

# ODOT Quarterly Performance Report

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July 1, 2020 – September 30, 2020



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An online performance dashboard to supplement the information in this document is available at [www.oregon.gov/ODOT/PerformMang/Pages/OTC-Performance-Update.aspx](http://www.oregon.gov/ODOT/PerformMang/Pages/OTC-Performance-Update.aspx).

# Safety

## Summary

Transportation Safety Division and safety partners are actively working on the implementation of the 2016-2020 Transportation Safety Action Plan (TSAP), as well as gathering the list of actions needed for inclusion in the 2021-2025 TSAP update. Oregon's FFY2021 Highway Safety Plan was approved by the National Highway Traffic Safety Administration in August 2020 and project implementation started on October 1, 2020.

## Status

Overall, highway fatalities to date are 16.3% fewer than this time last year. Fatal crashes are down 16.6%. For month of September 2020, the statewide fatality toll for the month was lower than in 2019. A recent National Safety Council report indicated that across the country traffic fatalities are up even with fewer traffic on the nation's roads. Oregon is one of the few states reporting a decline. In Oregon the lower traffic volume has lead to higher speeds by traveling motorists due to the perception of an open road.

Our public safety partners, including law enforcement officers, have been tasked with stepping in to emergency response. The means that officers typically dedicated to traffic patrol may be re-assigned to community support duties. This will likely lead to more police cars on the roads, not for traffic, but for community emergency services work.

A heavy focus in the upcoming quarter is the statewide media outreach for impaired driving (New Years), work zone safety continues (throughout the fall), and the fewer daylight hours so watch for pedestrians (November). Due to behaviors that were displayed on our roads, we emphasized work zone safety, speeding, and pedestrian safety this past quarter. All forms of media was used even though there may not be a huge increase in enforcement presence, the outreach media will still help draw attention to being safe on Oregon's roads no matter your mode of transport.

## Fatalities To Date

All Figures are Preliminary and Subject to Change

Category	2020 through 9/30	2019 through 9/30
Fatal Crashes	293	350
Total Fatalities	317	380
Pedestrian Fatalities	51	57
Bicyclist Fatalities	10	8
Motorcyclist Fatalities	48	51
Truck Fatalities	18	23

Source: ODOT Crash Analysis and Reporting Unit

# Statewide Plan Implementation

## Summary

Work is underway to implement recently adopted state transportation plans.

## Highlights

### Bicycle and Pedestrian Plan (OBPP)

Ninety-nine applications have been received totaling \$73 Million for the Safe Routes to School (SRTS) Non-Infrastructure grants program. This program addresses barriers for students walking and biking to school, covering the OBPP defining the network key initiative and plan implementation efforts. Scoring of the applications and SRTS Advisory Committee award recommendations will take place in October. Letters of interest are being received for the Oregon Community Paths program. This “new” grant program is dedicated to helping communities create and maintain connections through multiuse paths outside the state system, which is part of the Plan’s implementation program.

### Oregon Public Transportation Plan (OPTP)

The OPTP goals and local practitioner guide are being incorporated into the transit solicitation programs. ODOT is initiating a Transit and Housing Study that will uncover information and guidance to better provide housing and transit supportive development, per the land use and community livability goals and strategies. Transportation Tuesday webinars are being held through the month of October in lieu of the 2020 Oregon Public Transportation Conference. Topics include transit provider training, micromobility, data tools, leveraging ODOT funds to enhance transit, racial justice and grant writing, addressing the OPTP plan integration, regional and intercity service and technology key initiatives. ODOT also received two Federal Transit Administration (FTA) grants: Mobility for All (M4All) and Accelerating Innovative Mobility (AIM). Both FTA grants will improve data standards and tools, addressing the OPTP technology key initiative, as well as putting mobility and accessibilities plan strategies in place.

### Transportation Options Plan (OTOP)

A new statewide ride matching software, Get There, has been in use since July of 2019. The software has tracked 226,603 carpool trips representing 3,443,724 miles shared and 101,159 telework trips representing 1,495,000 miles not driven. Carbon emissions have been reduced by 2,869.2 tons, 87 million calories have been burned, 1 million alternative trips have been taken and \$3,701,994.65 have been saved. The Get There Challenge started in October to help the public become familiar with their transportation options and support carpooling, vanpooling, biking, walking and transit. ODOT manages the annual event in collaboration with local and regional partners.

