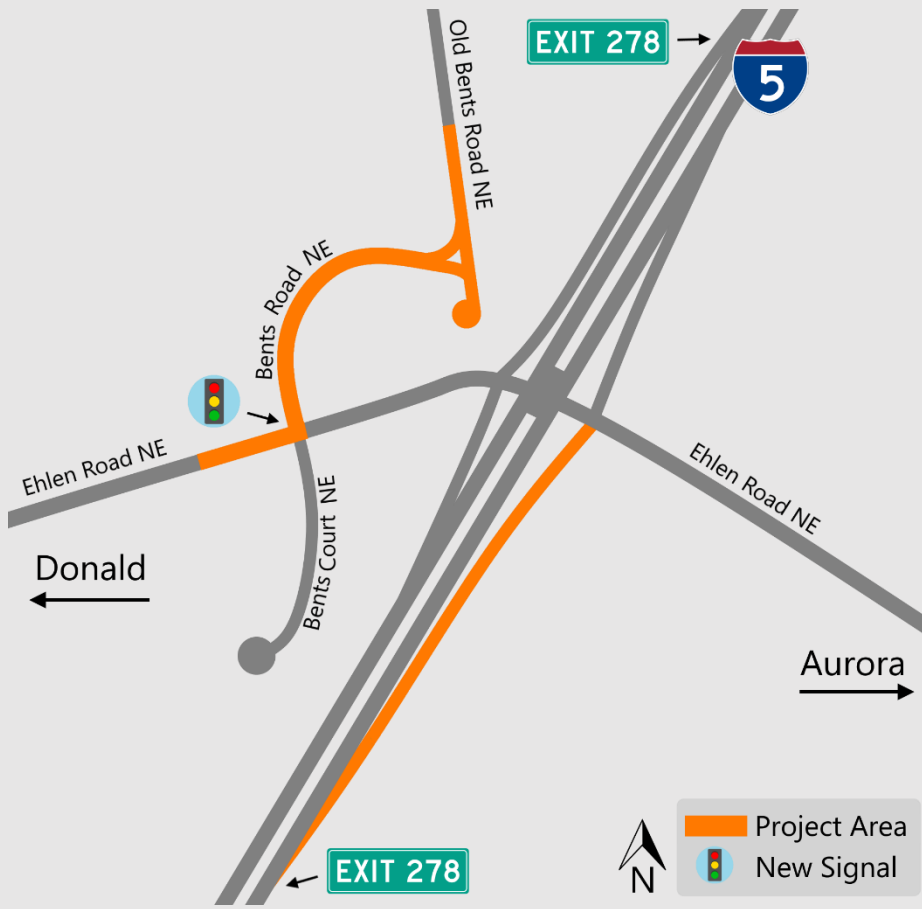
I-5 Aurora-Donald Interchange, Phase 1A

- Phase 1A is under construction
- Project includes:
 - Lengthening and widening the northbound exit ramp
 - Building a sound wall
 - Realigning Bents Road and new signal
- Estimated completion October 2022
- \$25M from HB 2017, \$11.5M used for Phase 1A



