

BUILDING A NEW PUBLIC TRANSPORTATION PLAN FOR OREGON



FURTHER PUBLIC INPUT OPPORTUNITIES THIS SUMMER

The Oregon Department of Transportation (ODOT) has worked with stakeholders to draft a new Oregon Public Transportation Plan (OPTP). The state's population and traffic have grown and what Oregonians need and expect from public transportation has changed. The new OPTP will:

- Establish a shared statewide vision for public transportation
- Help guide and support decisions by state, regional, and local government agencies
- Help communities respond to changing conditions and guide future investments
- Provide strategies for realizing the vision for public transportation in Oregon

Public transportation connects people, places, and critical services within and between urban and rural communities. It supports communities' economic vitality and contributes to individuals' health and safety. Because public transportation is for everyone and is essential for many, ODOT has sought input from Oregonians including community members, public transportation riders, providers and government agencies to make sure the draft OPTP reflects needs and desires throughout the state. Please review the draft plan, and share your comments this summer.

The Online Open House is coming this summer! Visit OPTPFeedback.org between late May and late July to share your thoughts.



VISION FOR PUBLIC TRANSPORTATION

In 2045, public transportation is an integral, interconnected component of Oregon's transportation system that makes Oregon's diverse cities, towns and communities work. Because public transportation is convenient, affordable and efficient, it helps further the state's quality of life and economic vitality and contributes to the health and safety of all residents, while reducing greenhouse gas emissions.

THE PLAN'S 10 GOALS

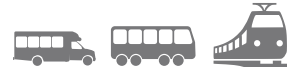
- 1: Mobility – Public Transportation User Experience
- 2: Accessibility and Connectivity – Getting from Here to There
- 3: Community Livability and Economic Vitality
- 4: Equity
- 5: Health
- 6: Safety and Security
- 7: Environmental Sustainability
- 8: Land Use
- 9: Strategic Investment
- 10: Communications, Collaboration and Coordination

WHAT DOES THE OPTP MEAN BY "PUBLIC TRANSPORTATION"?

The plan provides policies and strategies to guide public agencies' decisions about:

- Local, regional and intercity fixed-route bus lines
- Demand response (door-to-door) services
- Local and intercity rail services
- Interactions with current and emerging private services such as intercity bus systems, ridesharing and car sharing

Note: The plan does not include specific projects or investments.



WHAT THE NEW OPTP WILL ACCOMPLISH

The OPTP will establish common understandings for local, regional and state agencies, including:

- Vision and goals for public transportation
- Policy and strategy framework to inform decision making
- Possible priorities under different levels of funding for public transportation
- Opportunities and challenges in investment and implementation
- Positioning public transportation as a key part of Oregon's transportation system

MOVING FORWARD — THE KEY INITIATIVES

During summer 2017, stakeholders and the public reviewed the draft policies and strategies. Three implementation themes emerged. These initiatives are proposed as the focus for initial implementation of the plan. They touch on multiple OPTP goals and are critical to OPTP success.

- **Plan Integration:** Agencies and providers working together to better integrate transit in their transportation, land use and other planning efforts
- **Regional and Intercity Services:** Improve and better connect public transportation services
- **Technology:** Anticipate, test, and share new and improved technologies

Important in the short and long term, these three key initiatives provide the building blocks for implementing the plan.

The Online Open House is coming this summer! Visit OPTPFeedback.org and share your thoughts. Late May - Late July 2018

OUTREACH MILESTONES

Each stage of collaboration has brought the plan closer to completion, with invaluable input from community members and stakeholders.

2016: Public input on draft vision, goals, opportunities and challenges

2017: Public input on draft policies and strategies

2018: Public input on draft plan- final review before plan adoption

- Online Open House: late May to late July
- Public Hearing: July 19 or 20, 2018
- Anticipated adoption: September 20, 2018

PROJECT CONTACTS AND WEBSITE

Find more information and sign up for email announcements: oregon.gov/odot/Planning/Pages/optp.aspx

Project staff members:

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ODOT Planning

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503-986-3179



HOOD RIVER INTERSTATE BRIDGE

Replacement Efforts Update

April 2018

The Port of Hood River, a public agency, has owned and operated the Hood River/White Salmon Interstate Bridge since 1950. The 4,418' steel truss bridge was originally constructed in 1924. It provides a critical, bi-state transportation link in the heart of the Columbia River Gorge National Scenic Area. The Bridge is over 30 years past its design life. Its sufficiency rating, a numeric representation of reliability and functionality, is 48.8, a strong indicator of functional obsolescence. It creates a hazardous traffic bottleneck during closures of I-84 in Oregon or SR-14 Washington, a frequent occurrence. It has 9'4" travel lanes, vastly undersized for today's vehicles, and no pedestrian or bicycle facilities. The 80,000 lbs. weight limit restricts vehicle freight movement; and the narrow, poorly aligned navigation channel presents the greatest navigational hazard on the entire Columbia/Snake River federal inland waterway system.

Washington agencies and federal partners have completed significant work on replacing the bridge:

- Draft Environmental Impact Statement (DEIS) completed in 2003
- Replacement Feasibility Study completed in 2004
- Type, Size and Location Study completed in 2011
- Formation of a Bi-State Committee Memo of Understanding in 2011



OREGON LEGISLATIVE SUPPORT & ADMINISTRATIVE RULES GOVERNING PUBLIC-PRIVATE PARTNERSHIPS

The passage of Oregon HB 2750 and HB 2017 during the 2017 Oregon legislative session provided funding to complete the National Environmental Protection Act (NEPA) process and allow the Port to consider Public Private Partnerships (P3s) upon adoption of administrative rules. The public comment period on the draft administrative rules is now open. The second public hearing will be held on Tuesday, May 1, 2018 beginning at 5:00 p.m. in the Port of Hood River conference room. Written comment received at the Port office by 3:00 p.m. on Thursday, April 26 will be included in the packet prepared for Commission review during the second public hearing.

To view and download the draft administrative rules, go to: <https://bit.ly/2uLo5n3>

REQUEST FOR PROPOSALS - ENVIRONMENTAL IMPACT STUDIES & PERMITTING

The Port of Hood River, through Southwest Washington Regional Transportation Council (RTC) is seeking responses from professional consultants experienced in Bridge Replacement Environmental Studies, Design and Permit Assistance. Responses must be received at RTC by 4:00 p.m. on April 25, 2018.

The Request for Proposals (RFP) is available by contacting RTC at procurement@rtc.wa.gov or by calling (564) 397-5211.

BI-STATE BRIDGE REPLACEMENT ADVISORY GROUP (BRAG)

The Port of Hood River is undertaking a detailed study to address the development of a new bridge, built to modern standards, to replace the Hood River-White Salmon Interstate Bridge ("Bridge"). This study will focus on updating and refining previous engineering studies, satisfying environmental and permitting requirements, and determining how to fund and procure the replacement Bridge. This study phase is anticipated to take over two years to complete.

As the public authority responsible for owning and operating the bridge, the Port Commission must make significant decisions regarding how to proceed with the development of the replacement Bridge. To ensure that its decisions are as responsive as possible to local ideas and issues, the Port Commission will establish a Bridge Replacement Advisory Group (“BRAG”) to obtain feedback and foster discussion among local and regional public stakeholders, and provide a forum for each of the stakeholders to advise the Port on policy related to the planning and development of the replacement Bridge. The duration of the advisory group is 2-3 years depending on the length of the study period.

Membership

One member from each of the following governing bodies is invited to participate on the BRAG:

- Port of Hood River, Chair
- City of Hood River
- County of Hood River
- City of White Salmon
- City of Bingen
- County of Klickitat
- Port of Klickitat
- ODOT Area Commission on Transportation (ACT), Region 1
- Columbia River Inter-Tribal Fishing Commission (CRITFC)
- Columbia River Gorge Commission

Each entity will appoint its representative to the BRAG. The BRAG members will be responsible for coordinating with other members of their organizations and constituents to identify issues to be discussed at BRAG meetings, communicating the results of BRAG discussions to his or her board and constituents, and providing feedback from their communities to the Port. The Port representative will serve as Chairperson of the BRAG.

Administration

The BRAG will meet monthly throughout the study period, with additional meetings scheduled as needed. Meetings will generally be held in the Port offices, but when appropriate may be held by teleconference or at other sites in the region. As a non-voting advisory group, there will not be any quorum requirements for meetings.

The BRAG will be funded by the Port and staffed by the Port’s Bridge Replacement Director. The Bridge Replacement Director will distribute meeting agenda prior to each meeting. The Port will engage technical consultants, as necessary, to address issues identified by the BRAG.

TO LEARN MORE, PLEASE CONTACT:

Kevin Greenwood, Bridge Replacement Project Director

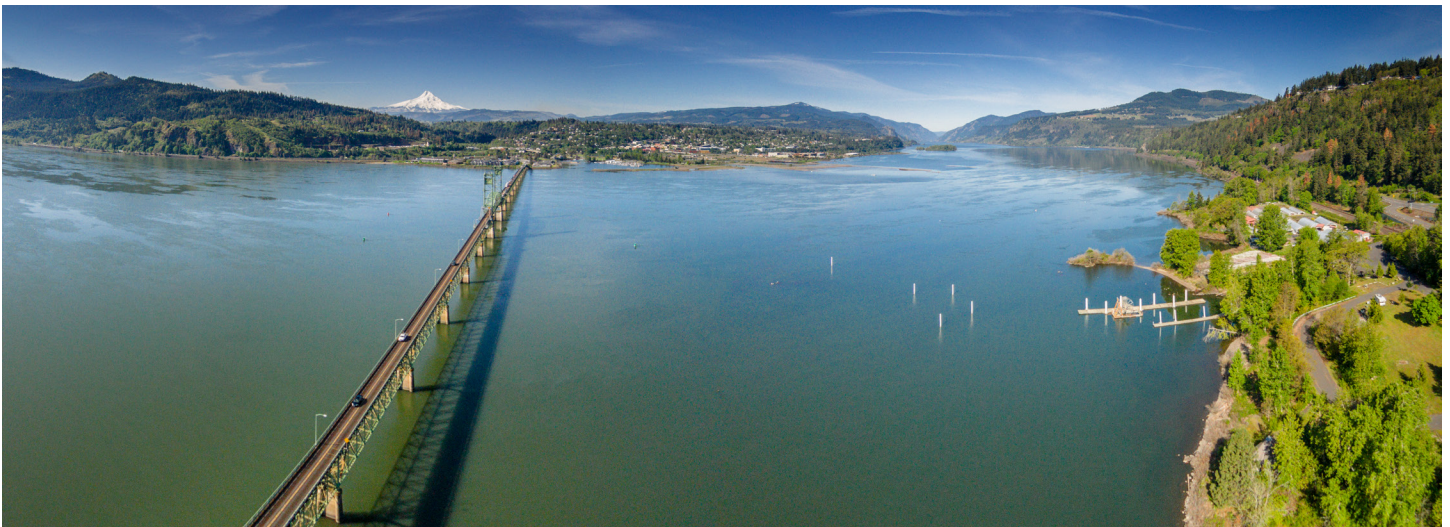
Port of Hood River

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SAFE ROUTES TO SCHOOL FUND: OVERVIEW OF DRAFT RULE UPDATE

OREGON DEPARTMENT OF TRANSPORTATION

IMPROVING WALKING AND BIKING TO SCHOOL FOR STUDENTS

With the 2017 passage of the Keep Oregon Moving Act, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value: a vibrant economy with good jobs, strong communities with high quality of life, a clean environment, and safe, healthy people. A key piece of Keep Oregon Moving is an annual \$10 million investment in the Safe Routes to School (SRTS) Fund, increasing to \$15 million in 2023. The existing rule that governs the SRTS Fund will be updated to include this new dedicated source of funding which will be used to build street safety projects to help Oregon children walk and bicycle to school safely.

WHAT IS AN OREGON ADMINISTRATIVE RULE?

Updating OAR 737-025

Over the past six months, the Oregon Department of Transportation (ODOT) worked with a Rules Advisory Committee (RAC) to develop draft updates to an existing rule to guide the use and implementation of new monies dedicated to the Safe Routes to School Fund. The RAC's process included opportunities for public input through open meeting, public comment at meeting, and outreach by RAC members. This input was incorporated into the draft language to amend Oregon Administrative Rules Chapter 737, Division 25 that will be considered by the Oregon Transportation Commission (OTC) in 2018.

PUBLIC COMMENT SOUGHT ON DRAFT RULE

Public is invited to comment on the draft rule:

<http://www.oregon.gov/ODOT/Programs/Pages/SRTS-RAC.aspx>

RULE MAKING SCHEDULE

- May 1 through May 31, 2018:** Public comment period. Send written comments on the draft Rule to LeeAnne Ferguson, ODOT SRTS Manager: leeanne.fergason@odot.state.or.us
- May 15, 2018, 5pm-8pm:** Public hearing at Chemeketa Center for Business and Industry, 626 High ST NE, Salem OR
- July 19, 2018:** OTC considers draft rule for adoption
- July 23, 2018:** Rules go into effect, pending OTC action

What is in the draft rule?

