

# ODOT Quarterly Performance Report

January 1, 2019 – March 28, 2019



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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 FFY2019 Highway Safety Plan was approved by the National Highway Traffic Safety Administration in August 2018 and project implementation started on October 1, 2018.

## Status

The TSAP provides long-term goals, policies, strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system by 2035. Oregon Transportation Safety Committee (OTSC) has started to schedule routine reporting from the Emphasis Area teams, or specific TSAP Action item owners, on the implementation of Tier 1 Actions. Emphasis areas include:

- **Risky Behavior:** Impaired driving, unbelted occupants, speeding and distracted driving.
- **Infrastructure:** Intersection and roadway departure.
- **Vulnerable Users:** Pedestrians, bicyclists, motorcyclists and older road users.
- **Improved Systems:** Improved data, training and education, enforcement, emergency medical services and commercial vehicles.

Overall, highway fatalities to date are 4.2% greater than this time last year. Fatal crashes are up 7% which means there have been more solo-fatal crashes in 2019 than last year. The initial decline in pedestrian fatalities is a good sign. With bicyclist and motorcyclist holding steady, a decline in pedestrian fatalities, a decline in motor carrier fatalities, this preliminary data means the increase so far in the first three months of 2019 are from passenger car fatalities.

A heavy focus in the upcoming quarter is the statewide enforcement of distracted driving. All forms of media will be aired to highlight the increased traffic enforcement in April. Over \$600,000 in overtime enforcement grants have been awarded from new federal distracted driving funds secured thanks to passage of legislation in 2017.

## Fatalities To Date

All Figures are Preliminary and Subject to Change

Category	2019 thru 3/31	2018 thru 3/31
Fatal Crashes	92	86
Total Fatalities	99	95
Pedestrian Fatalities	16	21
Bicyclist Fatalities	2	2
Motorcyclist Fatalities	5	5
Truck Fatalities	5	7

Source: Fatality Analysis and Reporting System (FARS)- ODOT Crash Analysis and Reporting Unit

# OReGO and Road Usage Charging

## Summary

The 2013 Legislature created the [OReGO program](#) via SB 810, allowing up to 5,000 vehicles to voluntarily 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 March 31, 2019, 630 vehicles were actively enrolled in OReGO, and 1,599 vehicles have participated in the program to date. Currently, Azuga has 445 active vehicles enrolled, while emovis commercial account manager (CAM) has 38, and emovis, as ODOT account manager, has 147. Total volunteer enrollment dropped compared to last quarter.

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

- **New Technologies:** The operational trial for new technologies ended on January 31, 2019. The project looked at the potential to bring new technologies, such as in-vehicle telematics, into the program. A final report is being prepared.
- **Public Awareness:** ODOT's public outreach campaign will begin educating the public about transportation funding and road usage charging at several events throughout Oregon beginning late summer 2019. Many of those interested in OReGO are visiting the MyOReGO web site. Under this project, the web site will get a "refresh"; the redesign is expected to begin in the second quarter 2019.
- **Agency Partnering:** The TDD Travel Pattern Data Capture Pilot is complete. The pilot study provided great value exploring the potential use of RUC data to support travel demand models. OReGO data has the potential to provide valuable information on aggregate patterns in several areas key to validating and calibrating travel models. One of the account managers became certified by Department of Environmental Quality to also provide remote emissions testing using the OReGO device.
- **Interoperability Across State Lines:** The Washington State interoperability pilot concluded capturing data in January. Washington and its partners are now drafting a final report after meeting with OReGO team members in March, where lessons learned were shared. OReGO is also continuing work with RUC West on its interoperability pilot, which will test road usage charge between California and Oregon in 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.



# 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 Connect Oregon program underwent some changes with the passage of HB 2017—the legislature created ongoing funding streams through a vehicle privilege tax and bicycle excise tax, and they removed transit as an eligible modes. 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)
- Brooks rail siding extension, 2019 (\$2.6 million)
- Mid-Willamette Valley Intermodal Facility, 2020 (\$25 million)

The Treasure Valley project sponsor and two Mid-Willamette Valley project sponsors have submitted project plans to the department. The commission received these project plans at its February 2019 meeting and provided direction to ODOT to seek additional information from sponsors.