### State Rail Plan (OSRP)

The OSRP update was approved by the OTC in August 2020 and submitted to the Federal Rail Administration to meet the remaining federal requirements. Next, ODOT will develop an implementation plan for the OSRP.

### Other Plan Implementation Efforts

The Transportation Safety Action Plan (TSAP) and the Oregon Freight Plan are undergoing regular updates and the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP) are being updated in the next couple of years. The TSAP led to actions such as working with law enforcement on traffic safety and DUI enforcement and with local partners on speed zone reviews. The Oregon Freight Plan has led to a variety of studies such as truck parking and freight bottlenecks, and Portland area congestion leading to targeted projects to improve problem areas (CBOS). The 2018 Aviation Plan is implemented through the Aviation Department’s State Capital Improvement Program and the master plans and investments of each airport. The Statewide Transportation Strategy (STS) monitoring report on STS implementation was delivered in 2018 and now there is much renewed focus on implementation through the multi-agency partnerships described in the Governor’s Executive Order on climate change.



# OReGO and Road Usage Charging



## Summary

The 2013 Legislature created the [OReGO program](#) via SB 810, allowing volunteers to test a per-mile road usage charge. ODOT operates this program while also working to more fully develop road usage charging systems and policy.

## Status

As of September 30, 2020, 699 vehicles were actively enrolled in OReGO, and 1,908 vehicles have participated in the program to date. Currently, Azuga has 419 active vehicles enrolled, while emovis commercial account manager (CAM) has 147, and emovis ODOT account manager has 133. This quarter we had 90 enrollments with 52 being fully electric (EV) vehicles. EV numbers are continuing to rise this year due to the increase in DMV registration fees which are based, in part, on the vehicle's fuel efficiency rating. OReGO participation allows 40+ mpg rated vehicles and EVs to avoid paying the additional registration fee that is supplementary to the base registration fee as an incentive to enroll in the program.

## Federal Grant Projects

A number of projects are being undertaken under federal grants provided by the Federal Highway Administration's Surface Transportation System Funding Alternatives (STSA) program. The currently open projects include:

- **Public Awareness:** ODOT's new public outreach campaign began in July of 2019 with the launch of the new [Keeporegonconnected.org](#) website followed by a public engagement tour. OReGO launched an online open house in July to discuss road and bridge funding and how OReGO can help fill the gap. The open house data has been collected and a final report is being drafted for the evaluation task of the project.
- **Interstate Interoperability:** OReGO is continuing work with RUC West on interstate interoperability, which will test clearinghouse requirements in 2021. System development will begin in October and is projected to continue through the end of 2020.
- **Local Area RUC:** This grant will support tests for adapting the state's road usage charge system to handle local jurisdiction funding options. Each test will explore technical feasibility of local per-mile scenarios, such as geo-fencing a local jurisdiction for additional per-mile rates during specific travel times and incentivizing freeway corridors during certain times of day for longer through trips. ODOT has partnered with Azuga and is in the system development and testing phase of the project which is scheduled to go live in the first quarter of 2021.

There are additional grant projects in the queue that are not yet active. These include a RUC West grant to explore the use of blockchain to facilitate clearinghouse transactions and an ODOT grant to develop a connected vehicle ecosystem to support OReGO and some ITS functions.

# Connect Oregon

## Summary

The Connect Oregon program funds marine, aviation, rail and bicycle/pedestrian projects. The Oregon State Legislature has provided \$457 million in lottery-backed bonds for seven rounds of the program. The legislature also identified four dedicated projects totaling \$60.1 million in HB 2017 to receive Connect Oregon funding prior to beginning another competitive process.

## Status

HB 2017 directs the Oregon Transportation Commission to distribute Connect Oregon funds to four specific projects with funding timeline expectations listed for each project:

- Treasure Valley Intermodal Facility, 2019 (\$26 million)
- Rail expansion in East Beach Industrial Park at the Port of Morrow, 2019 (\$6.55 million)
- Rail siding extension, south of Portland, 2019 (\$2.6 million)
- Mid-Willamette Valley Intermodal Facility, 2020 (\$25 million)

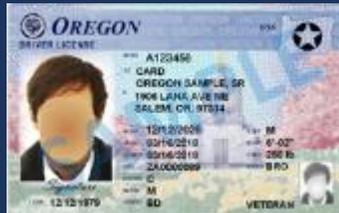
The OTC approved project plans for both the Nyssa and Millersburg projects at their July 2019 meeting. The OTC also approved draft agreements with both the Nyssa and Millersburg project sponsors. The agreements outline an incremental approach to design, procuring right-of-way and ultimately constructing each project with key check in points with the OTC. Proposed amendments to these agreements were approved by the OTC at their April meeting.