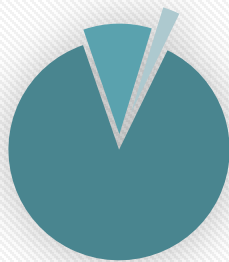
These rules (Chapter 737, Division 25) establish the procedures and requirements for the administration of the additional monies dedicated to the Safe Routes to School Fund for infrastructure projects. The rule divides the funds into three program areas.

PROGRAM AREAS:

COMPETITIVE GRANT PROGRAM: The majority of the funds, 87.5 percent or greater, will be used for a Competitive Grant Program to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools.

RAPID RESPONSE GRANT PROGRAM: Up to 10 percent of funds will be used for urgent needs or systemic safety issues that occur in between Competitive Program Grant cycles.

PROJECT IDENTIFICATION GRANT PROGRAM: Up to 2.5 percent of funds will be used by ODOT to help communities identify projects to reduce barriers and hazards for children walking or bicycling to and from school and that will lead to eventual construction.



- Competitive Program: 87.5%
- Rapid Response Program: 10%
- Project Identification Program: 2.5%

Note: Information about the first round of funding will be determined by the RAC as part of program guidance and will be available by June 19, 2018. Go to: <http://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

Program definitions: Four important definitions were added to clarify the new law, including:

- Title I: Schools where 40% or more students are from low-income households.
- Plan: Any related and adopted infrastructure plan, SRTS Action Plan, or SRTS Infrastructure Plan that fulfills the requirements of ORS 195.115.
- Priority Safety Corridor: Any road with 40 mph or higher, or additional safety qualifiers.
- Cash Match: Hard costs associated with project construction.

Eligibility: Cities, counties, ODOT, tribes, and transit agencies may apply for safety projects that are consistent with jurisdictional plans, supported by the school or school district, and that positively affect the ability of children to walk and bicycle to school.

SRTS Advisory Committee and Decision-Making: A Safe Routes to School Advisory Committee will form to provide advice on program elements and recommend projects via infrastructure and non-infrastructure funding cycles. Committee recommendations will go to the OTC for formal adoption.

Additional General Content: The general rule includes the basic requirements for applying for funds, ODOT's SRTS grant cycle communication and the requirement that any cost overages are the responsibility of the grant recipient.

What is not in the draft rule?

The RAC was *not* charged with updating the non-infrastructure sections of the existing rule. For example, the SRTS Fund provides rules for education, outreach, training, and other activities associated with a comprehensive Safe Routes to School Program. While minor changes were made to the non-infrastructure sections for clarity and consistency, the RAC focused on adding language to the rule in order to incorporate the new funding for infrastructure projects.

For more information visit <http://www.oregon.gov/ODOT/Programs/Pages/SRTS-RAC.aspx>, or contact LeeAnne Ferguson at leeanne.fergason@odot.state.or.us.



Oregon Safe Routes to School Infrastructure Program Update

Region 1 ACT Meeting
May 3, 2018



Where Are We Now

- Rules development
- Public Comment

What's Next

- Program Guidance
- Outreach
- Program starts

Discussion

- Q and A



Rules Development

HB 2017

Dedicates
\$10M-\$15M
off-the-top for
SRTS

SRTS Fund

Money is
deposited in
SRTS Fund
(ORS 184.740)

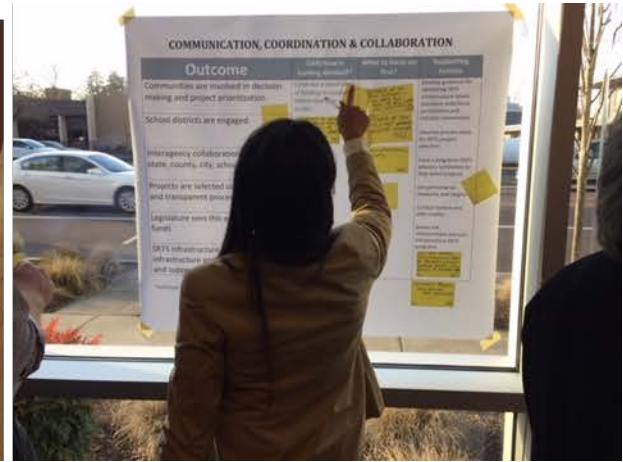
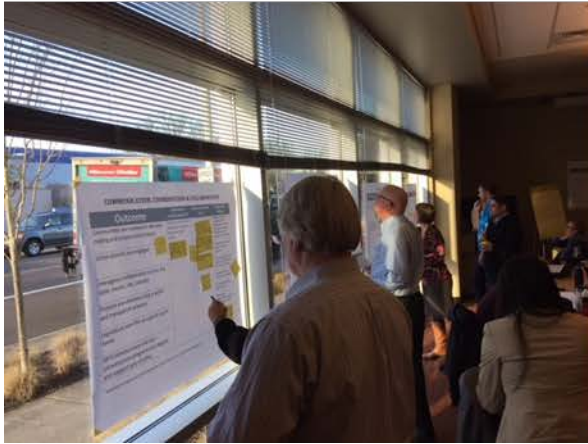
SRTS Regulations

The Fund is
guided by the
2005
regulations
(ORS 737-025)

Rulemaking needed

Safe Routes to School Rules Advisory Committee - Roster	
Marian Owens	Oregon Transportation Safety Committee
Hau Hagedorn	Oregon Bicycle and Pedestrian Advisory Committee
John Vial	Association of Oregon Counties
Rob Inerfeld	League of Oregon Cities
Dana Dickman	Local Safe Routes to School / Safety (Portland)
Brian Potwin	Local Safe Routes to School (Central/Eastern Oregon)
Scott Bohl	Oregon Department of Education
Kari Schlosshauer	Safe Routes to School Network / Advocacy Group
Jeff Hazen	Oregon Public Transportation Advisory Committee
Karin Morris	Accessibility / Mobility Perspective
Levi Herrerra	Mano a Mano Family Center / Equity Perspective
Holly Wenzel	Health Perspective
Frank Reading	Oregon Department of Transportation

Progress to Date



Nov

Values and Outcomes

Jan

Narrow Program Design

March
Update to OTC

Dec

Program Design Ideas

Feb

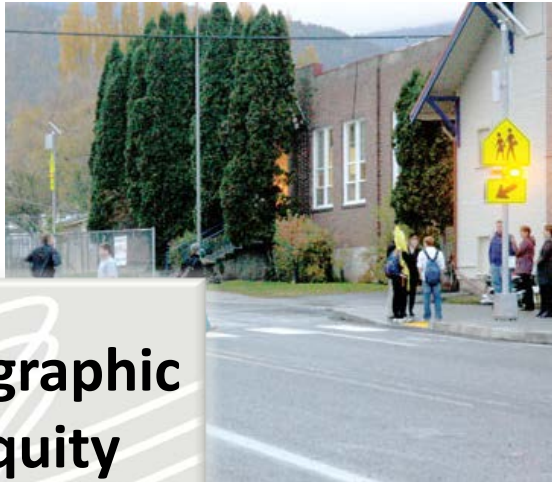
Recommend Draft Rules

April

High level guidance

OAR filed and public comment open

Values and Outcomes



**Geographic
Equity**



**Social
Equity**



Safety

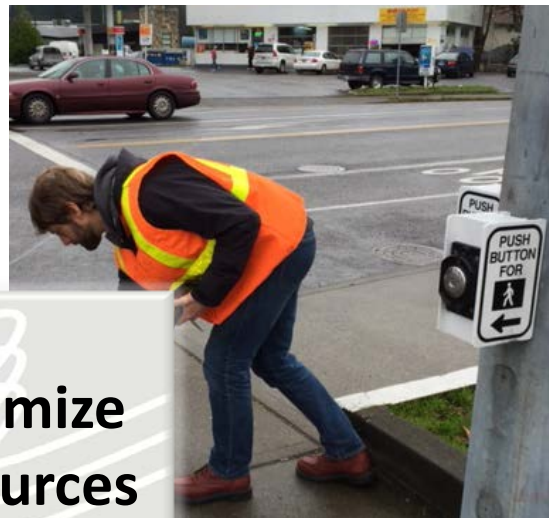
Values and Outcomes



Health

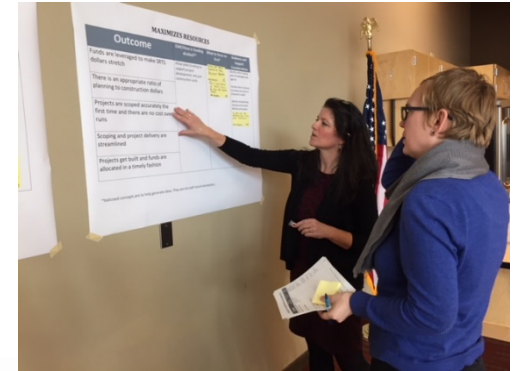
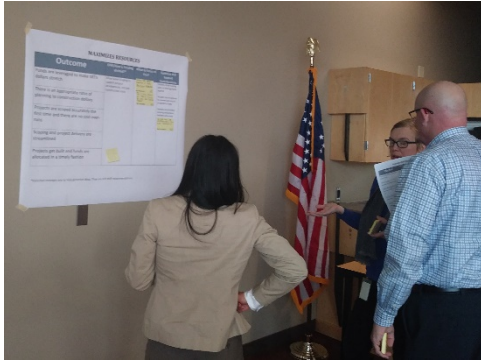
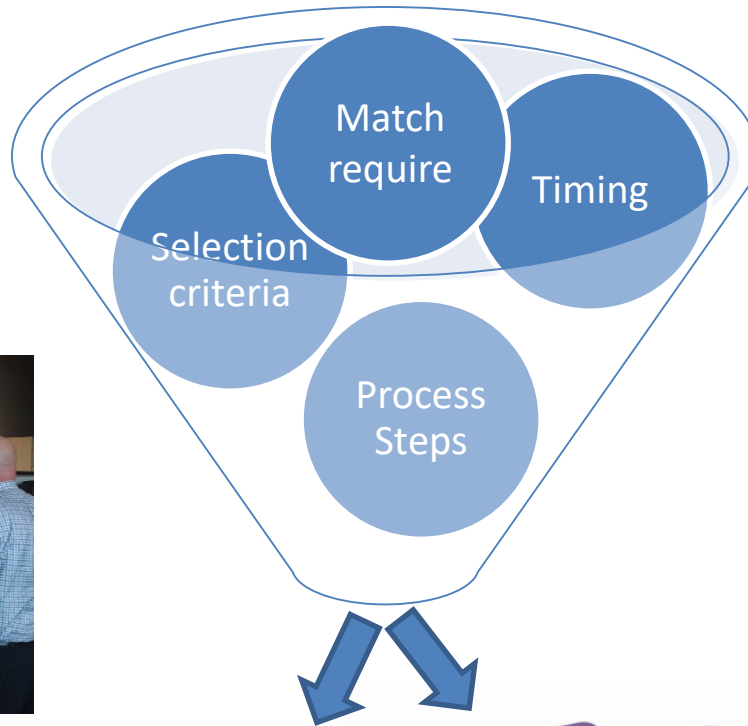


**Communication/
Coordination/
Collaboration**



**Maximize
Resources**

Program Design





**How the funds
are divided**

Definitions

Program Design in Rule

**Who/what is
eligible**

**Advisory
Committee**



Recommended
Rule



Rule Amendments



Definitions



Program Descriptions



Advisory Committee



Minor Revisions in Non-Infrastructure



Infrastructure Program

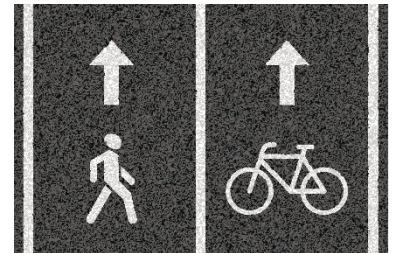
Program Descriptions

Added Program
Descriptions

Non-Infrastructure



Infrastructure



SRTS Advisory Committee

Advisory
Committee
Over Both
Programs



Advisory to OTC and ODOT

10-15 members

Representative Types

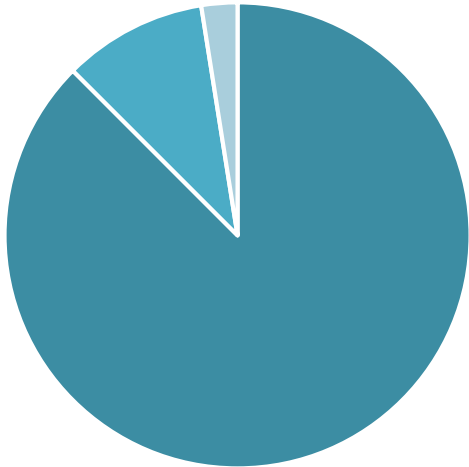
Appointed by ODOT Director

Project Criteria and Selection

Consult with OTSC and OBPAAC

Infrastructure Grant Programs:

10M annually, increasing to 15M in 2023



- Competitive
- Rapid Response
- Project Identification

COMPETITIVE GRANT PROGRAM:

The majority of the funds, 87.5 percent or greater, will be used in a competition to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools.