I-5 Aurora-Donald Interchange Phases 1A and 2

- Phase 1
- Phase 2

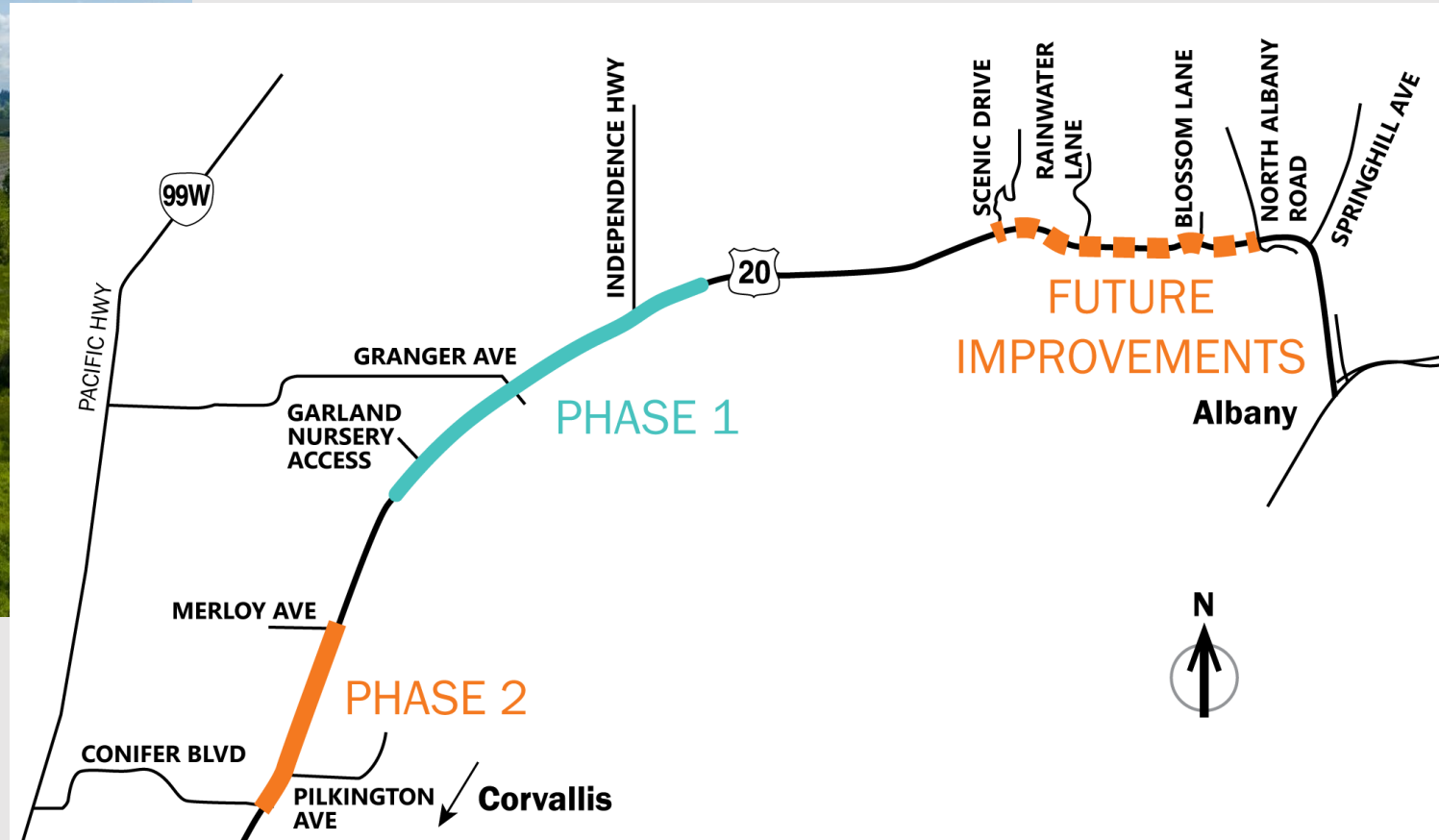


U.S. 20 Safety Upgrades: Phase 1

- Phase 1 is under construction now, estimated completion August 2023
- Project includes:
 - New westbound buffered right turn lane
 - New eastbound median acceleration lane for left turning vehicles
 - Bike navigation and path improvements
 - Rumble strips
- \$20M from HB 2017

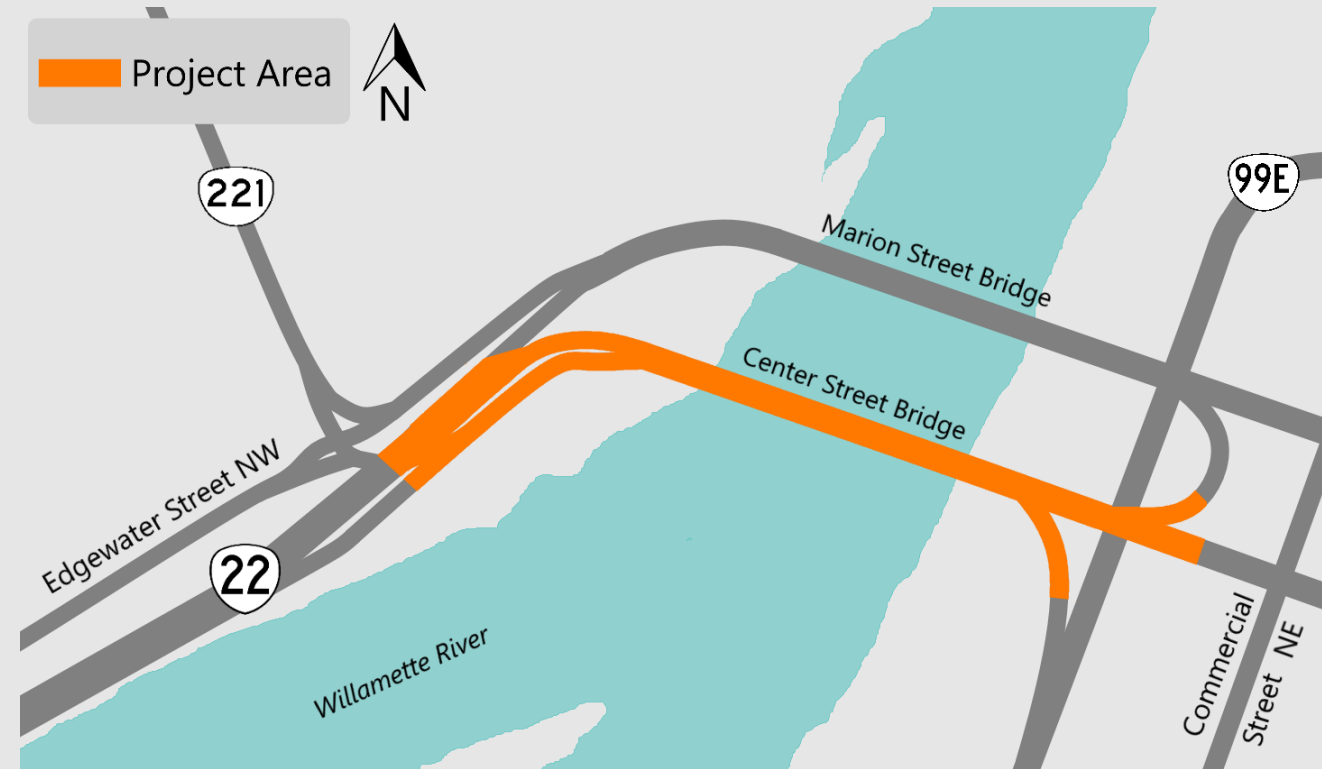


U.S. 20 Safety Upgrades



OR 22 Center Street Bridge

- Design project kicked off April 18
- Seismic resilient, earthquake ready bridge
- Estimated to start construction in late 2025
- Project selected for Equitable Outreach pilot
- \$60M from HB 2017