The Port of Morrow dedicated project should complete construction by the end of 2020 or very early 2021. The 2019 Legislature modified the Union Pacific rail siding project location and the OTC Conditionally approved the UP Project Plan in December 2019. ODOT received notice September 2020 that we received a CRISI grant and staff are proceeding with an agreement to complete the project. During the August 2020 Special Legislative Session, the Legislature authorized funding from the CO fund to provide \$5 million as match funds for a BUILD grant the Port of Coos Bay received in 2018.

## Status of CO Projects by Program

	Total	Cancelled	Complete	Substantially Complete	Active
CO I	44	7	37	0	0
CO II	30	1	29	0	0
CO III	41	1	40	0	0
CORA	60	4	56	0	0
CO IV	38	1	37	0	0
CO V	42	4	34	4	0
CO VI	40	4	21	7	8
CO VII-D	5	0	0	0	3
Emergency	2	0	2	0	0
<b>Totals</b>	<b>300</b>	<b>22</b>	<b>256</b>	<b>11</b>	<b>11</b>

# DMV Real ID/Service Transformation Program



## Summary

Real ID implementation and the Service Transformation Program (STP) are two high-priority projects currently underway at DMV. STP's second rollout (Drivers system) includes functionality required for DMV to begin issuing driver licenses and ID cards that meet federal Real ID standards as of July 6, 2020.

## Status

On July 6, 2020, DMV successfully completed the legacy system replacement with the Drivers Rollout. Coupled with the rollout was the capability to begin issuing Real ID compliant cards. Over Q3, the division entered a stabilization period as employees adjusted to using the new system functionality. Essential fixes were identified and addressed immediately. All other system changes are being held and reviewed for prioritization after the stabilization period.

Governor Brown received official notice from the Department of Homeland Security (DHS) that Oregon is in full compliance with the federal Real ID Act on August 3, 2020. DHS also announced that the enforcement date has been extended to October 1, 2021. The Real ID communications group updated website content and materials to reflect this new date, and issued a news release to support DHS in its effort to inform the public. Since offering the Real ID card option at the beginning of July, DMV has issued 50,325 cards. Some customers mistakenly attempted to get a Real ID by ordering a replacement card online when the option became available on July 6. A news release was sent out and clarifying language was added to the DMV website to address the issue. Customers continue to be encouraged to go to [Oregon.gov/RealID](https://Oregon.gov/RealID) to learn more about their choice to get a Real ID compliant card, and are directed to use the document checklist tool online to make sure they have what they need before coming in for their Real ID issuance appointment.

Work continued to educate customers about additional online services made possible by the new technology. This was a key piece of the DMV wildfire response, as many online services are able to help those impacted by wildfires replace lost documentation like vehicle registration, driver license and ID cards.

## Work in the Next Quarter

DMV will continue to address the backlog brought on by the COVID-19 crisis and adjust its service delivery model to ever-changing public needs. The effort to educate the public about expanded online services will also continue. As work on the program begins to wind down, staff assigned to the Service Transformation Program will return to their prior positions or be reassigned to new roles within the division. In Q4, DMV will release the last public-facing newsletter about the program and shift governance meetings from monthly to quarterly. In December, DMV will hold an online open house to inform the public about new online services and gather feedback about future service delivery channels.

# Passenger Rail Service

## Summary

ODOT co-funds the Amtrak Cascades intercity passenger rail service with the Washington State Department of Transportation (WSDOT). ODOT provides two daily roundtrips between Portland and Eugene with stops in Albany, Salem and Oregon City. Due to COVID-19, service has been reduced to one daily roundtrip between Eugene and Seattle.

## Status

### Ridership for July to September 2020

- July to September 2020 ridership decreased year-over-year as compared to July to September 2019 (see Ridership table)
- After declining February through April 2020, ridership has been climbing modestly since May.