RAPID RESPONSE GRANT PROGRAM:

Up to 10 percent of funds will be used for urgent needs or systemic safety issues that occur in between Competitive Program Grant cycles.

PROJECT IDENTIFICATION GRANT PROGRAM:

Up to 2.5 percent of funds will be used by ODOT to help communities identify projects to reduce barriers and hazards for children walking or bicycling to and from school and that will lead to eventual construction.

Competitive Grant Program Details

Eligibility

Match

Project Delivery

Awarding Grants



Eligibility: Who can apply?



Cities

Counties

ODOT

Tribes

Transit
Districts

Road
Authorities

Project Proposal Eligibility

Eligibility

Safety- provide a safety benefit

Affect ability of kids to walk and bike to school

Ability to leverage- has match

Proximity to School- within 1 mile

On a public road right of way



What Cash Match is Required?

Provide a cash match of at least **40 percent** of the total project's costs OR

The OTC may reduce an applicant's cash match of at least **20 percent** of the total project's costs when one or more of the following conditions apply:

The school is located in a city with a population of 5,000 or fewer;

The project reduces hazards within a Priority Safety Corridor; OR

The school site qualifies as a Title I School.



Public Process

Public Comment

- May 1 – May 31
- Comments go to leeanne.fergason@odot.state.or.us

Public Hearing

- May 15, 5pm
- 626 High St NE, Salem, OR
97301

Rule Language and Overview

- <http://www.oregon.gov/ODOT/Programs/Pages/SRTS-RAC.aspx>



High-level Guidance Overview

Competitive Grant Program Timeline

1st Cycle

July 23, 2018: Solicitation Starts

August 31, 2018: Letter of Intent Due

October 15, 2018: Application due

October-November: Staff review

December 2018 –January 2019: SRTS Advisory Committee makes recommendation

February 21, 2019: Project list is presented to the Oregon Transportation Commission

March 2019 - 2024: Agreements signed and projects built.



Show Me the Money...Details

Annual
allocation

FY 19-20=
\$18.33M

2018= 8.3M

2019= 10M



FY 21-22=
\$30M

2020= 10M

2021= 10M

2022= 10M

FY 23-24=
\$30M

2023= 15M

2024= 15M

Money ... continued

Min/Max

Competitive Program

Minimum funding request = \$60K

Maximum funding request= \$2M

Rapid Response Program

Minimum funding request= N/A

Maximum project request= \$500K

Project Proposal Evaluation

Targets Outside of MPO



Title I schools

High
Priority
for first
round
of
funds

Title I schools

Priority Safety Corridors

Elementary/Middle schools



Next Steps

Summer Workshops

6/18 BAKER CITY WORKSHOP	6/25 SALEM WORKSHOP	6/27 WEBINAR	7/2 PORTLAND WORKSHOP	7/12 REDMOND WORKSHOP	8/8 SPRINGFIELD WORKSHOP	8/16 ASHLAND WORKSHOP
Location: Baker County Library	Location: Chemeket a Center for Business and Industry	Location: Online through JoinMe	Location: ODOT Region 1	Location: City of Redmond Public Works	Location: Agnes Stewart Middle School	Location: TBD

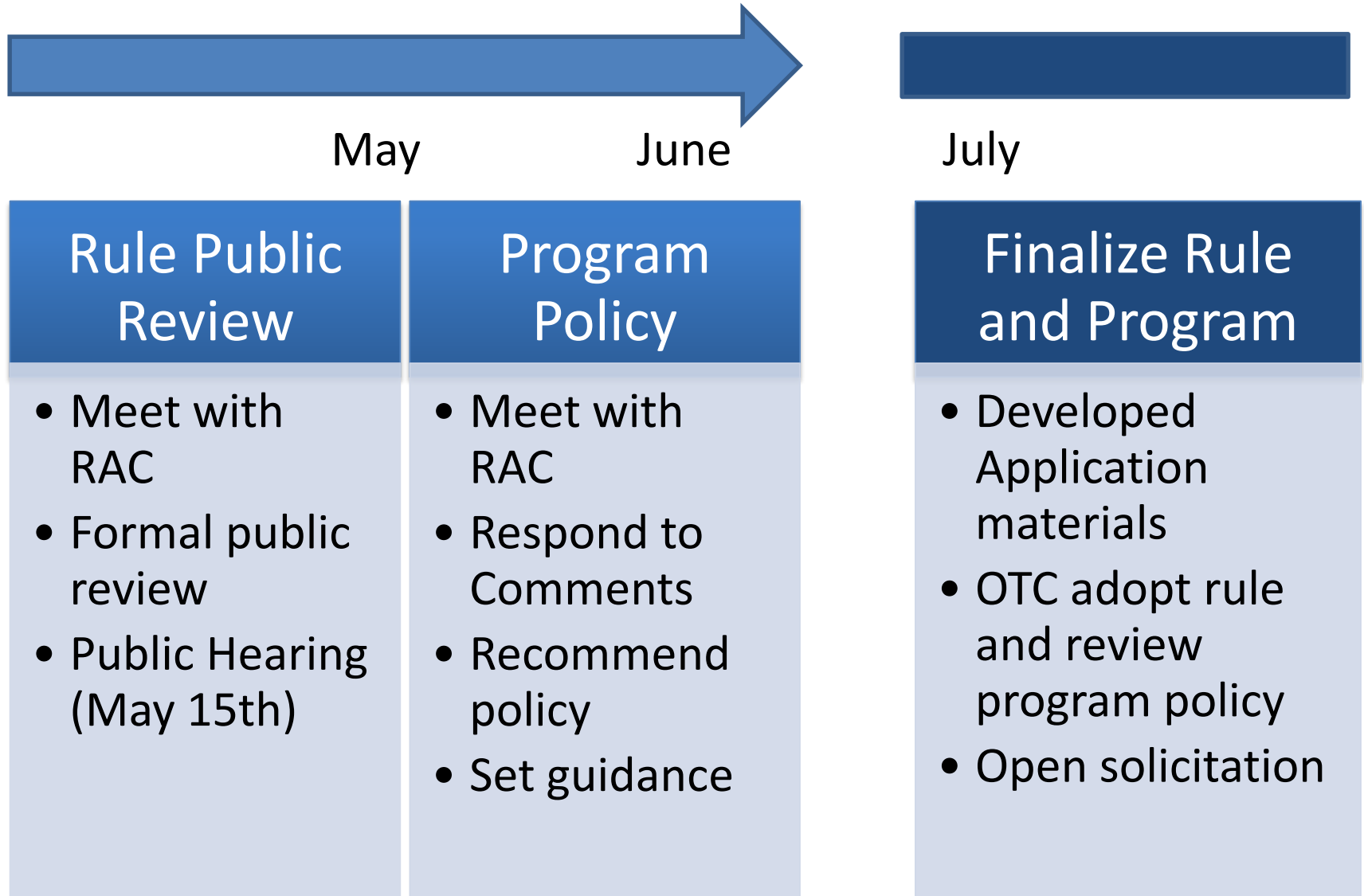
Workshop will cover:

- timeline
- eligibility
- proposal selection process
- match requirements
- proposal development tips

Workshop target audiences are **city, county, tribes, transit district staff, and interested public school representatives.**

All workshops are open to the general public.

Public Process and Guidance Creation



We're on track to build great projects!



Aug

Sep

Oct

Nov

Jan '19

Conduct Outreach

- Form SRTS Advisory Committee
- Host 6 workshops
- Letter of Intent due

Solicit Proposals

- Proposals due
- Start staff review

Select Projects

- SRTS Advisory Committee workshop
- Recommend Projects
- Finalize with OTC



Questions?

Discussion / Questions

Contact:

LeeAnne Ferguson

ODOT SRTS Program Manager

LeeAnne.Ferguson@odot.state.or.us

(503) 986-5805

Website:

<http://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

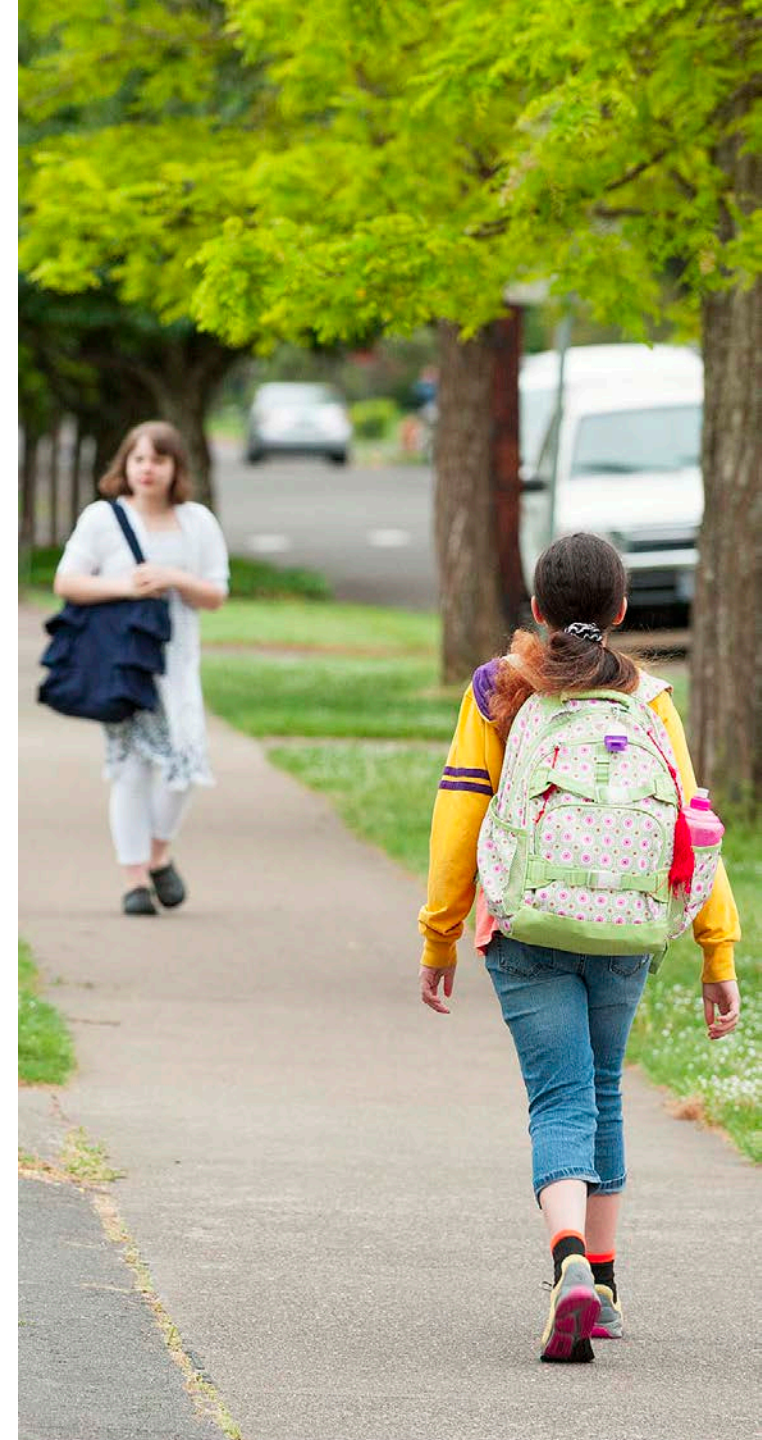




Figure 1 Photo Credit: Safe Routes to School National Partnership

JUNE-AUGUST 2018 SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT PROGRAM WORKSHOPS

Learn how to apply for the new ODOT Safe Routes to School Infrastructure Grant Program funds.

In the summer of 2018, the Oregon Department of Transportation (ODOT) will solicit proposals for the first round of new Safe Routes to School (SRTS) Infrastructure funding. ODOT staff will present a program overview and answer questions about this new opportunity. The presentation will cover SRTS Infrastructure Program specifics including, timeline, eligibility, proposal selection process, match requirements, and proposal development tips. The target audiences include city, county, tribes, and transit agency staff and interested public school representatives. All workshops are open to the general public.