The OTC approved a project plan in September 2018 for the Port of Morrow dedicated project. ODOT has executed a grant agreement; the recipient expects to award a construction contract this month. Union Pacific plans to seek a legislative change to the location for the rail siding currently shown in Brooks.

See the Projects section of this report (page 12) for additional information on the intermodal facilities.

## Status of CO Projects by Program

	Total Projects	Cancelled Projects	Completed Projects	Active Projects
CO I	44	7	37	0
CO II	30	1	29	0
CO III	41	1	40	0
CORA	60	4	56	0
CO IV	38	1	37	0
CO V	42	4	26	12
CO VI	40	2	4	34
CO VII-D	4	0	0	4
Emergency	2	0	2	0
<b>Totals</b>	<b>301</b>	<b>20</b>	<b>231</b>	<b>50</b>

Of the 50 active projects, 11 are substantially complete and only waiting on the final project performance report. Recipients have 18 months to submit the report after completion of the project.

# DMV Service Transformation Program/Real ID

## Summary

The DMV Service Transformation Program (STP) is a multi-year program to improve business processes, enhance service capabilities, replace computer systems, and enable DMV to become more flexible and timely in meeting customer expectations and legislative mandates. The program of manageable projects will take up to 10 years and \$90 million to implement. STP implemented the vehicle system components on January 22, 2019 and will implement the driver system components on July 6, 2020. The driver system rollout will allow eligible Oregonians to secure a Real ID compliant license.

## System Testing and Training

In January, DMV successfully implemented the vehicles system components. Over the three-day rollout weekend, information systems and vendor staff switched over from legacy systems to the FAST DS-VS product. In addition to data conversion and testing, DMV staff conducted online transactions and in-office transactions to ensure that all was working properly.

As part of the vehicle system component rollout, DMV launched the new online services site, DMV2U. This web page includes login capabilities for DMV business partners like record inquiry account holders and vehicle dealers to access online services specific to their business needs. New online services for the general public were also launched including the ability to submit a title application online. Submitting the application pre-visit allows customers to avoid waiting for our staff to enter their information into the system while they are at the counter, and also provides them with a checklist of documents to bring with them along with a fee estimate.

## Communications and Stakeholder Engagement

Prior to rollout, DMV continued work to set expectations with customers about increased wait times anticipated during the stabilization period. After rollout the communication team shifted messaging to promote DMV2U to the public. New online services were featured in DMV's transformation newsletter, Shifting Gears, and information cards were created to hand out to customers.

## Work in the Next Quarter

The stabilization period will continue through the next quarter. DMV staff will continue to work diligently on reducing the buildup of work created by the vehicle system cutover. Communication staff will distribute a toolkit to select legislative members, business partners, cities and counties asking for their help in informing the public about DMV2U. The driver system project teams will continue confirming business requirements and begin configuring new components for the driver system.



# Passenger Rail Service

## Summary

ODOT co-funds the [Amtrak Cascades intercity passenger rail service](#) with the Washington State Department of Transportation (WSDOT). This service provides two roundtrips between Portland and Eugene daily with stops in Albany, Salem and Oregon City.

## Status

### Ridership

January ridership was down 1.8% and down 2.5% in February when compared to the same months in 2018. Scheduled host railroad maintenance required the cancellation of 32 trains in January and 14 in February. Weather conditions caused the host railroad to shut down all operations on a portion of the rail line that Amtrak Cascades operates over causing the cancellation of an addition 12 trains in February. March ridership shows a 6.5% increase compared to 2018.

### On-Time Performance

On-time performance (OTP) for the first quarter of 2019 averaged 58.1%. OTP is still below the 80% goal. Host railroad delays comprised 68.4% of all delays in Oregon over the same period. Amtrak delays accounted for 29.5% and no responsibility delays (i.e., trespasser strikes, weather related delays and movable bridge openings) were 2.1%. The afternoon southbound train from Washington continues to have the lowest OTP; northbound trains generally perform significantly better than southbound trains. However, issues associated with the newly installed positive train control and freight/passenger train interference in January, February, and March caused OTP on the northbound trains to fall below the 80% goal.

### Schedule Change and Service Recovery

ODOT continues to work with Amtrak and WSDOT on ridership and cost recovery due to losses as a result of the Dec. 18, 2017 derailment.