### On-Time Performance

- On-time performance (OTP) for northbound trains averaged 88.8%, and southbound trains averaged 45.4% (see OTP table). The southbound trains typically have lower OTP than the northbound Oregon trains. The main causes for these delays are due to the distance traveled as well as the competing schedules of trains on single-use tracks. Per the ODOT-Amtrak Operating Agreement, we strive to achieve an OTP of 80% or higher. Delays this quarter were attributed as follows:
  - 68.1% - Host railroad
  - 25.6% - Amtrak
  - 6.3% - Unassignable (i.e., trespasser strikes, weather-related delays, and movable bridge openings)
- In September 2020, ODOT received a \$3.6 million CRISI grant award for improvements to the Brooklyn Subdivision in Oregon City. The rehabilitation of the mile-long siding will allow for more efficient operation of freight and passenger trains, and improve on-time performance.
- ODOT provided the Oregon Legislature a Train Delay Study report as was required by HB 2603 (2019) and will work to implement the recommendations to improve OTP, which include:
  - Establish quarterly meetings with Union Pacific (UP) to discuss passenger train schedule change impacts, capacity improvements, and project eligibility for federal grants.
  - Establish consistent data reporting protocols –broaden requirements for reporting Freight Train Interference (FTI) and Passenger Train Interference (PTI), for clarity and tracking.
  - Increase siding storage capacity by working with UP and Federal Railroad Administration (FRA) to identify opportunities for siding capacity improvements.
  - Continue engagements with State-Amtrak Intercity Passenger Rail Committee (SAIPRC) and States for Passenger Rail Coalition (SPRC), Amtrak, host railroads, and FRA to establish OTP standards for reporting.

### Schedule Change and Service Recovery

ODOT continues to work with WSDOT and Amtrak to determine future service options considering ongoing COVID impacts, service demand, and budget constraints.

Ridership			
	2020	2019	Change
Jul	1,608	9,947	-83.8%
Aug	1,732	10,230	-83.1%
Sep	1581	8,203	-80.7%

On Time Performance		
	NB	SB
Jul	94.8%	44.3%
Aug	94.8%	53.4%
Sep	76.7%	38.6%

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 1</b>					
<a href="#">I-5 Rose Quarter</a>	Portland, Multnomah County	\$719 to \$795 million in 2025 dollars.	This joint project with the city of Portland will upgrade all forms of transportation in this congested corridor. It will add new highway crossings for people walking and riding bicycles, remove deficient overpasses, improve community access to transit, improve connections for neighborhoods divided for a half century by I-5, add new safety shoulders and auxiliary lanes on I-5, reduce freeway crashes, and reduce congestion by an estimated 2.5 million hours per year.	<p>The project Executive Steering Committee met Sept. 28 and were introduced to the Independent Highway Cover Assessment team and process.</p> <p>The new Later in October, FHWA will release its NEPA decision document .</p> <p>Project design is about 15 percent complete.</p>	2027
Interstate Bridge Replacement Program	Portland, Multnomah County and Vancouver, Clark County, WA	<p>The two states have committed \$50 million for planning, \$35 million from Washington and \$15 million from Oregon.</p> <p>Construction funding not yet identified.</p>	The governors and the legislatures of Oregon and Washington have set in motion planning for a new I-5 replacement bridge over the Columbia River.	<p>The team is now in place. In September, the program brought on the new general engineering consultant, three months after naming Greg Johnson to lead the program</p> <p>Completing the NEPA process is expected to take three-to five years and \$50 to \$100 million.</p>	Groundbreaking tentatively set for summer 2025
I-205 Paving : Abernethy Bridge to	Oregon City, Clackamas County	\$7.5 million	Project paved about four miles of I-205 between the Abernethy Bridge in Oregon City and SE 82 <sup>nd</sup> Avenue near OR 224. We also paved some on-ramps and off-ramps	Almost done. We're installing rumble strips and other final	October 2020