Workshops:

6/18: BAKER CITY 1:00-2:30pm

6/25: SALEM 3:00-4:30pm

6/27: WEBINAR 1:00-2:30 pm

7/2: PORTLAND 2:30-4:00pm

7/12: REDMOND 12:30-2:00pm

8/8: SPRINGFIELD 2:30-4:30pm

8/16: ASHLAND 10:30am-12:00pm

More information:
click "How to Apply" at
<http://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

Contact:

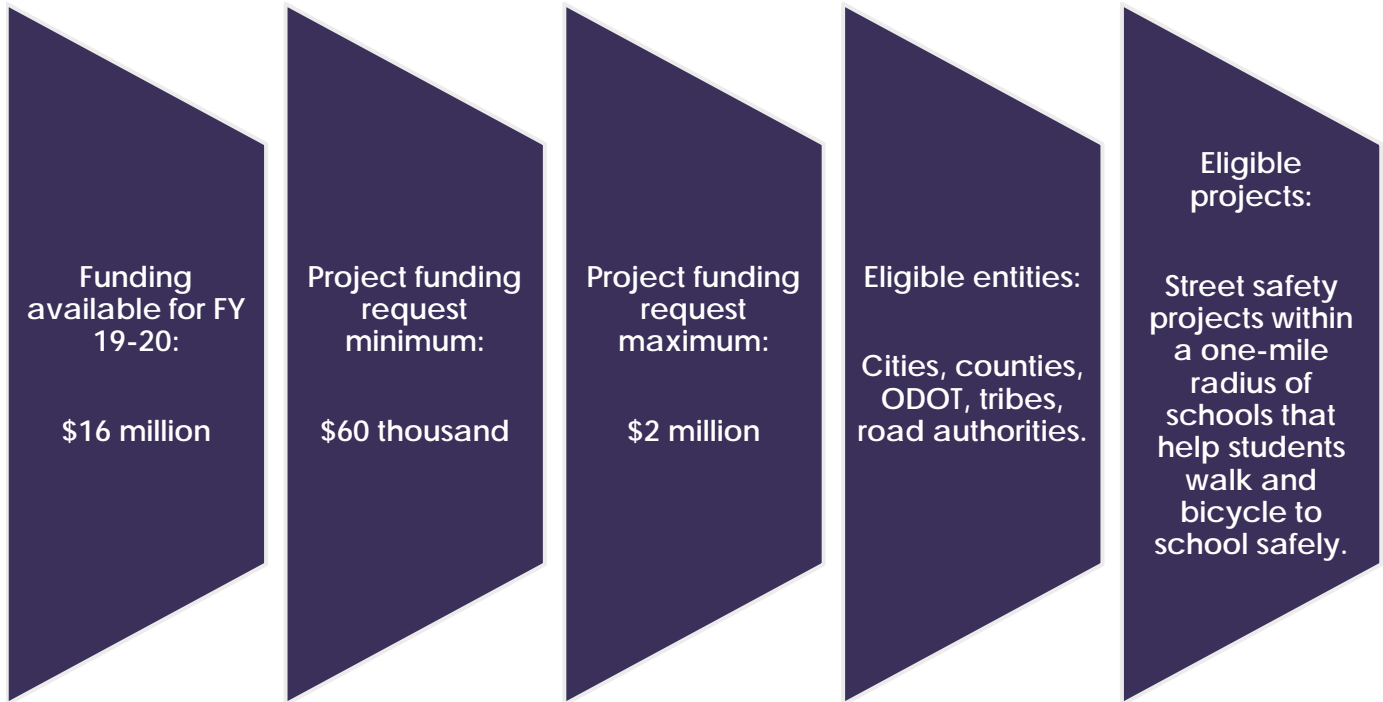
**Safe Routes to School Infrastructure
Program Manager**

LeeAnne Ferguson

503-986-5805

LeeAnne.Ferguson@odot.state.or.us

Competitive Grant Program details:



More information including program focus areas will be posted by 6/19/18:

<http://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

Safe Routes to School Infrastructure Program timeline*:



More information about public comment and the public hearing at <http://www.oregon.gov/ODOT/Programs/Pages/SRTS-RAC.aspx>

*timeline subject to change pending OTC approval.

Region 1 Summer Construction 2018 Project Updates

May 2017

Paul Scarlett, Area Manager East

Shelli Romero, Public Policy & Community Affairs Manager



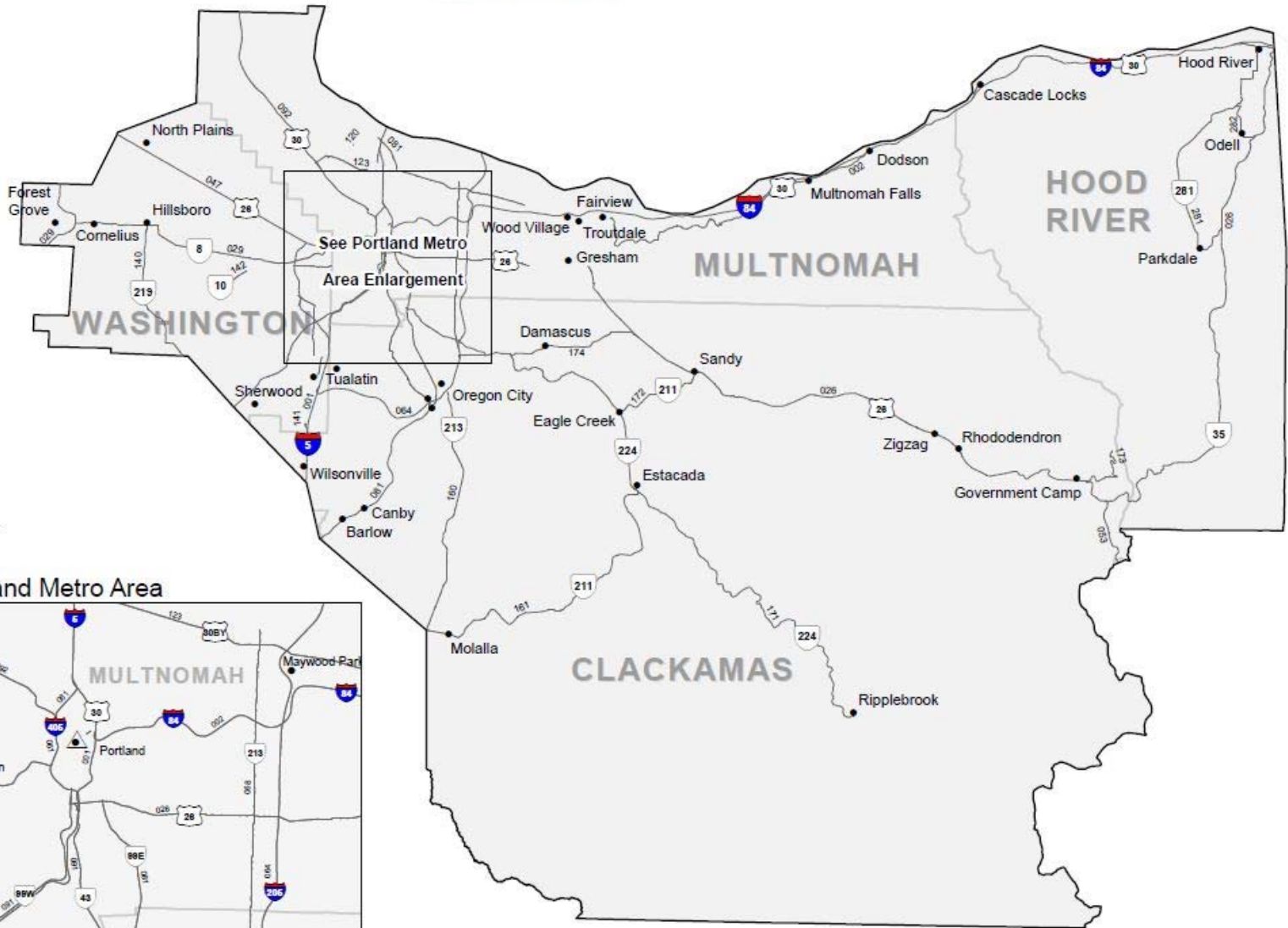
OREGON DEPARTMENT OF TRANSPORTATION

REGION 1




- REGION MANAGER -
Rian Windsheimer 503-731-8256

-  State Highway
-  County Boundary
-  Interstate Routes
-  U.S. Routes
-  Oregon Routes
-  City / Locale
-  Region Office
- 049 State Hwy. Number



Portland Metro Area



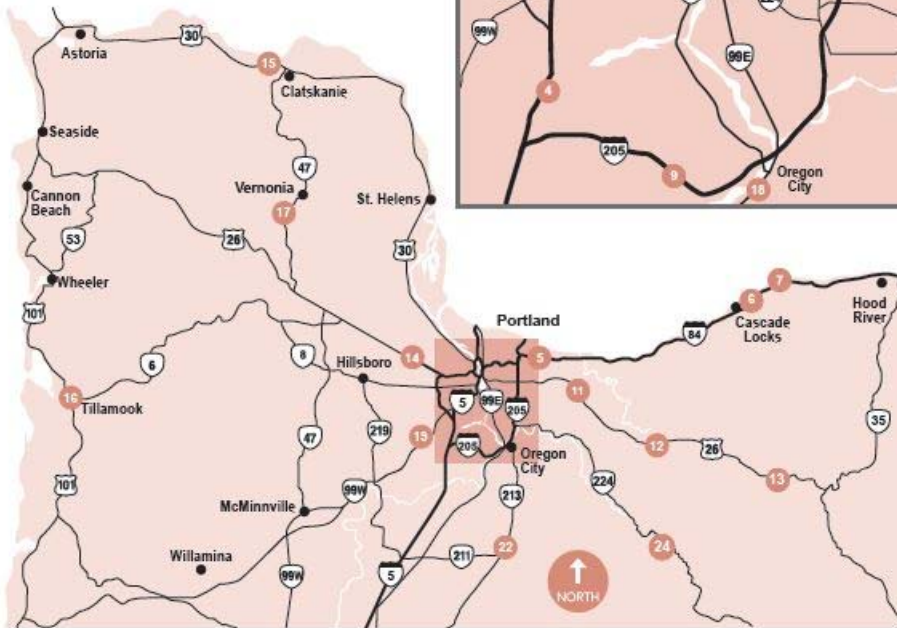
 PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - JUNE 2017
GIS No. 23-43

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2018

NORTHWEST OREGON

CONSTRUCTION PROJECTS



INTERSTATE HIGHWAYS

INTERSTATE 5 (PACIFIC HIGHWAY)

- 1 The Columbia River to Moda Center** — This project will pave 6 miles of I-5, including some ramps, between the Interstate Bridge and Moda Center, improve sidewalks and curb ramps, replace median barrier and upgrade signs. Night lane closures and ramp closures. Weekend full closures of I-5. Completion: Fall 2019. www.i54construction.org
- 2 I-5 at I-84** — This project will repair and resurface the bridges that connect I-84 and I-5. Up to a two-week closure of each of the bridges in July and August. From 10 p.m. July 9 until 5 a.m. July 22, the I-5 southbound ramp to I-84 eastbound ramp is closed. From 10 p.m. July 25 until 5 a.m. Aug. 6 the I-84 westbound to I-5 northbound ramp is closed, and a lane is closed on the I-84 westbound to I-5 southbound ramp. From 10 p.m. Aug. 17 until Aug. 27 I-84 westbound to I-5 southbound ramp is closed. Nighttime lane closures other nights. Completion: Fall 2018. www.i54construction.org
- 3 Terwilliger Boulevard to OR 217** — This project will install, replace, repair and upgrade existing interstate signs and sign structures from south of the Iowa Street viaduct and north of the OR 217 interchange. Night and some day lane closures on I-5. Completion: Fall 2018. www.tinyurl.com/i55ignReplacementODOT2
- 4 OR 99W to I-205** — This project will pave 5.5 miles of I-5 from OR 99W to I-205, install a single southbound auxiliary lane on I-5 from north of Lower Boones Ferry Road to I-205 and add a second auxiliary lane at the northbound exit ramp for Lower Boones Ferry Road. Night lane closures with night and weekend ramp closures. Completion: Spring 2019. tinyurl.com/i5ODOTProject

INTERSTATE 84 (BANFIELD FREEWAY)

- 2 I-84 at I-5** — This project will repair and resurface the bridges that connect I-84 and I-5. Up to a two-week closure of each of the bridges in July and August. From 10 p.m. July 9 until 5 a.m. July 22, the I-5 southbound ramp to I-84 eastbound ramp is closed. From 10 p.m. July 25 until 5 a.m. Aug. 6 the I-84 westbound to I-5 northbound ramp is closed, and a lane is closed on the I-84 westbound to I-5 southbound ramp. From 10 p.m. Aug. 17 until Aug. 27 I-84 westbound to I-5 southbound ramp is closed. Nighttime lane closures other nights. Completion: Fall 2018. www.i54construction.org
- 5 NE 102nd to 148th Avenues** — This project will install, replace, repair and upgrade existing interstate signs and sign structures between NE 102nd and 148th Avenues. Night lane closures. Periodic full closures of I-84. Completion: Fall 2018. www.tinyurl.com/i845ignReplacementODOT

INTERSTATE 84 (COLUMBIA RIVER HIGHWAY)

- 8 Just east of Cascade Locks** — This project will stabilize the highway at the site of an ancient landslide called Farley Slide. Night single lane closures and traffic shifts. Completion: Fall 2018. www.i84construction.org
- 7 East of Cascade Locks from Wyeth to Lindsey Creek** — This project will construct the Historic Columbia River Highway State Trail from Wyeth to Lindsey Creek. Night and day single lane closures for eastbound I-84. Completion: Summer 2019. www.HistoricHighway.org

INTERSTATE 205 (EAST PORTLAND FREEWAY)