ODOT is participating in the Ultra High-Speed Ground Transportation Business Case study for ultra-high-speed ground transportation between Vancouver, British Columbia to Portland, Oregon. Regional business and government leaders believe better connecting the Cascades Mega Region is key to the region's future.

## Ridership

	2019	2018	Change
Jan	6,336	6,451	-1.8%
Feb	6,283	6,447	-2.5%
Mar	8706	8,172	6.5%

## On Time Performance

	NB	SB
Jan	70.0%	30.4%
Feb	76.1%	43.5%
Mar	71.9%	53.7%

# Strategic Business Plan Implementation

## Strategic Business Plan



### Governance

- Form and launch agency-wide operational governance group.
- Develop agency portfolio management process.
- Align subordinate operational governance groups; clarify roles, responsibility, authority.



### Workforce

- Adopt unified leadership excellence principles and capabilities.
- Align leadership programs with agency leadership excellence principles and capabilities.
- Assess changing agency needs and workforce trends.



### Technology and Data

- Launch enterprise-wide tech and data governance structure(s).
- Refine investment, management and maintenance plans and budgets.
- Pilot governance structure.



### Strategic Investment

- Define and identify method(s) to assess agency capability.
- Establish process to define stakeholders and decision authority for strategic investment decisions.
- Strategic investment decision process adopted by OTC for 2021-23 budget process.

### Status & Accomplishments

Implemented changes to internal team structure to simplify and align decision-making with positional authority and accountability.

Continued development of our portfolio management system.

Began developing governance standards of practice.

### Status & Accomplishments

Approved leadership competencies and began integrating them within the agency.

Began review of leadership development programs to determine alignment with expectations.

Developed protocol for collecting data on employee development which will support benchmarking.

### Status & Accomplishments

Gathered and assessed data regarding ODOT information systems, technology needs, and decision-making processes.

Collaborated on business case development process and tool.

### Status & Accomplishments

Approved a process that will be piloted in May to build understanding about agency needs and opportunities to better inform investment decisions.

Created a tool to prepare business cases and allow for agency-wide comparison.



# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 1</b>					
<a href="#"><u>I-5 Rose Quarter</u></a>	Portland, Multnomah County	\$450 million	The ODOT portion of this joint project with the City of Portland will add auxiliary lanes and shoulders to more than a mile of I-5 in the Rose Quarter. This project will reduce crashes and delays caused by crashes in this corridor. Extensive bike and pedestrian paths will be part of the new freeway covers.	The environmental assessment released Feb. 15, 2019 showed the project would bring slightly improved air quality and slightly lower greenhouse gas emissions. Design is just getting started with the complete scope of the project not yet determined. The \$450 million cost estimate includes extensive neighborhood and land use improvements planned by the City.	Fall 2024 at the earliest
<a href="#"><u>I-205 paving and auxiliary lanes (Johnson Creek Blvd. to Glenn Jackson Bridge)</u></a>	Portland, Multnomah County	\$60 million	This project will pave nine miles of I-205, add RealTime signs and reduce congestion with auxiliary lanes in three locations: <ul style="list-style-type: none"> <li>• SB between EB I-84 and the Division/Powell on-ramp</li> <li>• NB from Powell Blvd. to WB I-84</li> <li>• NB from EB I-84 to Killingsworth.</li> </ul> <p>With less weaving and merging, the number of sideswipe and rear-end crashes will drop.</p>	<ul style="list-style-type: none"> <li>• The southbound auxiliary lane was completed in late 2018.</li> <li>• Completion of the northbound auxiliary lane is expected by late spring or early summer 2019.</li> <li>• RealTime signs are scheduled for installation in late 2019.</li> </ul>	Late 2019
<a href="#"><u>I-205 Stafford Road to Oregon 213 Widening and Seismic Upgrades</u></a>	Oregon City/West Linn, Clackamas County	\$500 million (not yet funded for construction)	This project will reduce congestion by adding an additional through lane between Stafford Road and OR 99E in both directions. It will also provide seismic resiliency by retrofitting or replacing each of the vulnerable bridges on this section, including the Abernethy Bridge.	Preliminary engineering is underway with no estimate yet for the start of construction. This area is under study for tolling under the HB 2017 tolling project.	Construction schedule is dependent on identification of funding.