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 1, continued</b>					
<a href="#">OR 217 Auxiliary Lanes</a>	Beaverton/Tigard, Washington County	\$135 million	<p>The project will extend auxiliary lanes:</p> <ul style="list-style-type: none"> <li>• SB from Beaverton-Hillsdale Highway to OR 99W</li> <li>• NB from OR 99W to Scholls Ferry Road.</li> </ul> <p>The project includes:</p> <ul style="list-style-type: none"> <li>• Four proposed sound walls</li> <li>• Replacing two Hall Street bridges over OR 99W</li> <li>• A new collector-distributor road that will reduce the number of dangerous merge points on OR 217.</li> </ul> <p>The new auxiliary lanes will reduce the potential for crashes and improve reliability.</p>	Design engineering is now underway, with construction expected to begin in late 2021.	2025
<a href="#">Outer Powell Safety Project</a>	Portland, Multnomah County	\$24.5 million	<p>Upgrades to improve safety for all users of Powell Boulevard between 122<sup>nd</sup> and 136<sup>th</sup> include:</p> <ul style="list-style-type: none"> <li>• New sidewalks</li> <li>• Better crosswalks</li> <li>• New turning lanes</li> <li>• Upgraded signs and lighting</li> </ul> <p>A future project funded by HB 2017 will include improvements reaching the Portland city limits.</p>	ODOT started the first phase in 2019 and design is now under way for the second phase.	The first phase of the project is nearly complete, with landscaping expected by early 2021.
<a href="#">Interstate Bridge Trunion</a>	Portland, Multnomah County	\$13 million	The 103-year-old northbound span of the Interstate Bridge on I-5 closed Sept. 20-27 replace two deteriorating axel assemblies – called trunnions – on the south tower. ODOT and WSDOT are splitting project costs.	The major closures have been completed but some night impacts will continue until November.	November 2020

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 1, continued</b>					
<a href="#">I-405 Ramps</a>	Portland, Multnomah County	\$22 million	ODOT is repairing and replacing a number of joints on the freeway ramps along Interstate 405. Multiple weekend and overnight closures of on- and off-ramps and lanes will take place during construction.	Construction began March 2019 and continues intermittently in 2020.	Fall 2020
<b>Region 2</b>					
<a href="#">Newberg-Dundee Bypass Phase 2</a>	Newberg, Yamhill County	\$22 million for design and \$10.5 million for right of way (ROW) (not yet funded for construction)	This project funds the design of the Newberg-Dundee Bypass Phase 2, which will propose a new two lane roadway alignment that extends from the newly constructed Phase 1 at OR 219 to OR 99W east of Newberg in order to address traffic congestion and improve mobility and safety through Newberg and Dundee.	Protective right of way purchases were started, however ROW is not fully funded for this phase. The OTC approved the transfer of unspent funds from Phase 1 to be used for Phase 2 ROW purchases. Project design has kicked off and will be taken to the first design milestone due to lack of construction funds.	Design Acceptance Package completion expected in July 2021. The project will then be paused if construction funds are not identified.
<a href="#">I-5: Kuebler Blvd. to Delaney Road widening</a>	Salem, Marion County	\$35 million	This is Phase 1 of a larger project that will widen a portion of southbound I-5 between Kuebler Blvd in south Salem and the Delaney Road interchange. This project will address the freight bottleneck and traffic congestion on I-5 southbound.	Project is currently in design, and recently underwent a Value Engineering study. Estimated construction in 2023.	Funding and completion of future phases TBD.

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 2</b>					
<a href="#">I-5 Aurora-Donald Interchange</a>	Aurora, Marion County	\$48 million in the 21-24 STIP for an Interchange Area Management Plan (IAMP) and final design and construction of phase 1.	Project will improve an obsolete interchange that has been over-capacity at peak times for many years and has significant safety and operational issues. The project will address immediate and long-term improvements and will be done in phases. Full funding for future phases of building the interchange have not been identified.	The IAMP has been accepted by Marion Co BOC and headed to OTC in December. Design continues and we have begun acquiring Right of Way. Project remains on schedule.	Final design of Phase 1 is underway with construction estimated to begin in 2022.
<a href="#">US 20 Safety Upgrades Albany to Corvallis</a>	Albany/Corvallis, Benton County	\$28.2 million	ODOT has identified safety and intersection improvements for this rural, two-lane highway corridor that has a high rate of crashes. Improvements and phasing for project construction have been identified.	Phase 1 has passed the Preliminary Plans phase and we have started the Right of Way phase. Bid Let is scheduled for 9/30/2021. Phase 2 is at concept design with the Design Acceptance Package due later this Fall. An online open house will start in mid-October covering all phases of the project.	Funding and completion of future phases TBD.
<a href="#">OR 569 Beltline at Delta Highway Interchange</a>	Eugene, Lane County	\$28.5 million	The interchange will be reconfigured to improve motorist safety. On-ramps and off-ramps between Beltline Highway and Delta Highway will be modernized and a new bridge over the highway will be constructed to realign Delta northbound traffic.	Crews are working on finishing up Stage III –new bridge and new Delta northbound alignment. We have started working on Stage IV – new eastbound Beltline to Delta ramp approach, intersection on Delta, and new sound wall along Beltline eastbound to Delta southbound. The Delta northbound bridge deck will be poured in October.	Construction scheduled to be complete in 2021.