- 8 The Glenn Jackson Bridge to Johnson Creek** — This project will pave 9 miles of I-205 between Johnson Creek Boulevard and the Glenn Jackson Bridge, including some ramps, build auxiliary lanes in three locations, install ODOT Real Time electronic signs and make pedestrian improvements at Gilsen Street. Night lane closures on I-205. Full night closures of ramps and lane closures on cross-streets near ramps. The northbound Exit 23B to U.S. 30 Bypass and Killingsworth Street will be closed 24/7 for 14 days. Completion: Fall 2019. www.i205construction.org

- 9 Oregon City to I-5** — This summer crews will complete a project to pave 9 miles of I-205 from the Abernethy Bridge to I-5. Night lane closures on I-205. Completion: Fall 2019. www.i205construction.org

U.S. HIGHWAYS

U.S. 26 (MT. HOOD HIGHWAY)

- 10 Powell Boulevard from SE 20th to 34th Avenues** — This project will improve safety by installing pedestrian activated beacons, new signals, improved lighting, crosswalk and sidewalk improvements along Powell Boulevard. Night and day lane closures on Powell Boulevard and impacts on side streets. Completion: early 2019. www.PowellBldgSafety.org
- 11 SE 282nd Avenue/Boring Road overpass** — This project will raise the Boring Road overpass over U.S. 26. Expect a full closure of the overpass July 5 to Sept. 30. U.S. 26 will remain open. Completion: Fall 2018. www.BoringRdBridge.org

U.S. 26 (SUNSET HIGHWAY)

- 12 East of Sandy River at Beaver Creek** — This project will repair the culvert that carries Beaver Creek under U.S. 26 east of Sandy. Eastern access to Southeast Paha Loop Road will close during construction. No impacts on U.S. 26. Completion: Fall 2018. tinyurl.com/BeaverCreekCulvert
- 13 Near Government Camp** — This project will construct a new parking area and trail connection to the existing Mirror Lake Trail, make improvements to U.S. 26 and restore existing parking area. Lane and shoulder closures. Completion: Fall 2018. www.oregon.gov/ODOT/Projects/Pages/U.S.-26-Construction.aspx
- 14 185th Avenue to Cornelius Pass Road** — This project will add a third lane in each direction from 185th Avenue to Cornelius Pass Road. Occasional night lane closures. Completion: Fall 2018. www.CornPass185.org

U.S. 30 (LOWER COLUMBIA RIVER HIGHWAY)

- 15 Clatskanie Bluffs** — This project will scale slopes to remove debris, clear trees, install wire mesh and repair the roadway. Lane closures with flaggers directing traffic on weekdays. Completion: Summer 2018. tinyurl.com/ClatskanieBluffs

U.S. 101 (OREGON COAST HIGHWAY)

- 16 At OR 6 in Tillamook** — This project will widen travel lanes on Main and Pacific Avenues, extend Pacific Avenue north to Hoquarten Slough and construct a new bridge over the slough, improve access to Hoquarten Interpretive Trail Park, and improve signals. Single lane closures and delays. Completion: Fall 2018. tinyurl.com/TillamookTraffic

STATE HIGHWAYS

OR 47 (NEHALEM HIGHWAY)

- 17 Beaver Creek Bridge in Washington County** — This project will construct a new bridge, install drainage and storm water facilities, pave and install a retaining wall. Lane closures with traffic directed by flaggers. A full closure of the road is expected to start in early July and last for two months with Timber Road as a detour. Completion: Fall 2018.

OR 99E (MCLOUGHLIN BOULEVARD)

- 18 Oregon City south of the railroad tunnel** — This project will stabilize the hillside next to the highway in Oregon City to improve safety by reducing the potential for rocks to fall onto the road. A 24.7 lane closure and traffic shift for both directions. Expect delays. Completion: Fall 2018. tinyurl.com/or99erock

OR 99W (PACIFIC HIGHWAY)

- 19 King City** — This project will install new sidewalks on OR 99W and SW Royalty Parkway in King City. Night and day lane closures. Completion: Fall 2018. tinyurl.com/KingCitySidewalks

OR 213 (SE 82ND AVENUE)

- 20 SE Foster Road, Woodstock and Flavel intersections** — This project will install new traffic signals and sidewalk curb ramps at SE Foster Road, SE Woodstock Boulevard, and SE Flavel Street. Night and day single lane closures on 82nd Avenue and side streets. Completion: Winter 2018. tinyurl.com/82ndAveSignals

- 21 Lindy Street to King Road** — This project will pave SE 82nd Avenue between SE Lindy Street and SE King Road and install new sidewalk curb ramps. Night and day single lane closures on 82nd Avenue and side streets. Completion: Fall 2018. lnac.82ndaveprojects.com

OR 213 (CASCADE HIGHWAY SOUTH)

- 22 South Union Mills Road in Molalla** — This project will level out the crest of the highway at the intersection with South Union Mills Road in Molalla, construct a standard right-turn lane on Union Mills and a two-stage left turn onto OR 213. Night lane closures on OR 213. Night and day lane closures on Union Mills Road. Completion: Fall 2018. www.OR213UnionMills.org

FOR PROJECT INFORMATION,
PLEASE VISIT:
www.oregon.gov/ODOT

I-84 (Columbia River Hwy): Farley Slide

I-84: Farley Landslide Mitigation, MP 48



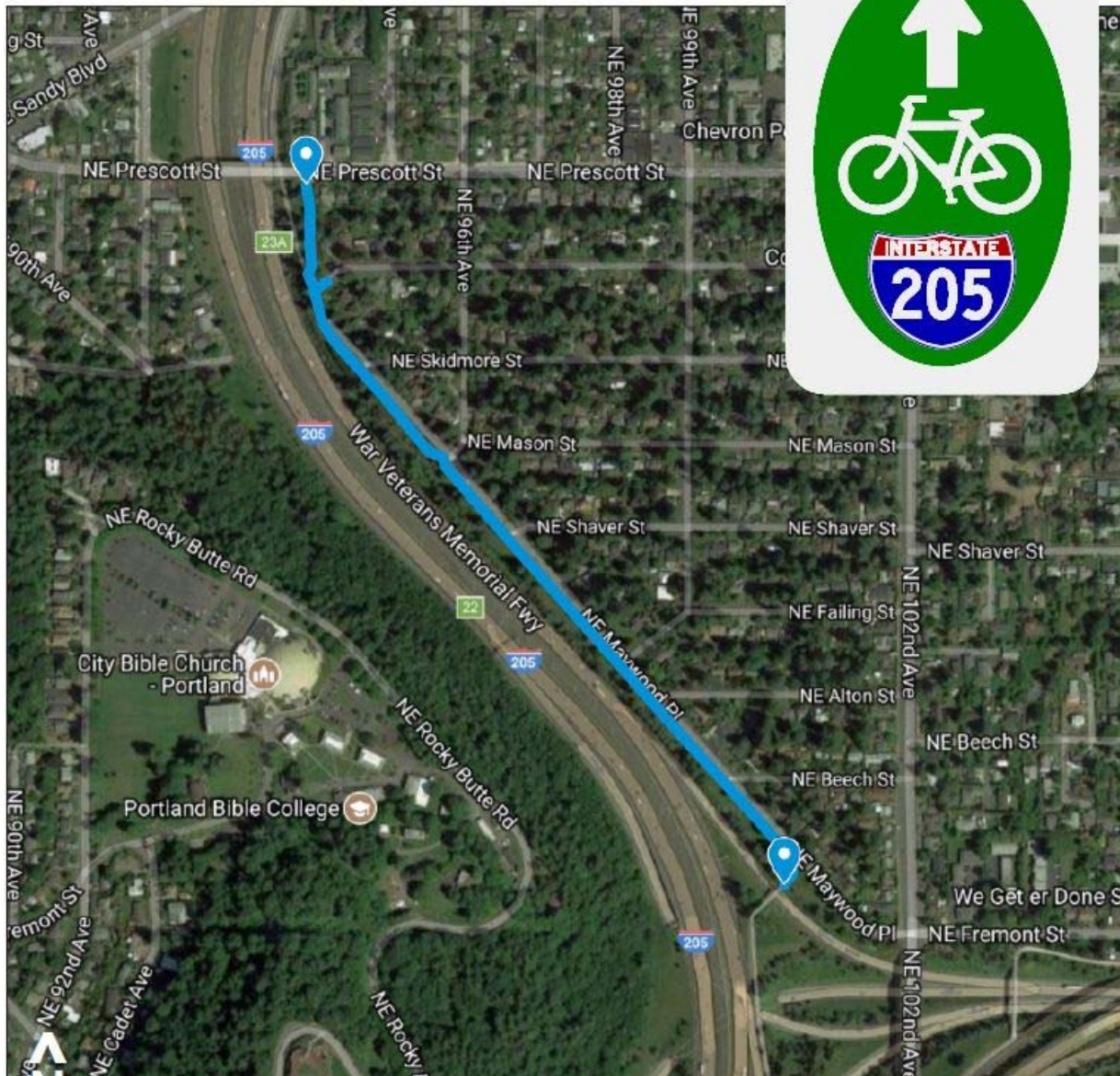
US 26: Boring Road (SE 282nd Ave) Bridge Raising



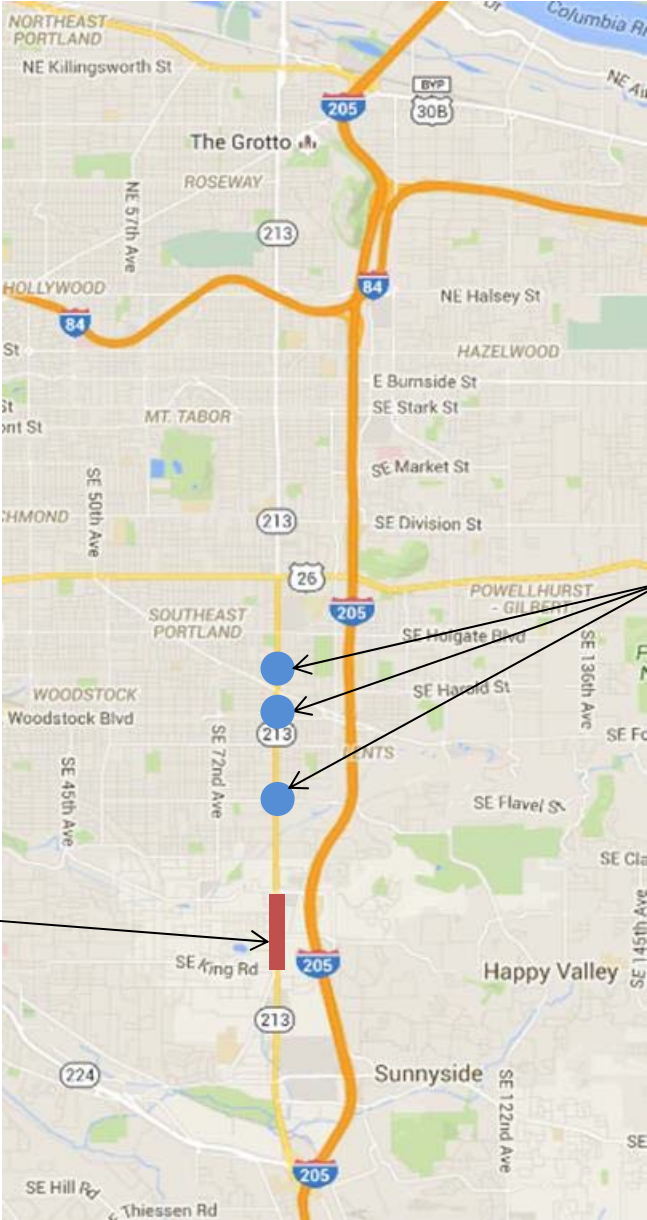
OR213: Union Mills



Maywood Park Shared Use Path



OR 213 (82nd Avenue)



OR213: Lindy to King Rd.
Repaving, Sidewalk Infill,
and ADA ramp upgrades

OR213:Operational Improvements
- Foster Rd.
- Woodstock Blvd.
- Flavel St.