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 1, continued</b>					
<a href="#"><u>OR 217 Auxiliary Lanes</u></a>	Beaverton/Tigard, Washington County	SB: \$47 million NB: \$56 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 new auxiliary lanes will reduce the potential for crashes and improve reliability. The project will also build a new collector-distributor road that will reduce the number of dangerous merge points on OR 217.</p>	Design engineering is now underway, with construction expected to begin in 2021.	2023
<a href="#"><u>Outer Powell Safety Project</u></a>	Portland, Multnomah County	\$17 million	<p>Upgrades 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> <li>• Improved storm drains</li> </ul>	ODOT broke ground April 6, 2019 on the first phase of the project between SW 122 <sup>nd</sup> and 136th avenues. Later phases will include improvements reaching the Portland city limits.	Early 2021 (First phase)
<a href="#"><u>I-5 North Tigard Interchange to East Portland Freeway Interchange Project</u></a>	Tualatin, Washington County	\$28 million	This project paved I-5 between OR 99W and I-205 and added a southbound auxiliary lane from Lower Boones Ferry Road to Nyberg Street, through to I-205, and added a second NB exit lane at Lower Boones Ferry Road. The project will improve traffic conditions and highway operations on I-5 in one of the fastest-growing corridors in the Portland area.	The project is in its final stages with all paving and auxiliary lanes complete.	Late spring 2019
<a href="#"><u>I-5 Interstate Bridge Trunnion</u></a>	Portland, Multnomah County	\$16.5 million	The 102-year-old northbound span of the Interstate Bridge will close to all vehicle traffic, marine, highway and people walking or riding bicycles for two weeks in September 2020 to replace two deteriorating axel assemblies called trunnions, on the south tower. ODOT and WSDOT will split the project cost.	During the closure, the SB bridge will carry two lanes SB in the morning switching to two lanes NB in the evening. Intensive community outreach campaigns are in the planning stages to minimize the impact on travelers.	September 2020

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 1, continued</b>					
<a href="#"><u>I-405 Ramps</u></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.	Fall 2020
<b>Region 2</b>					
<a href="#"><u>Newberg-Dundee Bypass Phase 2</u></a>	Newberg, Yamhill County	\$22 million (HB2017) for design and \$10.5 million in savings from Phase 1 for protective right of way acquisition	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 have begun. Preliminary Design to be outsourced to engineering consulting firm, which is currently being negotiated. Design is estimated to start in the summer of 2019 and will only be designed to DAP due to lack of construction funds.	Design is expected to be completed by September 2020. The project will then be shelved if no construction funds are identified.
<a href="#"><u>I-5: Kuebler Blvd. to Delaney Road widening</u></a>	Salem, Marion County	\$35.4 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.	The project is in the design phase. Final design approval is expected in September 2019. Right of way acquisition begins in 2019, with construction beginning in 2021.	TBD

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 2</b>					
<a href="#"><u>I-5 Aurora-Donald Interchange</u></a>	Aurora, Marion County	\$28.4 million for IAMP and final design and Construction of phase 1 (\$25M HB2017 funds)	This 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 needed immediate and long-term improvements and will be done in phases due to a lack of necessary funding to address all the needed improvements.	Two design alternatives are being explored, in June the preferred alternative will be selected. Public Outreach and stakeholder engagement has begun.	The IAMP will be completed in late 2019, at which point final design of the identified Phase 1 will begin.
<a href="#"><u>US 20 Safety Upgrades Albany to Corvallis</u></a>	Albany/Corvallis, Benton County	\$28.2 million (\$20 million from HB 2017, \$8.2 million for previously funded STIP projects)	Safety and intersection improvements have been identified for this rural, two-lane highway corridor that has a high rate of crashes. Improvements and phasing for project construction have been identified.	ODOT completed part of the survey work. A design consultant contract has been negotiated. The construction bid let is expected to be in 2021.	TBD
<a href="#"><u>OR 569 Beltline at Delta Highway Interchange</u></a>	Eugene, Lane County	\$28.5 million	The interchange will be made into a partial cloverleaf. This will improve safety issues on the two intersecting highways.	Construction is scheduled to begin in late 2019.	2021