# Projects

Name	Location	Funding	Summary	Status	Completion
Region 2, continued					
<a href="#">OR34: Van Buren Bridge</a>	Corvallis, Benton County	\$72.6 million	<p>The project will design and construct a new seismically resilient two-lane bridge across the Willamette River. ODOT is working closely with City of Corvallis, Benton and Linn Counties in project development to address traffic, environmental, and historical analysis of the existing bridge.</p>	Project development and public outreach including stakeholder engagement continues.	Construction expected to begin in 2022.
<a href="#">I-105 Willamette River Connectors and 1<sup>st</sup> to 7<sup>th</sup> Avenue Bridge Preservation</a>	Eugene, Lane County	\$18 million	<p>Several bridges and five ramps between the Delta Highway interchange and downtown Eugene are being repaired with new bridge joints and rails that meet current crash standards, repaved, and receiving seismic upgrades.</p>	<p>All main stages of work have been completed. Traffic lanes on I-105 are now open. Contractor is finishing up installing bridge deck drains, seismic restraints, and minor roadway repair work. Intermittent night shoulder closures are expected.</p>	<p>Construction was originally scheduled to complete in 2021, and is now expected to be completed in November 2020. Project is ahead of schedule due to the local events that would have impacted lane restrictions being canceled.</p>

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 3</b>					
<a href="#">I-5 Roberts Mountain paving/truck climbing lanes</a>	Winston, Douglas County	\$32.7 million	To help ease congestion and improve safety on Interstate 5 at Roberts Mountain, a climbing lane will be constructed on both approaches to the pass. The freeway will be repaved in both directions between Roberts Creek and the South Umpqua River.	All excavation and embankment work will be completed by the end of October. Paving work has started in the areas that have been widened for the climbing lanes. Final paving will be scheduled for next year (2021). During the winter, the contractor will continue drainage, pipe and inlet work.	Summer 2021
<a href="#">OR 38 Scottsburg Bridge</a>	Scottsburg, Douglas County	\$42.3 million	The Scottsburg Bridge was opened in 1929 so the bridge's narrow lanes and tight corners at both ends are not designed for modern traffic. This project will replace the bridge on a nearby alignment, providing a wider roadway and adjusting the curves on both ends of the bridge.	During the summer of 2020, the contractor built a pair of work platforms that extend into the Umpqua River and continued work on a retaining wall at the north end of the bridge. In early October, the contractor began drilling shafts for the foundations of the six bridge piers. Pier construction will continue through the fall and winter.	Summer 2022
<a href="#">Southern Oregon Seismic Triage</a>	Jackson, Josephine, Douglas and Klamath Counties	\$45 million	The project reinforces bridges and slopes on Oregon 140 and I-5 to keep Rogue Valley and Southwest Oregon connected after a subduction zone earthquake. This will protect lives and quicken recovery post-quake.	Contractor is close to completing work on I-5/Leland Road bridges near Sunny Valley. First of three I-5 bridge bundles bids Nov. 4, 2020, Slope work is under contract. Drilling begins this month (Oct.).	Fall 2023