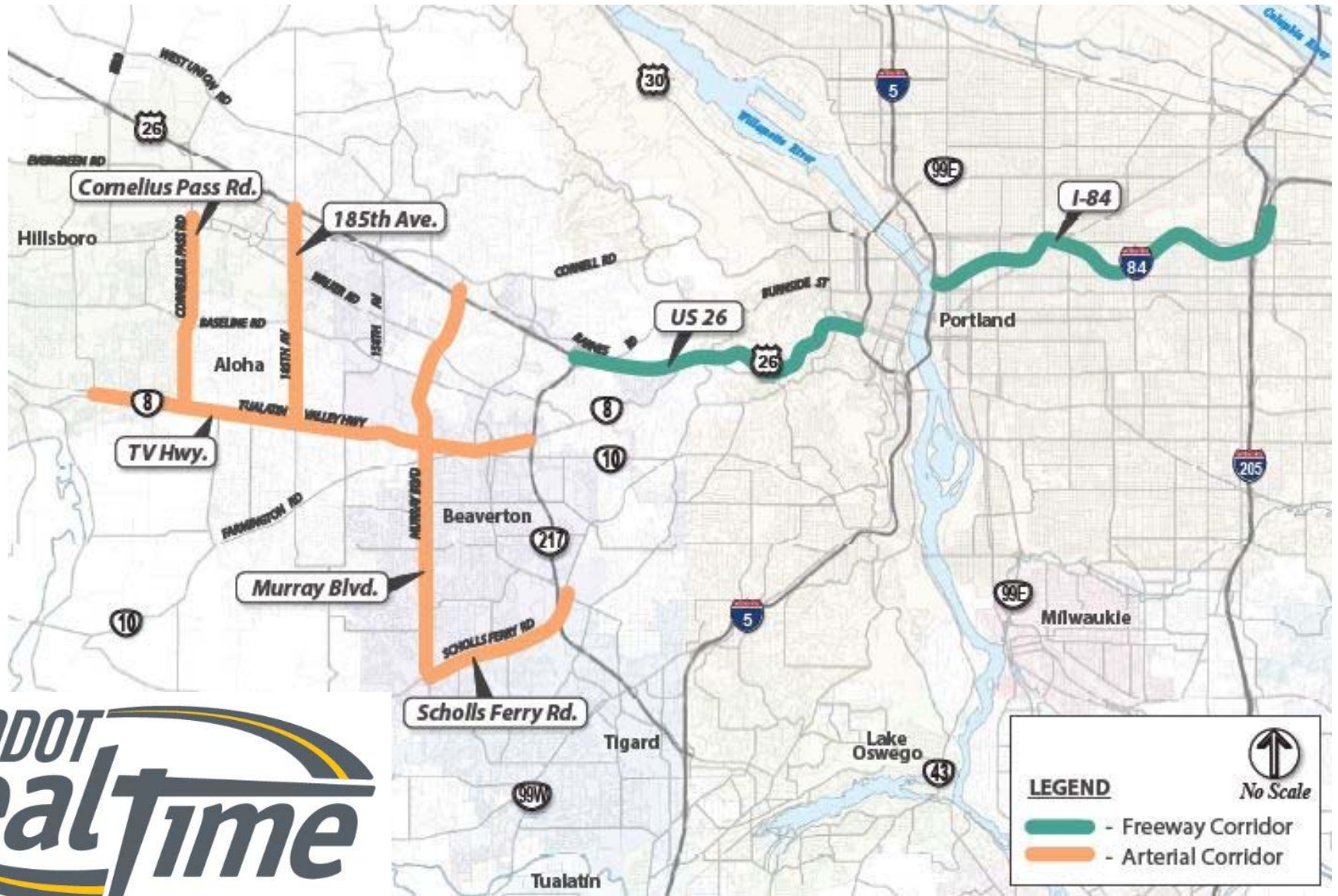
**Powell
Boulevard
SAFETY
Project**

Powell Boulevard Safety Project:

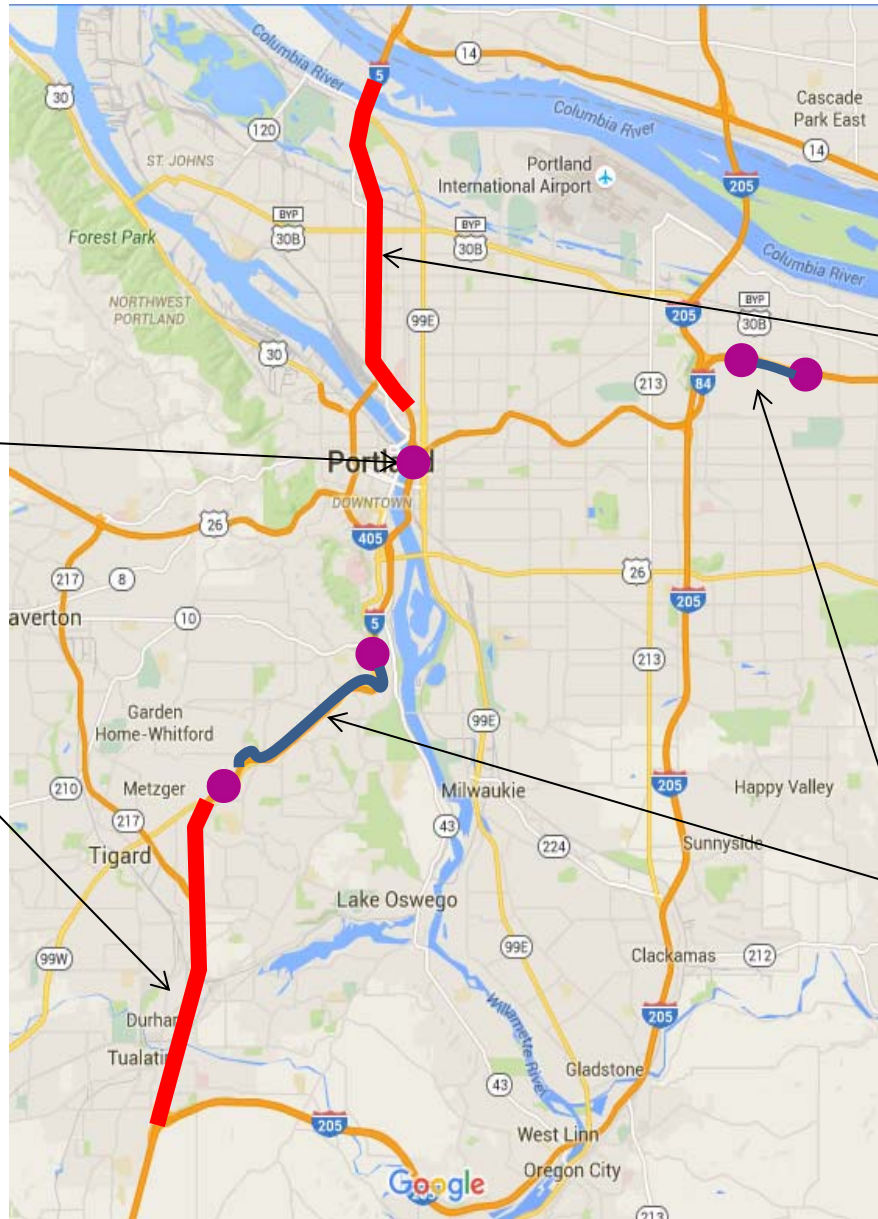
Southeast 20th to Southeast 34th Avenues



ODOT Real Time ATMS



Interstate 5



I-5/I-84: Banfield Interchange
 - Deck Overlay
 - Bridge Rail Retrofit

I-5: OR99W to I-205
 - Paving
 - SB Auxiliary Lane
 - NB Lower Boones Ferry Exit Ramp

Interstate Bridge – Hassalo St. Paving

Interstate Sign Replacement Various Locations





I-5 Paving and I-5 at I-84 Rehabilitation Projects



I-5 Paving and I-5 at I-84 Rehabilitation Projects



I-84 at I-5 closures

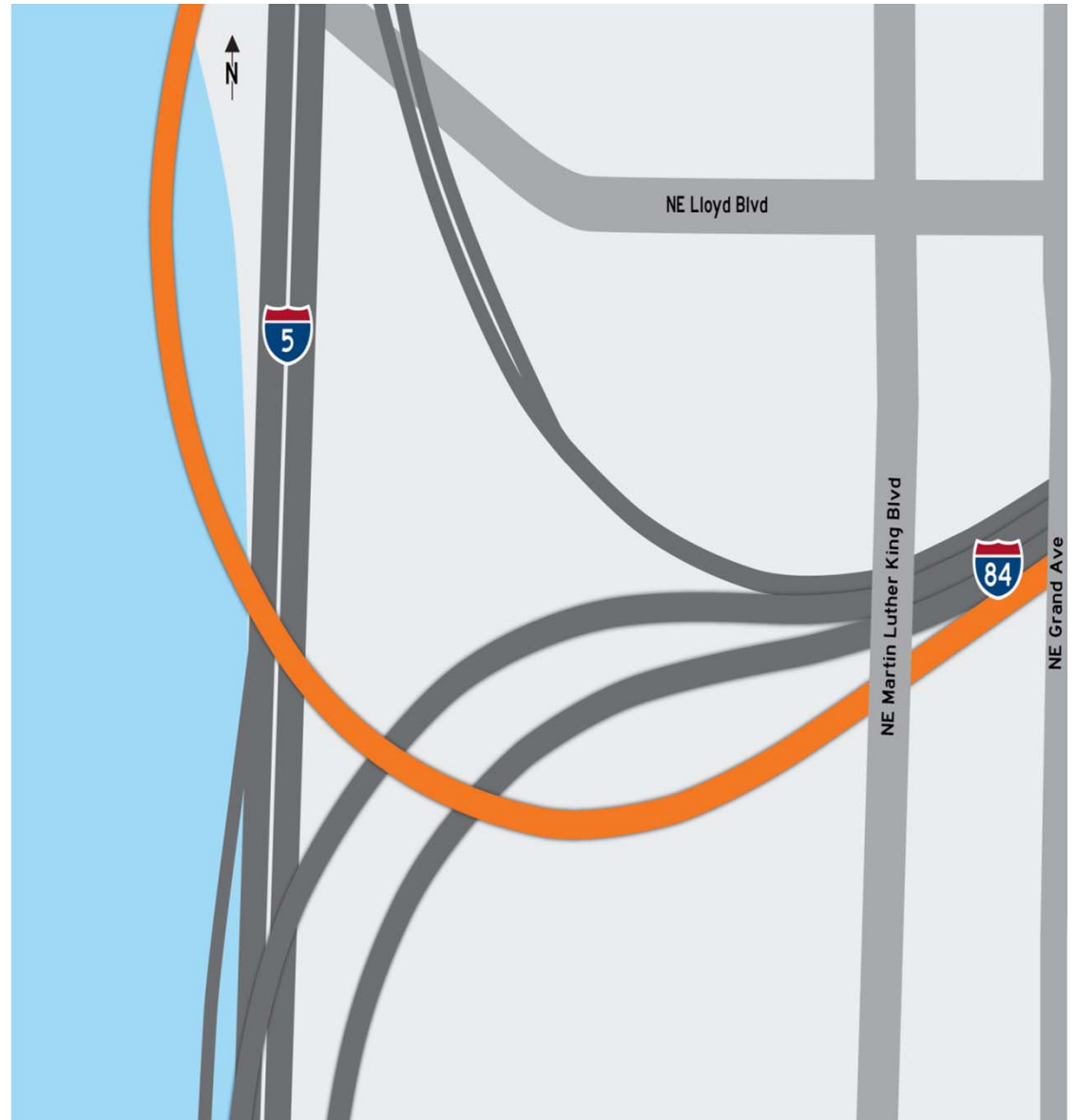


I-5 Paving and I-5 at I-84 Rehabilitation Projects



I-5 southbound at I-84

- Closed 10 p.m. Sunday, July 8 to 5 a.m. Monday, July 23
- Replace concrete
- Repair steel segments of the bridge structure
- Replace 13 bridge joints