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 2, continued</b>					
<a href="#"><u>Mid-Willamette Valley Intermodal Facility</u></a>	Willamette Valley	\$25 million	This project will develop an intermodal freight facility to transfer goods from truck to rail, providing more cost-effective shipping options for shippers in the Willamette Valley.	Reports and recommendations reviewed at February OTC Meeting. Questions for the proposers by ODOT were reviewed at March OTC Meeting. Answers to the ODOT questions are due back by May 3 <sup>rd</sup> and will be discussed at May OTC Meeting. ODOT to review decision making framework at April OTC Meeting.	TBD
<a href="#"><u>I-105 Willamette River Connectors and 1<sup>st</sup> to 7<sup>th</sup> Avenue Bridge Preservation</u></a>	Eugene	\$18 million	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	The first of three major stages which included removing an obsolete bridge is complete. The contractor has just begun the second stage which includes replacing bridge rails, joints and pavement closest to and including the downtown on and off ramps. The final stage, to repair the bridge over the Willamette River, will begin in 2020.	2021

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 3</b>					
<a href="#"><u>I-5 Roberts Mountain paving/truck climbing lanes</u></a>	Winston, Douglas County	\$32.4 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.	Project bid on Nov. 1, 2018. Kerr Contractors began construction in February 2019, clearing trees and brush, building access roads and setting up traffic control for excavation later in the spring.	Summer 2021
<a href="#"><u>OR 62- Rogue Valley Expressway</u></a>	Medford, Jackson County	\$120 million	The project improves congestion and safety on the Oregon 62 Corridor between Medford and White City. Travel times are expected to improve by 14 minutes one way.	The entire expressway is nearly ready for opening, with only Phase 2 signing, striping and electrical work remaining.	March 2019
<a href="#"><u>OR 38 Scottsburg Bridge</u></a>	Scottsburg, Douglas County	\$42.8 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.	Project design is in progress. Hazards from seismic-related rockfall have been evaluated and mitigation incorporated into the design.	Summer 2022
<a href="#"><u>Southern Oregon Seismic Triage</u></a>	Jackson, Josephine, Douglas and Klamath Counties	\$35 million	The project will reinforce bridges and secure 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.	ODOT is in negotiations with consultant for design/ construction oversight of bridges. Data from slopes drilling is being monitored. This will help with the engineered design. This project may be delivered as several design and construction projects.	Expected let dates beginning in 2020

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 4</b>					
<a href="#"><u>US 97 at Terrebonne</u></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.	Community meetings and an open house have been held. Small group meetings continue. The planning process is continuing.	2021
<a href="#"><u>US 97 North Corridor</u></a>	Bend, Deschutes County	\$50 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. The Region is developing implementation plans and seeking federal funds for the project through an INFRA grant.	2025
<a href="#"><u>US 97 Passing Lanes</u></a>	Klamath County	\$11.1 million	The project will construct 2 miles of passing lanes, consolidate access and add a wildlife undercrossing.	On track for 2019 construction.	2019
<a href="#"><u>OR 140 Klamath County Boat Marina to Lakeshore Drive</u></a>	Klamath County	\$18.1 million	The project will widen the highway, install guardrails and make other improvements.	On track for 2019 construction.	2021
<a href="#"><u>US 97 South Century Drive to USFS Boundary</u></a>	Deschutes County	\$9.1 million	The project will extend the existing four-lane highway, improve major intersection and upgrade signs and guardrails.	ODOT is seeking additional funding for project.	Not yet determined

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 5</b>					
<a href="#"><u>Treasure Valley Intermodal Facility</u></a>	Ontario, Malheur County	\$26 million	This project will develop an intermodal freight facility to transfer goods from truck to rail, providing more cost-effective shipping options for agricultural products in the Treasure Valley.	ODOT received a project proposal from the Malheur County Development Corporation for the facility. The OTC received the project plan in February and requested additional information from the project sponsor.	TBD
<a href="#"><u>I-84 Ladd Canyon Freight and Culvert Improvements</u></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.	Project bid Aug. 30, 2018 and has been awarded to Knife River Corp NW.	This two-year project will be constructed in 2019 and 2020.
<a href="#"><u>I-84 NE Oregon Snow Zone Safety Improvements</u></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.	The project was awarded to H.P. Civil, Inc.	This two-year project will be constructed in 2019 and 2020.