Lombard Multimodal Safety Project

- Extensive community involvement
- Designated freight route between U.S. 30 Bypass and I-5
- Estimated completion August 2022
- Project includes:
 - Reducing travel lanes to one lane in each direction, making space for a center turn lane and buffered bike lanes
 - More enhanced crossings, five updated intersections, and two new RRFBs with median refuge islands
 - 176 upgraded ADA curb ramps

Safe Routes to School



- Safe Routes to School (SRTS) programs address barriers to students walking and rolling in your community. Solutions include:
 - Construction of safe walkways and safe street crossings
 - Rapid response following injuries or fatalities
 - Community engagement
 - Walk/bike safety education for students
- Construction grant applications due July 31, 2022

Safe Routes to School: Gresham



Before

After



- 2020 Rapid Response grant
- City of Gresham project on Hogan Road, serving Dexter McCarty Middle School
- \$76K Grant to fill in sidewalk gaps along Hogan road and install school zone flashers

Safe Routes to School: North Bend



Before

- 2019 competitive grant
- City of North Bend project on Broadway (OR 540) and Maine Street, serving North Bend Middle School
- \$97.4K grant to install RRFB, enhanced safety features, signage, striping, and sidewalk on two streets
- Project is 85% complete

URBAN MOBILITY STRATEGY

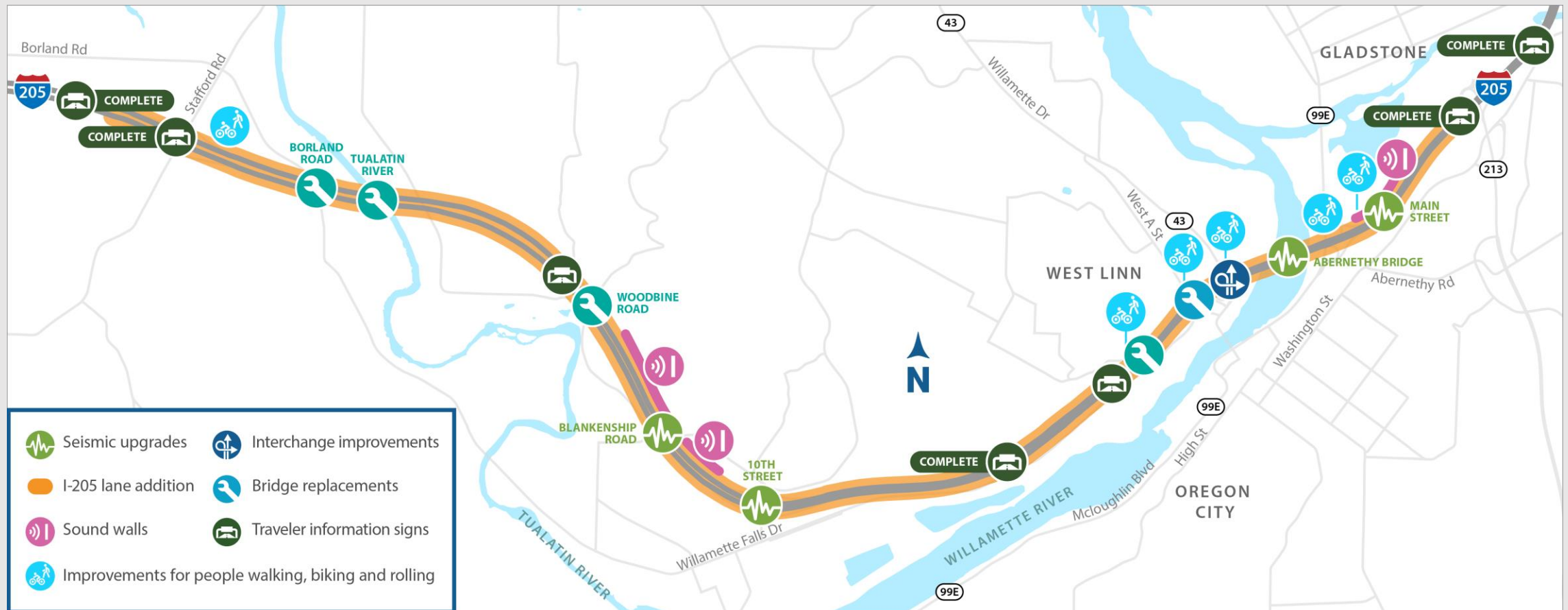


Urban Mobility Strategy Map

- | | | |
|---|-----------------------------------|--|
| Currently Funded by HB2017 | Made Possible with HB3055 | Partner Project with ODOT Support |
| System Improvement Project | System Improvement Project | System Improvement Project |
| Bike/Ped Crossing Project | Regional Mobility Pricing Project | Bike/Ped Crossing Project |
| <i>Note: Core project names are boxed</i> | I-205 Toll Project | Multimodal Study |
| | | Bus on Shoulder Pilot |

I-205 Improvements Project

Improving our economy – reliable, safer, earthquake-ready travel on I-205.