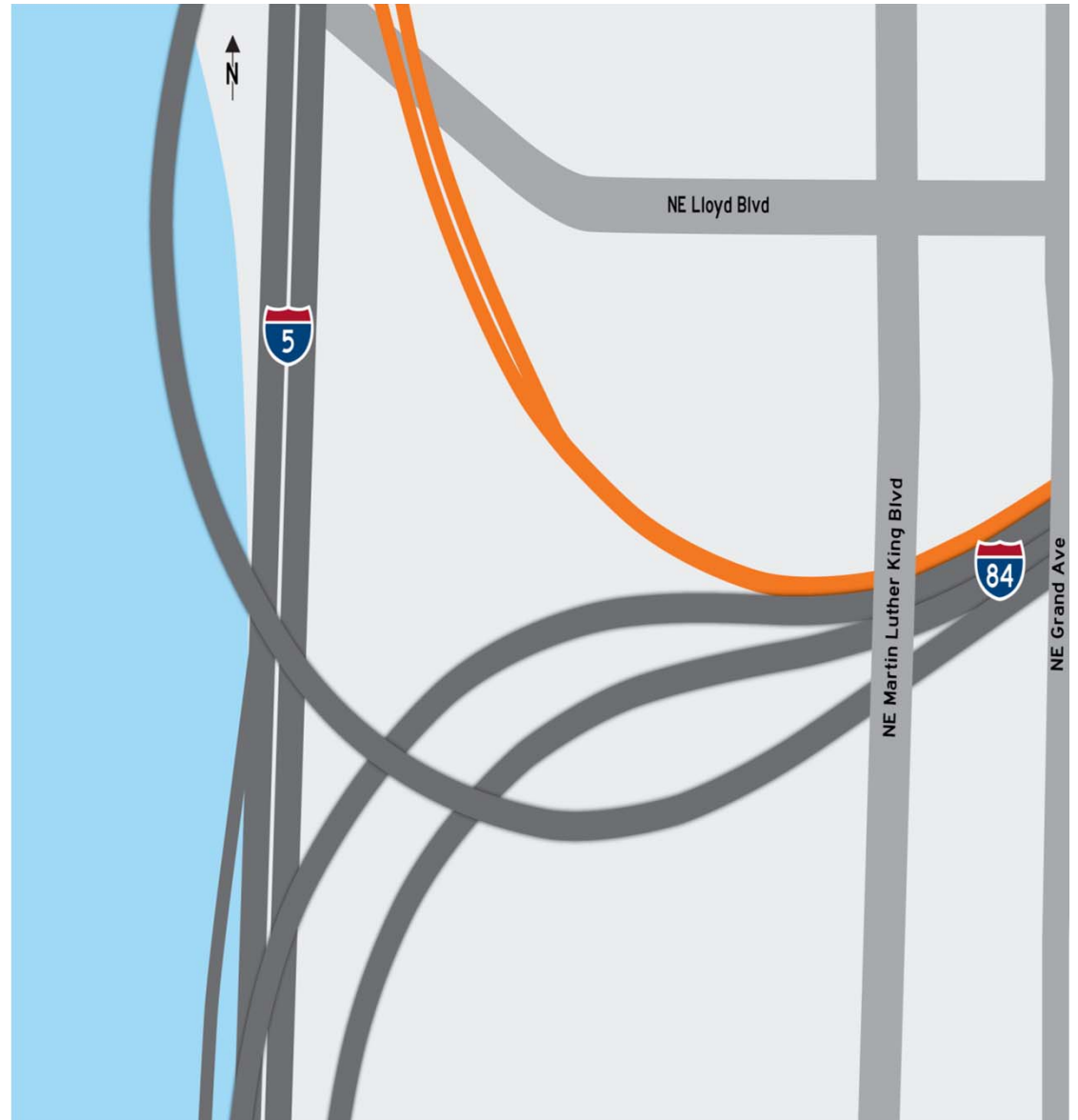


I-5 Paving and I-5 at I-84 Rehabilitation Projects



I-84 westbound to I-5 northbound

- Closed 10 p.m. Wednesday, July 25 to 5 a.m. Monday, Aug. 6
- Only one lane open on I-84 WB between Lloyd and I-5 from 10 p.m. July 28 to 5 a.m. Aug. 2



I-5 Paving and I-5 at I-84 Rehabilitation Projects



I-84 westbound to

I-5 northbound

- Replace concrete
- Repair structural segments of the bridge
- Replace 17 bridge joints
- Pave off-ramp to Convention Center

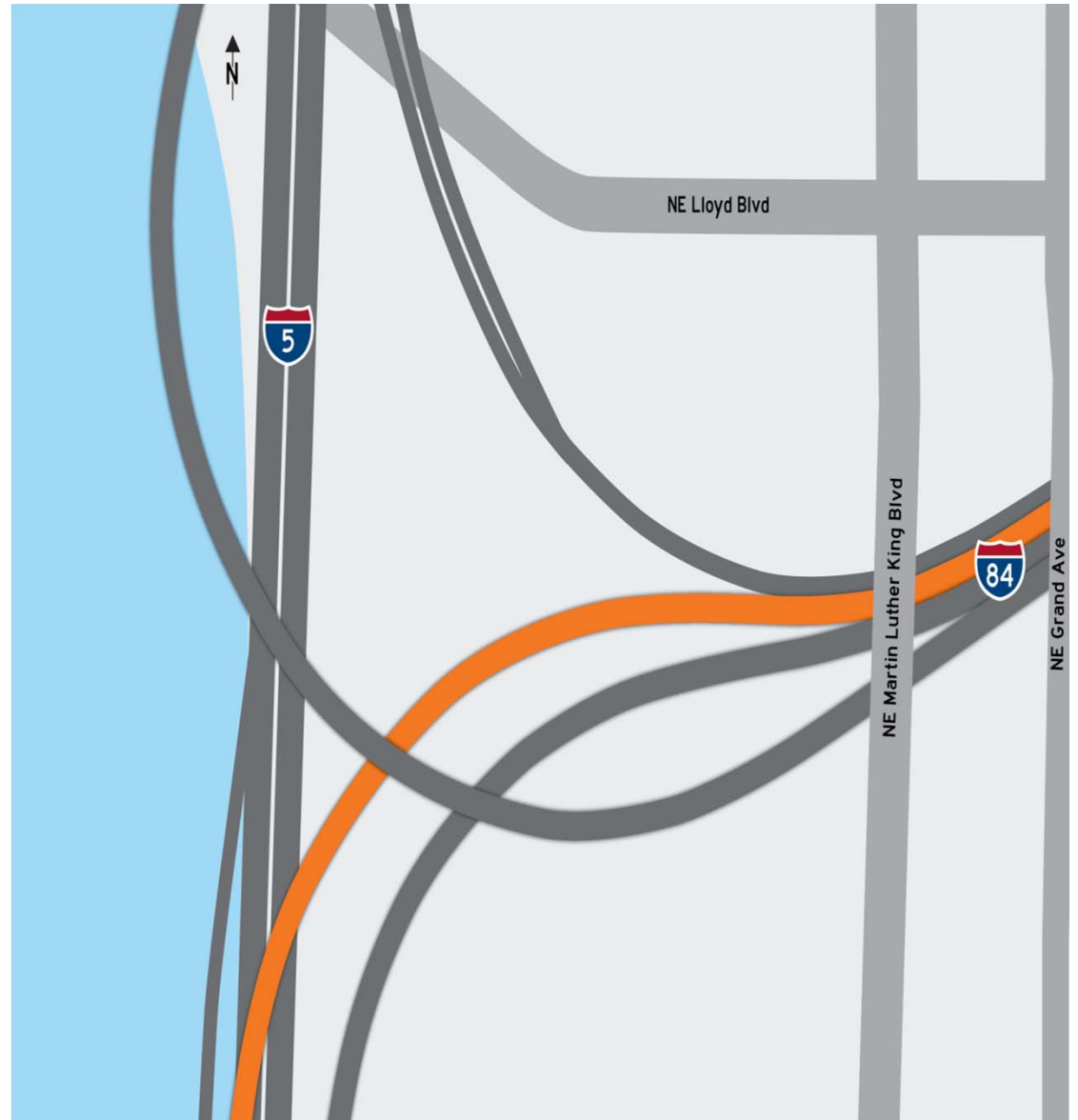


I-5 Paving and I-5 at I-84 Rehabilitation Projects



I-84 westbound to I-5 southbound

- Closed 10 p.m. Friday, Aug. 17 to 5 a.m. Monday, Aug. 27
- Only one lane open on I-84 westbound
- Replace the concrete
- Repair structural steel on the bridge
- Replace 16 bridge joints