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 4</b>					
<a href="#">US 97 at Terrebonne</a>	Terrebonne, Deschutes County	\$20 million	Turning movements on US 97 in the Terrebonne area have become difficult as congestion on the highway has grown significantly. This project will identify and complete a project to allow turning movements onto critical county roads, possibly including an overcrossing structure.	Deschutes County Commissioners signed off on an “interchange only” plan, declining to adopt a “couplet”.	Construction due winter 21/22, completion 2023
<a href="#">US 97 North Corridor</a>	Bend, Deschutes County	\$110 million	Congestion on US 97 at the northern city limit of Bend has become extreme at critical intersections and Region 4 has identified a proposed fix, the US 97 Bend N. Corridor Project. Within the plan, the US 97-Cooley Road mid-term improvement has been identified as a first phase project.	The final US 97 Bend North Corridor draft EIS has been approved by FHWA. INFRA grant awarded, \$60M.	Design-build contract to be awarded Spring 2022, construction completed Fall 2024
<a href="#">US 97 Passing Lanes</a>	Klamath County	\$11.1 million	The project will construct two miles of passing lanes, consolidate access and add a wildlife undercrossing.	Construction complete June 2020 (undercrossing fencing still underway)	2020
<a href="#">OR 140 Klamath County Boat Marina to Lakeshore Drive</a>	Klamath County	\$18.1 million	The project will widen the highway, install guardrails and make other improvements.	Bid June 2020	2023
<a href="#">US 97 South Century Drive to USFS Boundary</a>	Deschutes County	\$11.5 million	The project will extend the existing four-lane highway, improve major intersection and upgrade signs and guardrails.	Goes to bid (3 miles only) this summer. Construction 2021	Full project not yet determined.

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 5</b>					
<a href="#">I-84 Ladd Canyon Freight and Culvert Improvements</a>	Union County	\$29.3 million	This project will improve safety by adding a third lane for eastbound trucks and improve fish passage in creeks along the steep I-84 Ladd Canyon grade east of La Grande. The project also includes 10 miles of freeway paving between La Grande and Ladd Canyon.	The contractor, Knife River Corp NW., began work in 2019. Work completed in 2019 includes paving upgrades between La Grande and Ladd Canyon, Brush Creek realignment and removal/replacement of Exit 270 bridge. Construction of 3 <sup>rd</sup> EB lane for trucks on Ladd Canyon Grade will be completed in 2020.	This two-year project will be constructed in 2019 and 2020.
<a href="#">I-84 NE Oregon Snow Zone Safety Improvements</a>	Umatilla County	\$16.3 million	This project will improve safety along I-84 between Pendleton and La Grande during adverse weather conditions. Upgrades will consist of variable message signs linked to road and weather sensors, curve warning signs with flashers, cameras, Road and Weather Information Systems (RWIS), illumination, buried power lines to support the enhancement and more.	In 2019 contractor H.P. Civil, Inc. installed power under the freeway shoulders along Cabbage Hill (MP 218-225) and some sign and lighting footings. In 2020 the signs, sensors, ramp gate, cameras and other features will be installed.	This two-year project will be constructed in 2019 and 2020.

# 2018 – 2021 STIP AMENDMENT APPROVAL (July 1, 2020 – September 30, 2020)

## STIP Amendments

Once the STIP is adopted by the OTC and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), changes to any STIP project may require a STIP amendment. Amendments can vary from simple actions like revising the name all the way to major actions like scope changes.

The FHWA & FTA established which amendments are considered a “full amendment” versus an “administrative amendment”. A full description of these categories can be found [here](#).

The ability to authorize changes can vary from ODOT staff all the way to the OTC. On April 16, 2020 the OTC approved the following matrix for project changes:

Type	OTC	Director	Delivery & Operations	ODOT Staff
1. Adding / Cancelling	\$5M ↑	\$1M to \$5M	↓ \$1M	N/A
2. Cost change	\$5M ↑	\$2M to \$5M	\$1M to \$2M	↓ \$1M
3. Construction Authorization Increase (unless a settlement claim)	\$5M ↑	\$2M to \$5M	\$1M to \$2M	↓ \$1M
4. Immediate Opportunity Fund Project Approval	N/A	All	N/A	N/A

## Tables

The 2020 STIP Amendments Statistics are the number of amendments processed during this time period.

The 2020 Delegation Approvals show the number of approvals per quarter. The final processing of the amendment will follow after the approval and may be completed in a later quarter

## 2020 STIP Amendment Statistics July 1, 2020 – September 30, 2020

Projects Underway*	203
STIP Full Amendments Approved	44
*ODOT state delivered projects (non local projects)	

## 2020 Delegation Approvals July 1, 2020 – September 30, 2020

Delivery & Operations Administrator	9
ODOT Director	6
Oregon Transportation Commission	0
<b>Total</b>	<b>15</b>