Phase 1A Improvements

- Upgrading the Abernethy Bridge to make it earthquake-ready and able to accommodate 3 lanes/each direction.
- Removing the current I-205 northbound on-ramp from OR 43 and replacing it with a roundabout.
- Realigning the on- and off-ramps at OR 99E.
- Improving bike/pedestrian infrastructure on OR 43, Clackamette Drive and OR 99E.



Phase 1A Multimodal Improvements



I-205 Phase 1A Contractor & DBE Overview

Contractor:

- Kiewit Infrastructure West
- Contract value: \$445.9 M
 - \$62.9 M committed to DBE (14.1%)
 - 850,000 craft labor hours
 - 1.1M overall hours
 - peak workforce 250 craft plus 60 staff



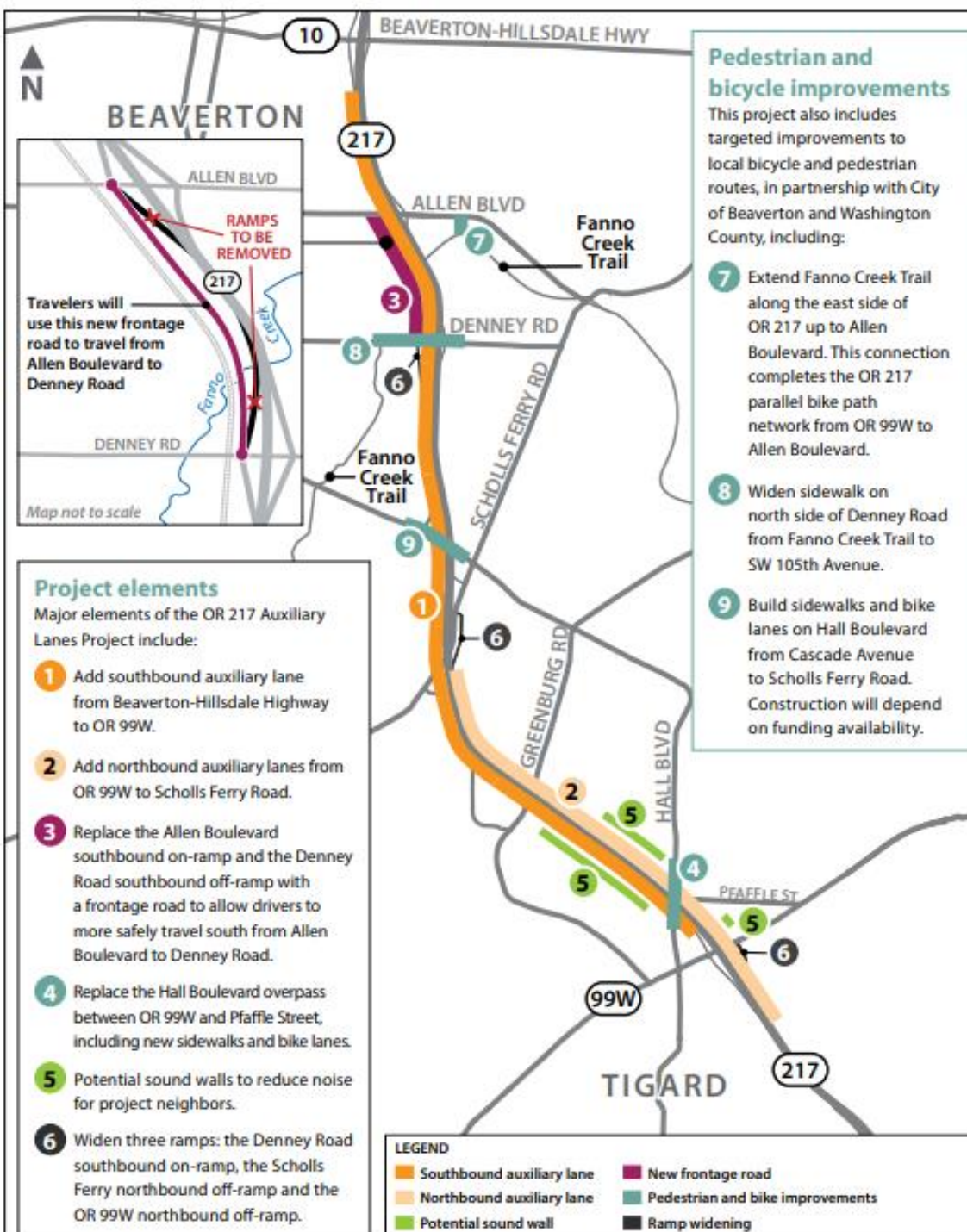
Workforce Goals:

- TERO: 5% (The Confederated Tribes of Grand Ronde)
- Apprenticeship/OJT
 - 20%/trade
 - Operators: 15%
- Aspirational Targets:
 - Minority: 20% & Female: 14%
- Zip Code Priority Hiring: 8%



OR 217 Auxiliary Lanes

- Improve safety and reduce bottlenecks on OR 217
- Bike/Pedestrian network improvements
- Construction kicked off in December 2021
- \$98M from HB 2017
- Partnership with City of Beaverton and Washington County



OR 217 Auxiliary Lanes



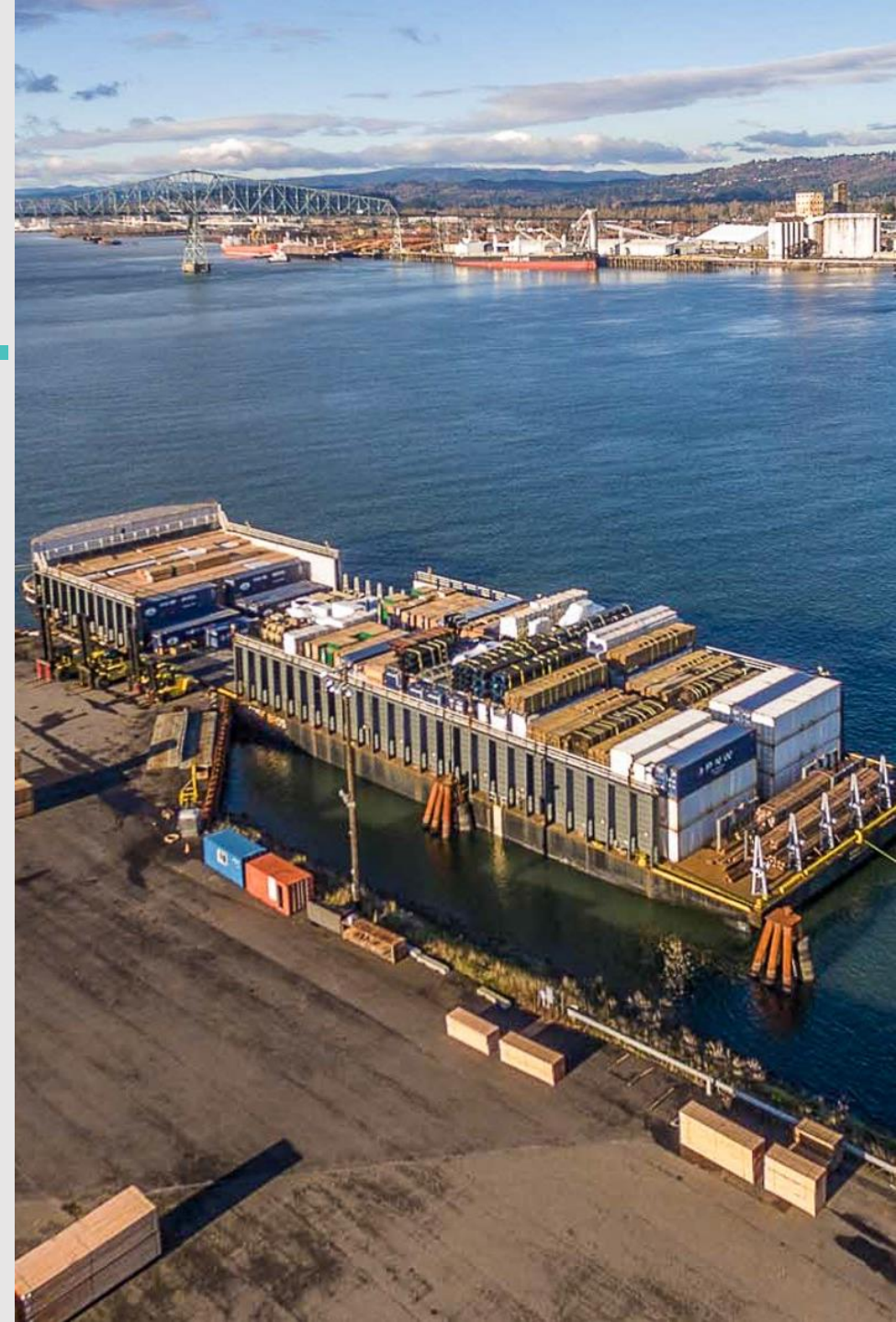


Connect Oregon Program Overview

- Connect Oregon was established in 2005 as a lottery-funded program for non-highway transportation investments.
- 6 competitive cycles between 2005-2015
 - Over \$477 million awarded
 - 285 projects throughout the state
- HB 2017 established dedicated revenue (Vehicle Dealer Privilege Tax) and directed specific projects
- Incredibly competitive – historically oversubscribed
- Unique to Oregon – no federal funding

HB 2017 Connect Oregon Changes

- Dedicated and stable funding source through Vehicle Dealer Privilege Tax
- Focus on rail, aviation, and ports
- \$50M minimum program amount
- Elimination of 10% minimum per Region
- Ongoing funding for EV rebate program





Connect Oregon Decision Considerations

- Statutory
 - Access to jobs/labor; reduced transportation costs
 - Economic benefits to state
 - Critical link for system
 - Required match
 - Readiness
 - Useful life
- Additional
 - Geographic mix, equity and climate/GHG impacts