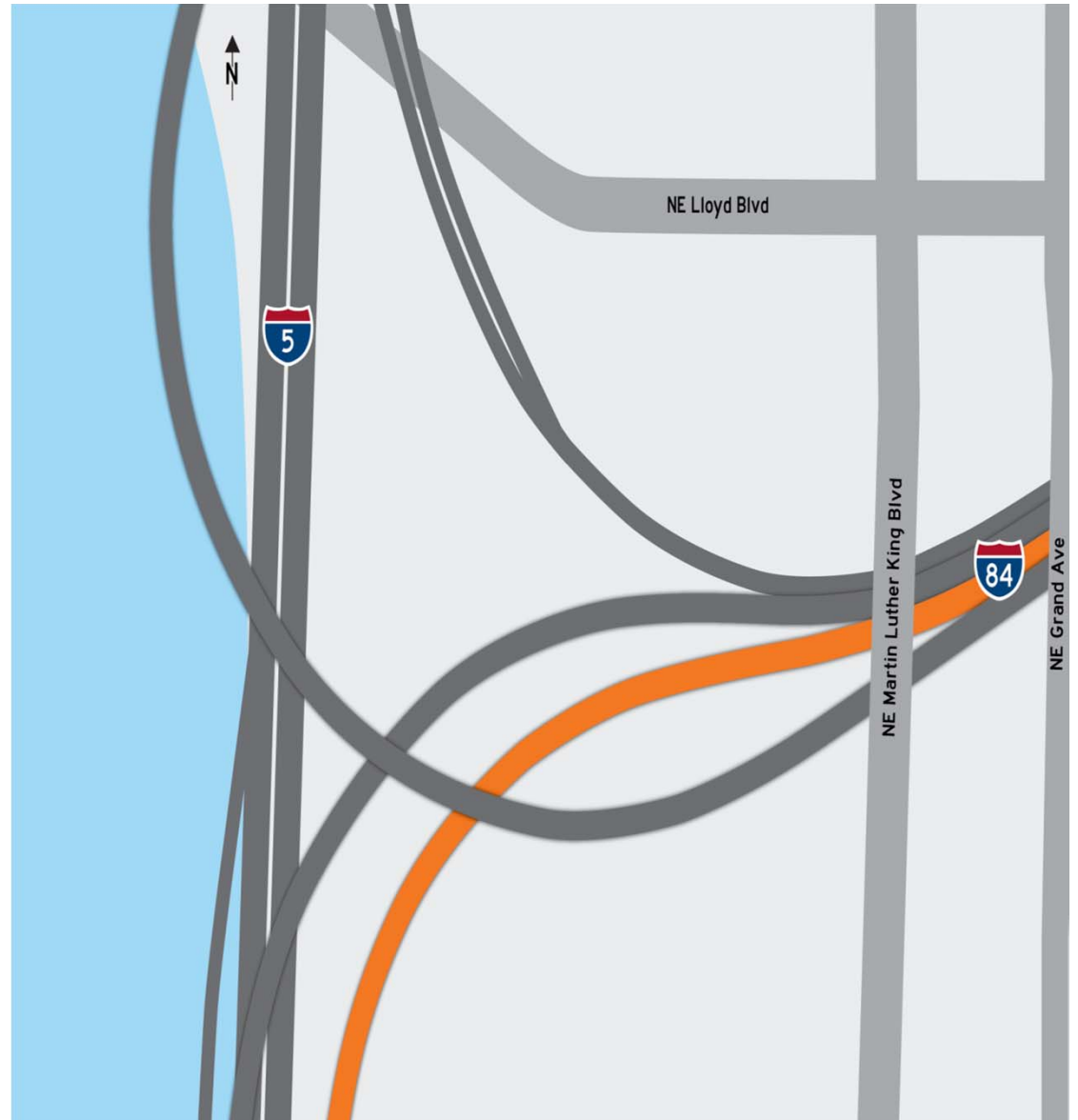


I-5 Paving and I-5 at I-84 Rehabilitation Projects



I-5 northbound to I-84 eastbound

- Nighttime closures
- Dates determined by contractor
- Resurface the ramp



I-5 Paving and I-5 at I-84 Rehabilitation Projects



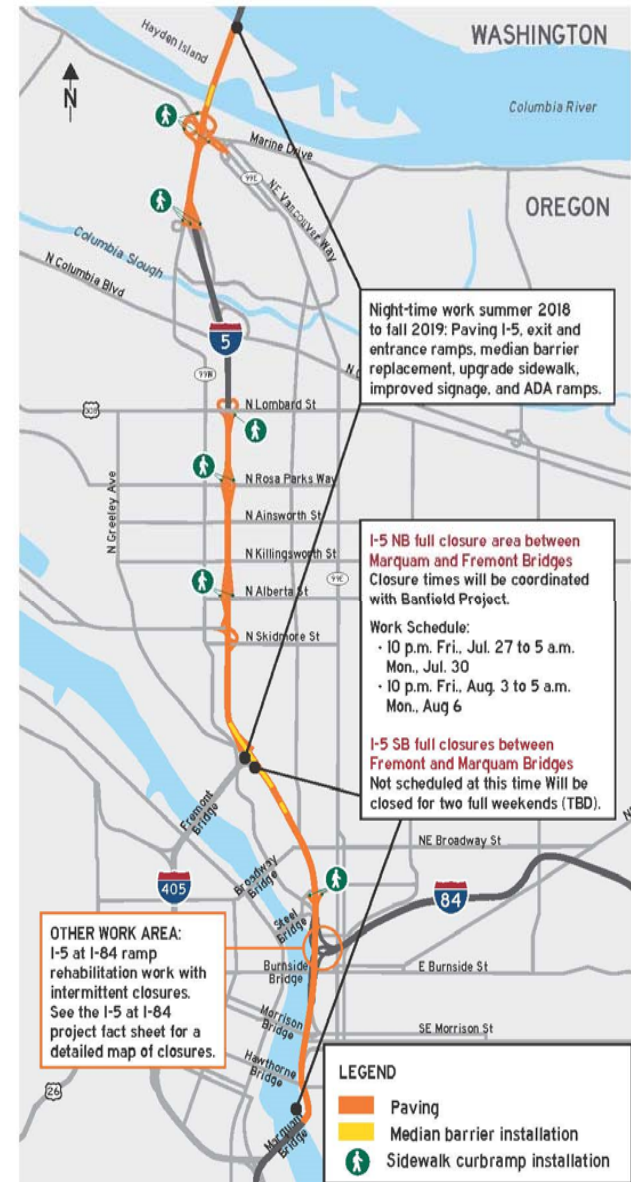
I-5 Paving work

Full weekend closure
I-5 northbound between
Marquam Bridge and Fremont Bridge

- Closed 10 p.m. Friday, July 27 to 5 a.m. Monday, July 30

AND

- Closed 10 p.m. Friday, Aug. 3 to 5 a.m. Monday, Aug. 6



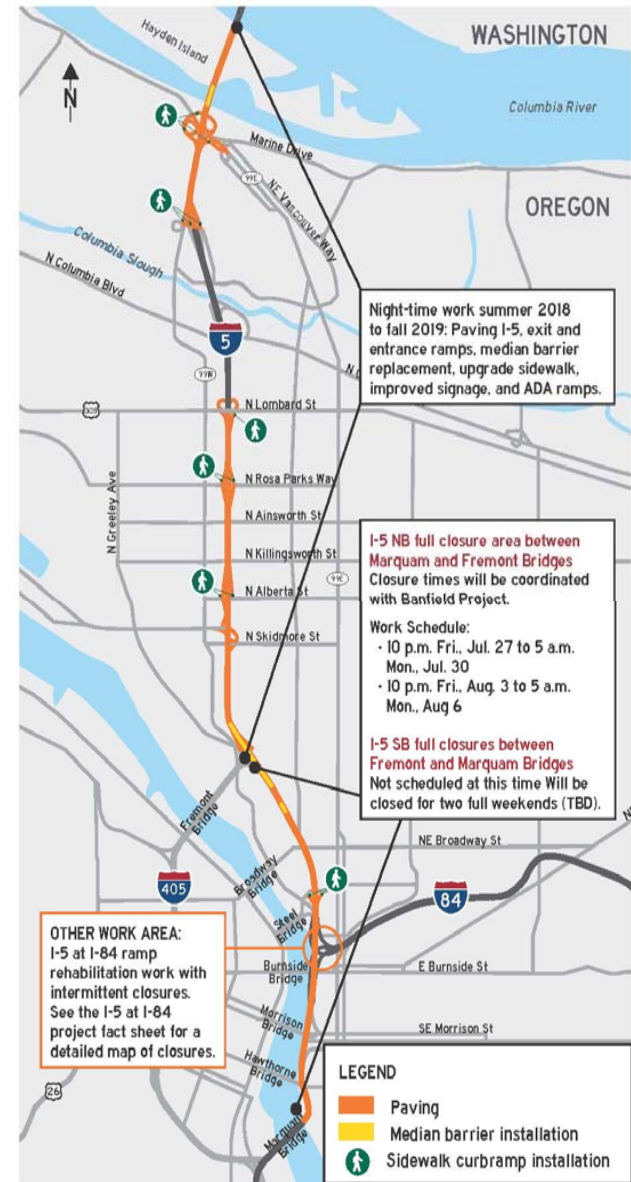
I-5 Paving and I-5 at I-84 Rehabilitation Projects



I-5 Paving work

Full weekend closure
I-5 southbound
between Marquam
Bridge and Fremont
Bridge

- Contractor to close for two full weekends (scheduled dates TBD)



I-5 Paving and I-5 at I-84 Rehabilitation Projects



What we are doing about gridlock



Coordinate with partner agencies
City of Portland and TriMet to
ensure local streets can handle
traffic diverting from I-84



Address signal timing



Explore transit options



Law enforcement to ensure
people are behaving safely



I-5 Paving and I-5 at I-84 Rehabilitation Projects



What travelers can do



Telecommute



Take transit



Adjusting work schedules to avoid peak period of travel



Ride a bike



Avoid the area



Take a vacation



I-5 Paving and I-5 at I-84 Rehabilitation Projects



Where to get more information:



I84Construction.org

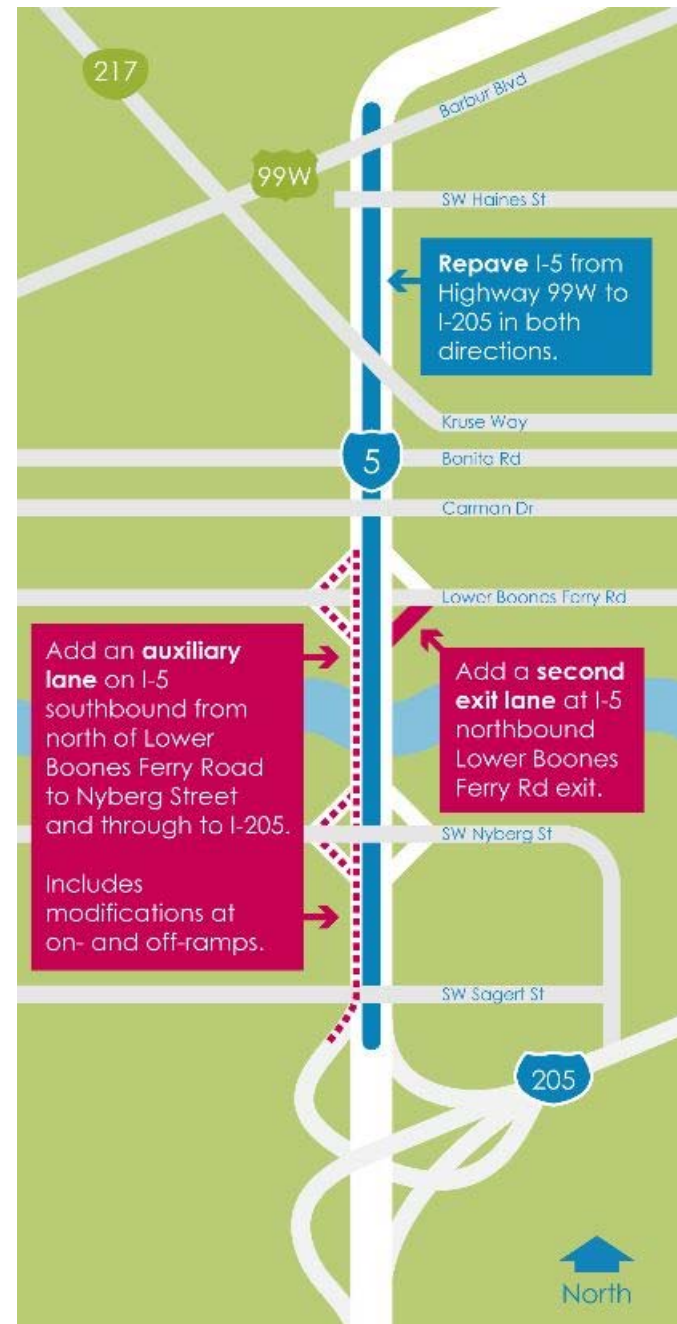
I5PDXConstruction.org



I-5 Paving and I-5 at I-84 Rehabilitation Projects

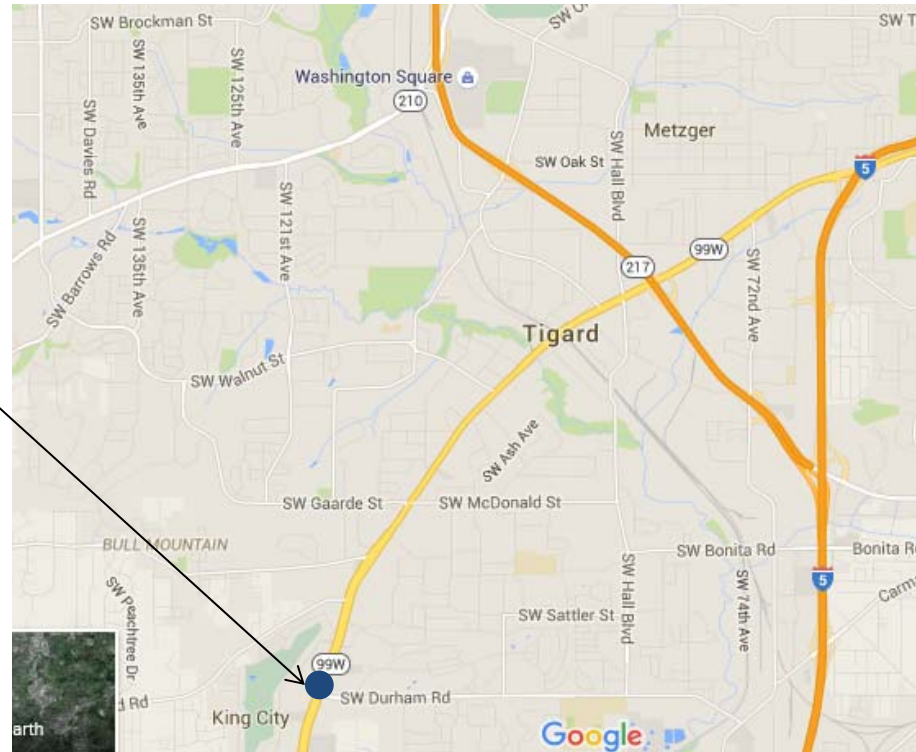


I-5: OR99W to I-205

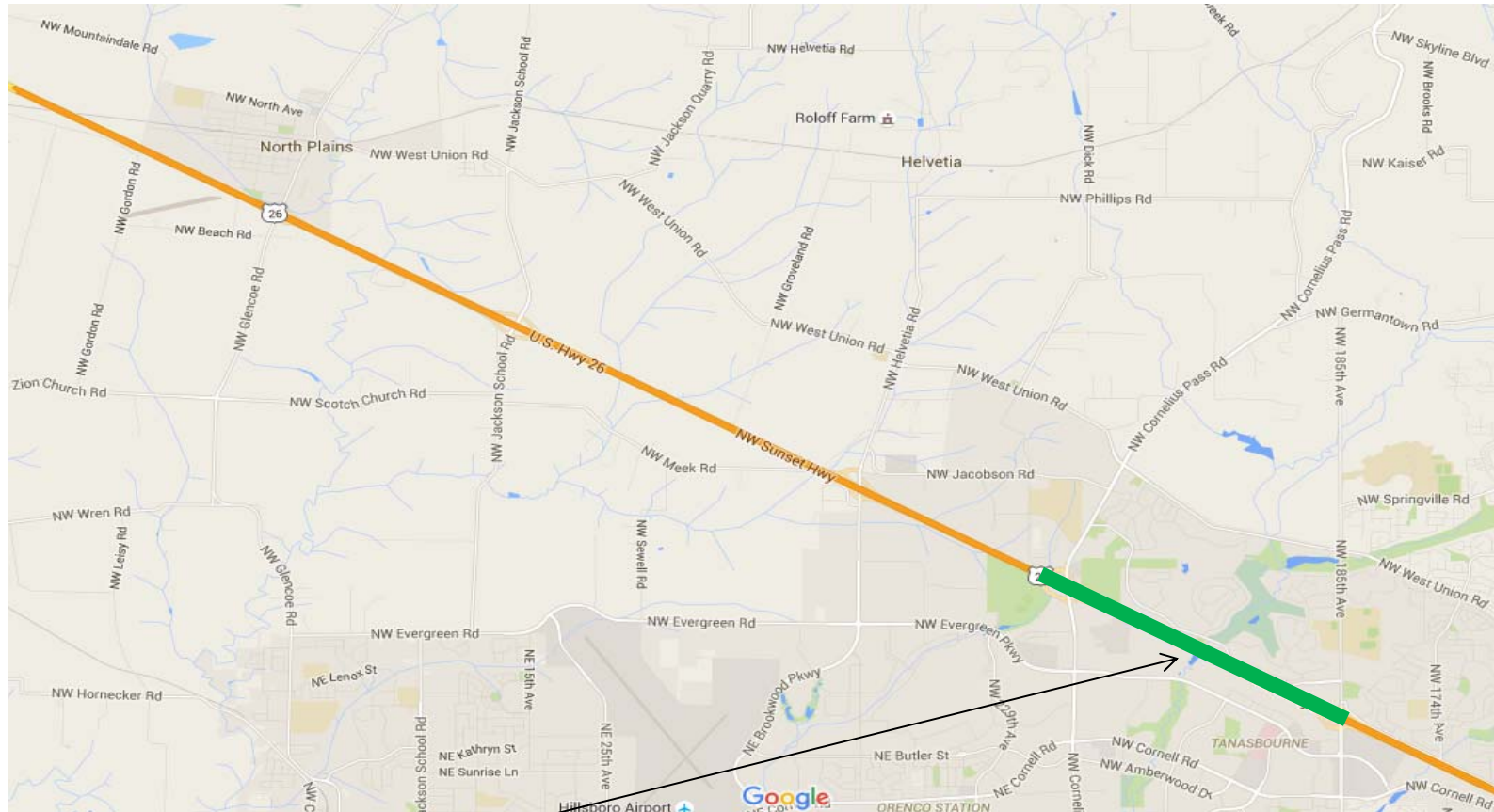


OR99W: King City Sidewalks

OR 99W: King City sidewalk infill (2018)



US 26 West (Sunset Hwy): Cornelius Pass Rd.



US26: Cornelius Pass Rd to NW 185th Ave
(2016/2017/2018)





For more information please visit:
www.Oregon.gov/ODOT/HWY/Region1/Pages/ProjectPage.aspx



I-205 Paving & Auxiliary Lanes

