



Oregon

Kate Brown, Governor

Oregon Transportation Commission


Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August 26, 2021

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler, Director

SUBJECT: **Consent 10** – *Annual STIP Adjustment*

Requested Action:

Approve the annual amendment to update the projects in the 2021-2024 Statewide Transportation Improvement Program (STIP).

Background:

In June 2019, the Oregon Transportation Commission (OTC) approved a major rebalance of the STIP to address the reprioritizing of projects and address positive and negative funding changes for the entire STIP. In July 2020, as part of the Commission's delegated approval update, the OTC approved new delegations on STIP revisions under \$5 million to the Director and the Division Administrator.

At the July 15, 2021 commission meeting, the OTC reviewed a new process to bring the majority of STIP amendments before the OTC for a yearly action to reduce the number of approvals throughout the year and provide the Commission a more comprehensive view of the changes made to the STIP.

Criteria for projects for the annual STIP adjustment are the following:

- New high priority projects (selected by their respective funding program), including amending a preliminary engineering phase into the STIP for construction in the 24-27 STIP.
- Modifications to existing STIP projects that advance program goals or Key Performance Measures, and selected as a priority by the funding program.

The targeted programs for the annual STIP adjustment are:

- Bridge Program
- Preservation Program (both Interstate Maintenance and Region paving)
- Culverts Program
- Roadside Safety Features
- Rail Program
- Active Transportation

To provide some details on this yearly amendment:

- 26 projects are being updated in the amendment;
- 13 projects are new priority projects for the various programs
- 2 projects are being cancelled

Oregon Transportation Commission

August 26, 2021

Page 2

Attachment 1 provides a list of added, deleted, and updated projects for the 21-24 STIP, which consists of the highest priority projects. These projects will be paid for with pre-determined funding reserves.

In accordance with the Governor's Executive Order on Climate (EO 20-04), the Climate Office performed analysis on the STIP adjustments, assessing changes in climate impacts. Several amendments shifted funds from bridge and culvert projects to paving projects, resulting in decreased climate adaptation and resilience benefits. STIP adjustments also resulted in Pedestrian and Bicycle Strategic funds moving up from the 2024-2027 STIP to be leveraged onto an existing project. This \$3.5 million increase benefits overall greenhouse gas (GHG) emission reductions and climate mitigation in the near-term. Advancing these funds may, however, decrease benefits during the 2024-2027 STIP cycle, if not replaced with other pedestrian and bicycle investments. More information on these results and the associated methodology can be found in Attachment 2.

Next Steps:

With approval, ODOT will add, update or delete the attached projects in the 2021-2024 STIP in a single batch.

Without approval, each project will be approved individually through the appropriate delegated process.

Attachments:

- Attachment 1- *2021 STIP Annual Amendment*
- Attachment 2- *Climate Analysis on STIP Annual Amendment*

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: Funding Responsibility	OTC Item - Rail Current Total (0 if new)	Crossing Safety Proposed Total	Upgrade to Key Difference	22440 Priority / Action Description
22485	1	OR281: Evans creek fish-passage improvements	17	17		OT	CULVERT	HB2017 Culvert	\$ -	\$ 308,000.00	\$ 308,000.00	New project. High priority.
22440	1	NW 112th Street and PNWR Rail Crossing Upgrades	7.6	7.6		PE, UR, OT	RAIL	SW RAIL	\$ -	\$ 1,235,000.00	\$ 1,235,000.00	New project. High priority.
	1	OR211 Road safety audit	14	24		PE	SAFETY	R1 Safety	\$ -	\$ 230,000.00	\$ 230,000.00	New project. High priority.
21711	1	OR35: US26 overcrossing bridge	57.57	57.59	16136	PE, CN	BR-RLR	FIX-IT SW BRIDGE	\$613,496.00	\$613,496.00	\$-	Change project timing to include adjacent high priority work.
20107	2	US101B: Lewis and Clark River Bridge (Warrenton)	4.70	4.86	00711	PE, CN	Bridge	FIX-IT SW BRIDGE	\$ 1,667,280.00	\$ 75,146.00	\$ (1,592,134.00)	Cancel project. Became lower priority.
20428	2	US20: Ellsworth Street (Willamette River) Bridge	10.34	10.55	01025D	CN	Bridge	FIX-IT SW BRIDGE	\$ 736,000.00	\$ 5,833,300.00	\$ 5,097,300.00	Add construction phase sooner than planned. High priority.
21224	2	US26: Little Humbug Creek Bridge	8.22	8.22	03099	PE, RW, UR, CN	Bridge	FIX-IT SW BRIDGE	\$ 684,000.00	\$ 4,275,200.00	\$ 3,591,200.00	Add final design and construction phases sooner than planned. High priority.
21223	2	OR202 Culvert MP 3.60	3.60	3.60		PE, RW, CN	Culvrt	FIX-IT SW FISH PASS	\$ 2,690,000.00	\$ 890,000.00	\$ (1,800,000.00)	Delay construction phase to include solution requested by ODFW/NMFS.
	2	OR34: Roadside Barrier Upgrades (MP 0.0 - 58.5)	0.00	58.50		PE, RW, CN	Safety	1R	\$ -	\$ 2,298,953.00	\$ 2,298,953.00	New project. High priority.
	2	I-5: Halsey to Lane County Line	203.55	216.14		PE	Presrv	FIX-IT SW IM	\$ -	\$ 3,512,000.00	\$ 3,512,000.00	New project. High priority.
	2	OR211: Meridian Rd MP 3.78 (Woodburn)	3.50	4.05		PE, RW, CN	Safety	FIX-IT REGION 2	\$ -	\$ 783,736.00	\$ 783,736.00	New project. High priority.
	2	OR58: Salt Creek tunnel to MP 70	56.18	70.00		PE, CN	Presrv	FIX-IT REGION 2	\$ -	\$ 15,659,631.00	\$ 15,659,631.00	New project. High priority.
	2	OR58: Eagle Creek to Salt Creek tunnel	48.40	56.10		PE	Presrv	FIX-IT REGION 2	\$ -	\$ 873,000.00	\$ 873,000.00	New project. High priority.

Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: Funding Responsibility	OTC Item - Rail Current Total (0 if new)	Crossing Safety Proposed Total	Upgrade to Key Difference	22440 Priority / Action Description
	2	OR22: Westbound Marion Street Bridge (Salem)	25.63	26.15	07253B	PE, CN	Bridge	FIX-IT SW BRIDGE	\$ -	\$ 6,950,306.00	\$ 6,950,306.00	New project. High priority.
	2	OR6: Roadside Barrier Upgrades (MP 0.0 to 51.5)	0	51.5		PE, CN	Safety	1R	\$ -	\$ 10,890,272.00	\$ 10,890,272.00	New project. High priority.
	2	OR22: Culvert MP 7.70 & MP 7.76	7.7	7.7 - 7.76		PE	Culvrt	FIX-IT SW CULVERT	\$ -	\$ 400,000.00	\$ 400,000.00	New project. High priority.
21673	3	I-5: Azalea - Glendale (Southbound)	80.92	89.1	BR19313 BR19106 BR19312 BR19107	PE, CN	PRESRV	Fix-IT SW IM Fix-It SW Bridge	\$ 5,384,962.00	\$ 5,758,962.00	\$ 374,000.00	New, adjacent project added to existing project. High priority.
21653	4	US97: Earl St. - Colfax Ln. (Madras)	91.58	117.71	00971B	PE, RW, CN	PRESRV	Bike Ped Strategic	\$ -	\$ 3,487,299.00	\$ 3,487,299.00	Add bike/pedestrian facilities to existing project. High priority.
	4	US97: Dover Ln - Bear Dr Safety Improvements	97.5 97.87	100.5 98.37		PE	Safety	ARTS	\$ -	\$ 250,000.00	\$ 250,000.00	New project. High priority.
K20548	5	I-82 and I-84: Umatilla-Pendleton Concrete Pavement Repair	0.00 / 11.21	188.04 / 203.65	16437, 16438, 16439, 16440, 16441, 16442, 16452, 09578, 05209A	PE,CON	PRESRV & BRIDGE	Fix-it SW IM, Fix-it SW Bridge	\$ 10,091,999.00	\$ 13,141,999.00	\$ 3,050,000.00	New, adjacent project added to existing project. High priority.
K21754	5	I-84: Ladd Canyon - North Powder	276.8	285.33	0	PE, CON	PRESRV	FIX-IT SW IM	\$ 2,867,782.00	\$ 6,340,000.00	\$ 3,472,218.00	New, adjacent project added to existing project. High priority.
	5	I-84: Baldock Slough - Huntington Pavement Seal	297.1	345.77	0	PE, CON	PRESRV	FIX-IT SW IM	\$ -	\$ 3,717,000.00	\$ 3,717,000.00	New project. High priority.
	5	I-84: Tower Road - Stanfield	159.3	188.04	0	PE	PRESRV	FIX-IT SW IM	\$ -	\$ 700,000.00	\$ 700,000.00	New project. High priority.