Connect Oregon Review Process



Received, eligibility determined

Modal Staff Review

RSTs

Modal Committees

ACTs

Final Review Committee

May 2022 Oregon Transportation Commission Approval

Connect Oregon 2021 Awarded Projects

- 49 eligible applications reached Final Review Committee
- Program oversubscribed 3:1
- Range of \$100K to \$22M
- Awarded 21 projects
- CO investment leveraged projects totaling \$106M
- Median Project Size - \$1 million



HB 2017 Connect Oregon Dedicated



- Port of Morrow Rail Expansion (\$6.55M) – Complete
- Mid-Willamette Valley Intermodal Center (\$25M) – Under construction
- Treasure Valley Reload Center (\$26M) – Under construction
- Amtrak Cascades Rail Siding (\$2.6M)– In design

GOING FORWARD: Budget Update

A Tale of Two Budgets



Transportation Projects & Programs

Dedicated federal and state funds for specific programs and projects

- Construction projects
- Grant programs

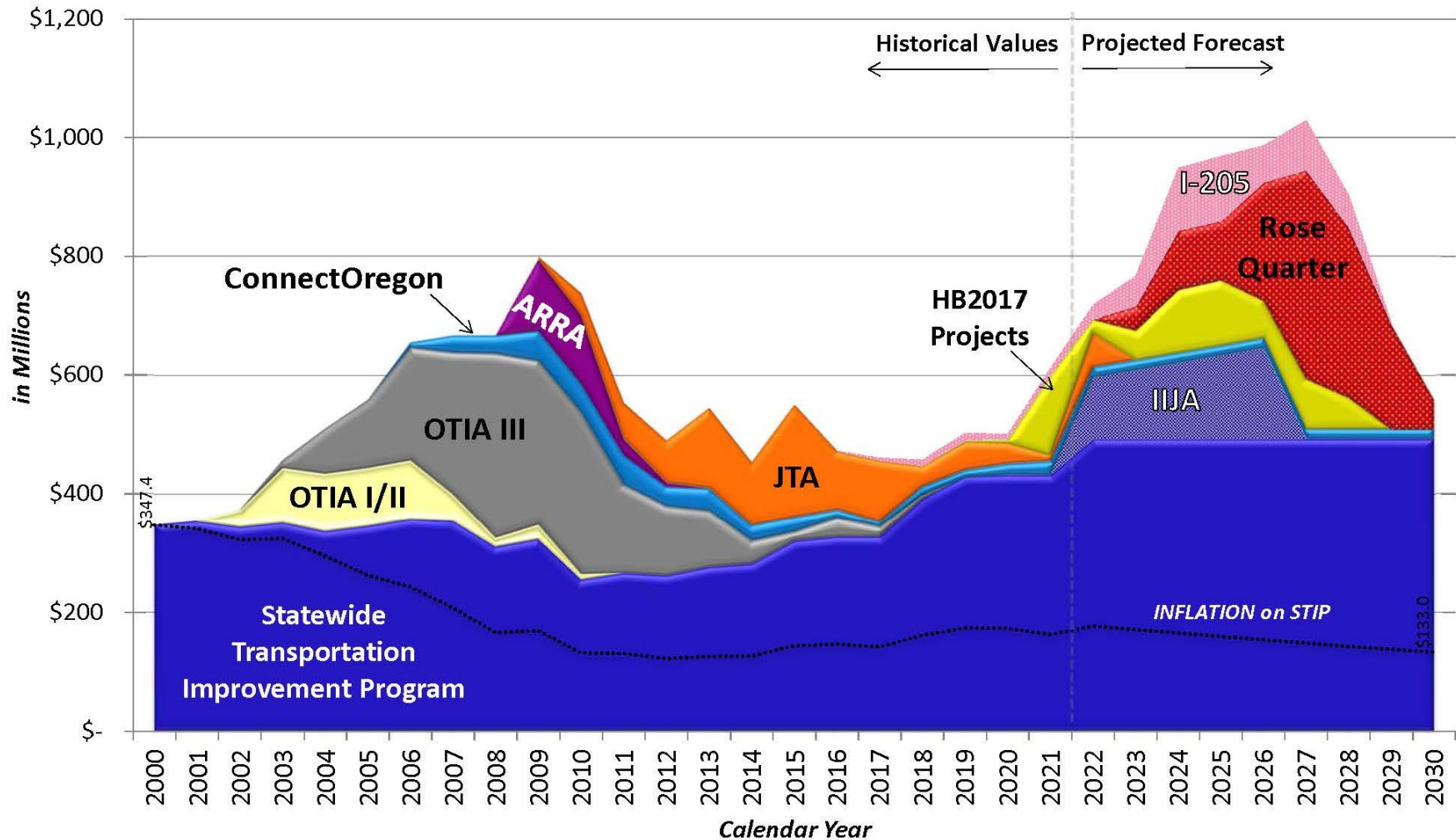


Maintenance & Operations

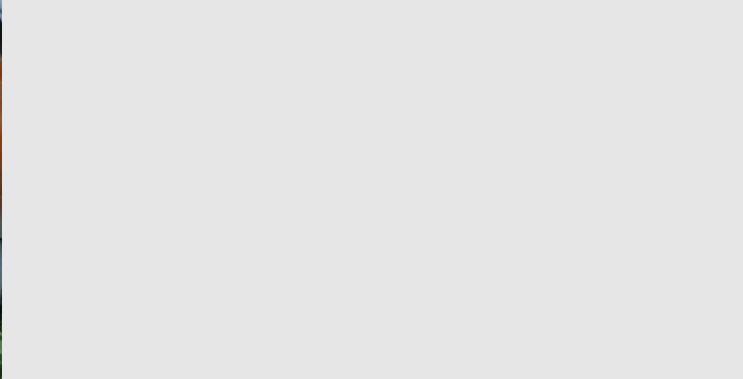
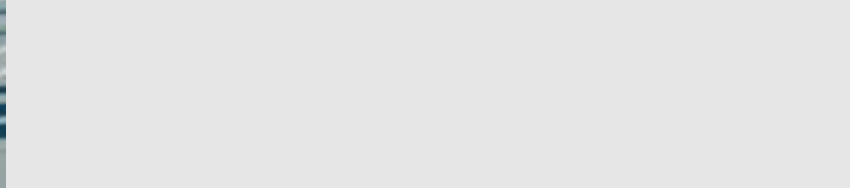
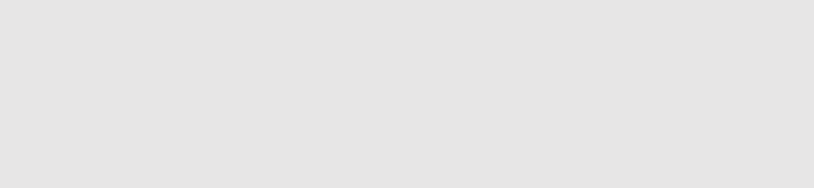
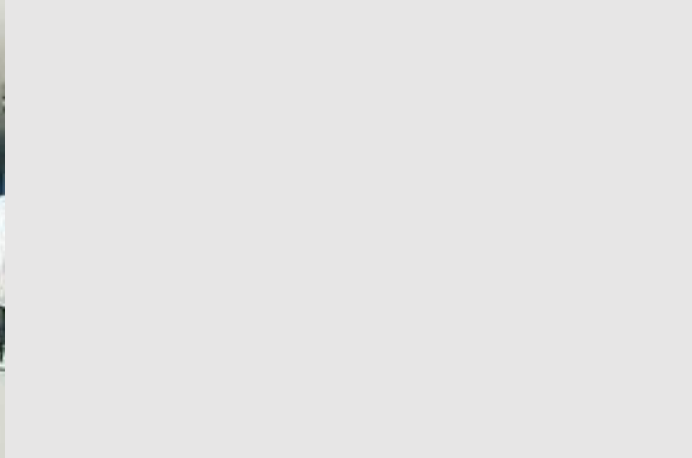
State Highway Fund dollars available to run the agency

- Maintenance/operations
- Revenue collection
- Administration

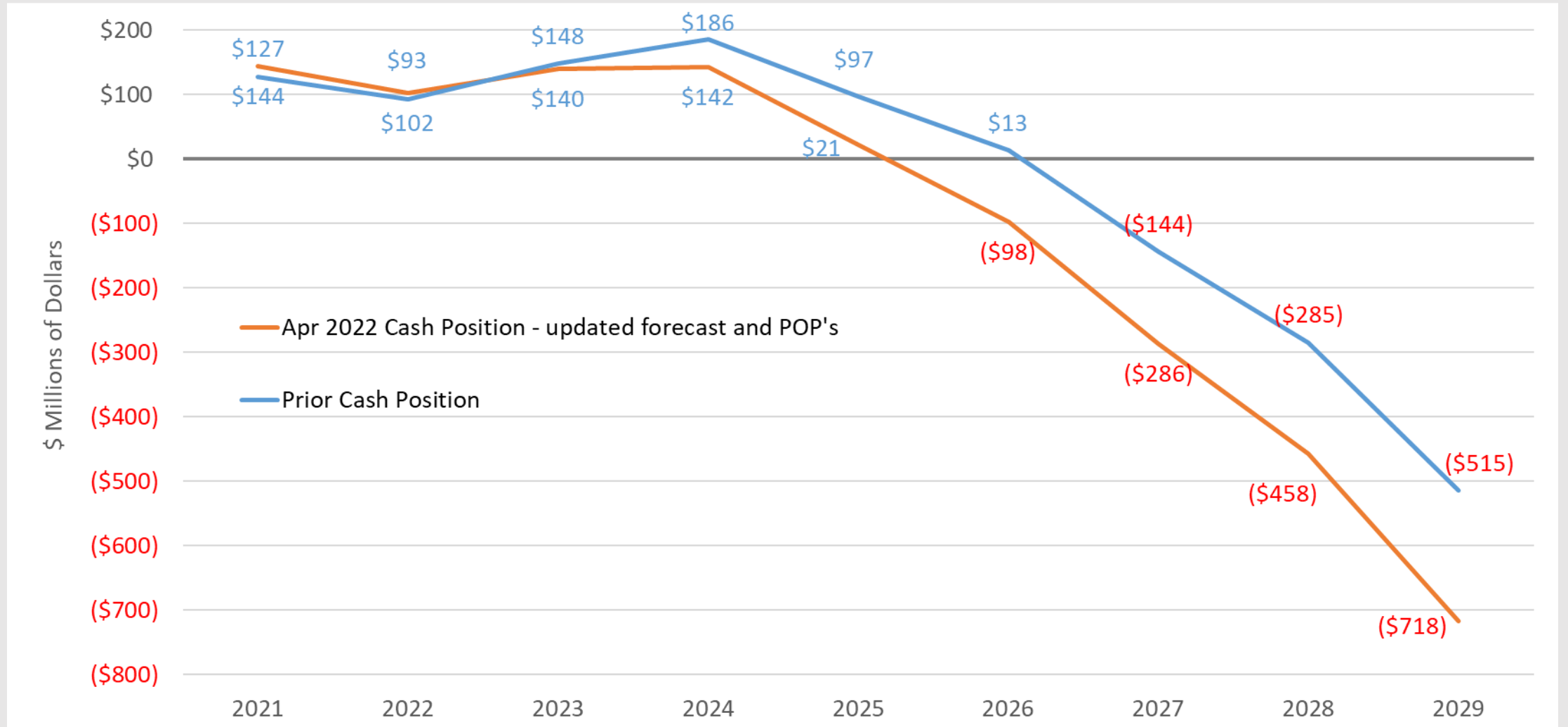
ODOT Construction Programs



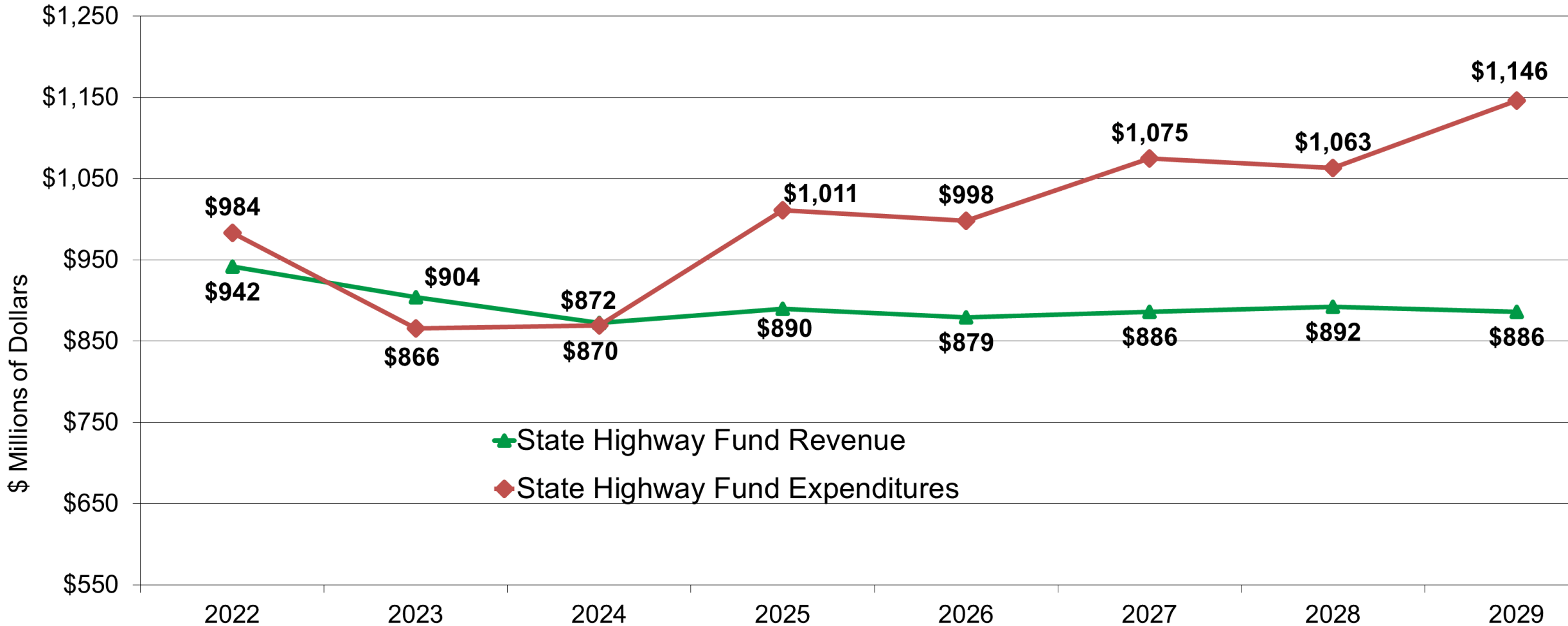
Delivery & Operations Budget Office - Revised 01/20/22 (actuals through December 31, 2021)



State Highway Fund Cash Balance



State Highway Fund Revenue and Expenditures





Looking Ahead

- Continued commitment to regional toll program
- Expansion of the road user charge program
- Funding for maintenance as the gas tax declines
- Increased revenue streams to meet our climate goals and fund the public's desire for active transportation and transit

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