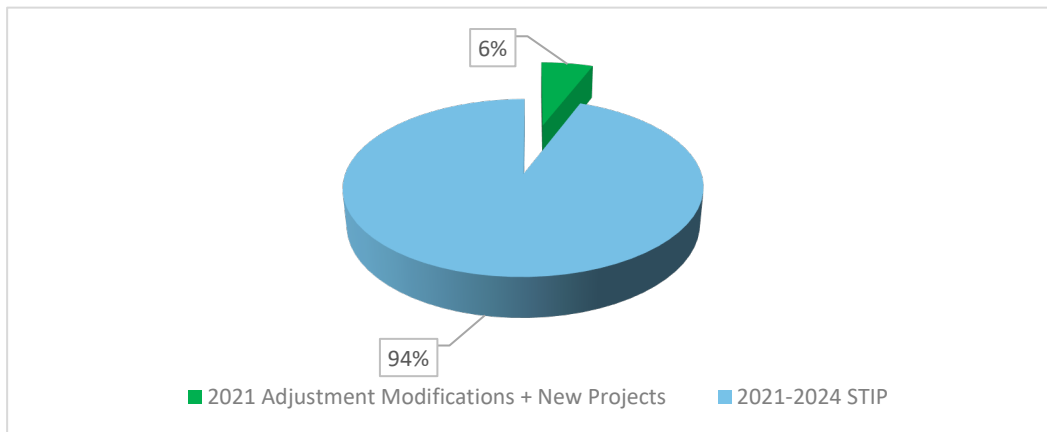
Key Number (leave blank if new)	Region	Project Name	BMP	EMP	Bridge # *DFI #	Phase	Primary Work Type	Attachment 4: OTC Item - Rail Funding Responsibility	Current Total (0 if new)	Crossing Safety Proposed Total	Upgrade fo Key Difference	22440 Priority / Action Description
22358	5	US20: Corridor Culvert Repairs Phase 2	108.7	257.65	0	PE, ROW, CON	Culvert Replacement	Culverts	\$ -	\$ 1,850,000.00	\$ 1,850,000.00	New project. High priority.
22383	5	OR86: Guardrail Upgrades Final Phase	34.06	70.75	0	PE, CON	Guardrail replacement	Guardrail Safety	\$ -	\$ 3,496,000.00	\$ 3,496,000.00	New project. High priority.
20497	5	US730: Juniper Canyon Creek Bridge	199	199.06	01630A	PE, CON	Bridge repair	Fix-it SW Bridge	\$ 1,330,550.00	\$ 191,745.00	\$ (1,138,805.00)	Cancel project. Became lower priority.

Applying Climate Lens to the 2021 Annual STIP Adjustment

The ODOT Climate Office reviewed the 26 proposed projects and funding change included in the 2021 STIP adjustment using the climate lens. This document provides high-level observations from that analysis. The annual adjustment contains amendments to existing projects and new projects that will be added to the 21-24 STIP.

Scope of Analysis

The analysis observations below are based on the climate office analysis of this limited subset of projects, not the full 2021-2024 STIP.



Process

The STIP adjustment contains a mix of amendments to existing projects in the 2021-2024 STIP and new projects that will be added once approved. Using 23 identified project attributes that tie to seven priority outcome areas (listed below), staff examined each project, isolated individual project attributes, and assigned a dollar value to each based on the portion of the total project each represents.

Several of the projects included multiple attributes. For example, a bridge project that adds capacity might be rated as positive for congestion relief while the new design standards also support Climate Adaptation/Resiliency outcomes, but the project also has new bike lanes and addresses a Safety issue. Each attribute is credited, proportional to the cost of that attribute, toward the associated outcomes. The priority outcome areas are:

- Climate—GHG Emissions Reduction/Mitigation
- Climate—Adaptation/Resilience
- Congestion Relief
- Social Equity
- Multimodal Mobility
- Safety
- State of Good Repair

Results: Key Climate Observations

The 2021 STIP adjustment will result in a net increase of \$68 million programmed project funding once approved. The rough return on investment calculation, based on investments and the projected outcomes and co-benefits anticipated, shows that these investments will generate \$90 million of benefits when we look at co-benefits across outcome areas.



Climate Adaptation/Resilience

Several project adjustments shifted funds from bridge/culvert project attributes to paving project attributes resulting in decreased Climate Adaptation/resilience benefits.

Of \$90 million in projected benefits, Climate Adaptation/Resilience will see 6% of these benefits.



Climate Greenhouse Gas Emissions Reduction/Mitigation

Adjustment contains Ped/Bike Strategic funds moved up from the 2024-2027 STIP, leveraged onto an existing 2021-2024 STIP project.

The \$3.5 million increased investment in pedestrian/bike will yield benefits for Climate GHG Emissions Reduction/Mitigation in the near-term. Advancing these funds may, however, decrease benefits during the 2024-2027 STIP cycle, if not replaced with other pedestrian/bike investments.

Of \$90 million in projected benefits, GHG Emissions Reduction/Mitigation will see 5% of these benefits.