

**Agenda**  
**Mid-Willamette Valley Area**  
**Commission on Transportation**  
**(MWACT)**

At the MWVCOG, we are taking extra precautions to protect against the COVID-19 by implementing additional cleaning protocols and social distancing practices. In addition, no outside guests, members, or visitors are permitted inside the COG office without a pre-arranged appointment. For meetings at the COG, **we are requesting all MWACT members, local staff, and the public to participate by teleconferencing rather than attending in person.** If participating by phone is not an option, please contact our offices (at 503-588-6177) 24 hours before the meeting begins.

**For MWACT members – Please RVSP (e-mail to [lomoore@mwvcog.org](mailto:lomoore@mwvcog.org)), so we can best prepare for the MWACT meeting.**

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**Date: Thursday, August 6, 2020**  
**Time: 3:30 p.m.**  
**Place: Online meeting of MWACT**  
**Phone: (503) 588-6177 FAX (503) 588-6094**

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*Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.*

The Mid-Willamette Valley Area Commission on Transportation is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations including a sign language interpreter to attend this meeting, a complete agenda packet, or additional information, please contact Lori Moore at (503) 540-1609 or send e-mail to [lomoore@mwvcog.org](mailto:lomoore@mwvcog.org) at least 72 hours prior to the meeting. Alternate formats available upon request. Thank you.

**3:30 p.m. Item 1. Call MWACT Meeting To Order .....Chair Ken Woods, Jr.**

Welcome and Introductions  
Approval of June 4, 2020 Meeting Summary  
Public Comment  
Comments from the Legislative Delegation  
OTC Comments  
Commission Discussion/Area Updates

**3:40 p.m. Item 2. ACT Engagement for 24-27 STIP .....Amy Ramsdell, ODOT**

ODOT staff will share a presentation about the development of the 2024-2027 STIP, which starts in July 2020 and expects to finish in 2023. Staff will discuss the major steps involved: the six program categories; the Executive Order from Governor Brown to address greenhouse gas emissions through projects in the STIP; and how the ACTs, other stakeholders, and the public can provide input.

Staff will also share the results of the survey on funding priorities that was sent to MWACT members on July 28<sup>th</sup>.

**Action:** Information and discussion.

**4:20 p.m. Item 3. I-5/Aurora-Donald IAMP .....Dan Fricke, ODOT**

ODOT has completed an Interchange Area Management Plan (**IAMP**) to address development of the I-5/Aurora-Donald Interchange. (*See attachment.*)

The IAMP, developed in consultation with Marion County and local stakeholders, describes the process leading to the selection of a preferred interchange layout and the development phases to complete the full reconstruction of the interchange. The plan also establishes alternate mobility targets for each phase of the interchange development.

**Action:** Information.

**4:35 p.m. Item 4. MWACT Bike-Pedestrian Representative .....Dan Fricke, ODOT**

This item is to discuss if a current MWACT member should be appointed as MWACT's Bike-Pedestrian representative. An alternative would be to amend ODOT's charter to add a Bike-Pedestrian representative to MWACT.

**Action:** Discussion.

**4:45 p.m. Item 5. ODOT Quarterly Performance Report ..... Mike Jaffe, MWVCOG**

Each quarter, ODOT staff provide a performance report to the Oregon Transportation Commission. The April to June 2020 report is *attached*.

Topics include: Safety and crash data, implementation of recently adopted statewide plans, OReGO, the Connect Oregon Program and projects, DMV and Real ID, Passenger Rail Service and ridership data, and tables showing the status of significant highway projects (including three in Region 2 that are within the MWACT area).

**Action:** Information.

**4:50 p.m. Item 6 Other Business.....Chair Ken Woods, ODOT Staff**

- Next MWACT Meeting – likely in October.

**5:00 p.m. Item 7. Adjournment .....Chair Ken Woods, Jr.**

# **Draft**      **Summary**      **Draft**

Mid-Willamette Valley Area Commission on Transportation (MWACT)  
MWVCOG Conference Room  
100 High St. SE, Suite 200  
Salem, OR 97301  
Thursday, June 4, 2020

**This meeting was a call-in meeting with the people attending by telephone.  
Attendance is listed as follows:**

## **MWACT Members Present**

Sam Brentano, Marion County Board of Commissioners  
Ian Davidson, SAMTD Board of Directors  
Cathy Clark, 2020 Vice Chair, Keizer Mayor  
Scott Hill, 99W/18/47 Corridor, McMinnville Mayor  
John Huestis, ODOT Area 3 Manager  
Lyle Mordhorst, Polk County Board of Commissioners  
Rick Olson, Yamhill County Board of Commissioners  
Walt Perry, I-5 Corridor, Jefferson City Council  
Stan Primozych, Yamhill County Private Sector  
Jim Sears, 99E/213 Corridor, Silverton City Council  
Della Seney, Hwy. 22E Corridor, Aumsville City Council  
Mitch Teal, Marion County Private Sector  
Ken Woods, Jr., 2020 Chair, Dallas City Council

## **MWACT Members Absent**

Kathy Hadley, Polk County Private Sector  
Michael Langley, Confederated Tribes of the Grand Ronde  
Jim Lewis, Salem City Council  
Cynthia Thompson, YCTA

## **Others Present**

Jenna Berman, ODOT  
Colleen Busch, SAMTD Board of Directors (Alternate for Ian Davidson)  
Steve Dickey, SAMTD  
Dan Fricke, ODOT Region 2  
Mike Jaffe, MWVCOG-MWACT/SKATS Staff  
Patrick Johnson, Newberg City Council (Alternate for Scott Hill)  
Lori Moore, MWVCOG-MWACT/SKATS Staff  
Katherine Silva, ODOT  
Julie Warncke, Salem Public Works

## **Agenda Item 1. Call to Order – 3:30 p.m. – Introductions**

Chair Ken Woods, Jr., called the meeting to order at 3:32 p.m. Roll was called and a quorum was established.

**Summary of April 2, 2020:** The summary of the April 2, 2020, meeting was approved as submitted by consensus of the members present via telephone at today's meeting.

**Public Comment:** There were no comments from the public.

**Comments from the Legislative Delegation:** There were no comments from the legislative delegation.

**OTC Comments:** There were no comments from the Oregon Transportation Commission (OTC) members.

**Commission Discussion/Area Updates:** Mitch Teal commented that he received a response to a letter the he submitted to ODOT. He noted that his concerns seem to have been misunderstood. He will not pursue the matter further at this time.

## **Agenda Item 2. Draft 2021-2024 STIP; Polk County Request**

John Huestis, ODOT, reminded everyone Polk County requested a letter of support from MWACT members for the addition of a project to the draft FY 2021-2024 State Transportation Improvement Program (STIP). The proposed project would be a realignment of a section of Perrydale Road to connect with OR 22 at the Kings Valley intersection. Mr. Huestis noted that ODOT's response letter was included in the agenda package.

While ODOT supports the proposed project, in general, they are unable to fund the project at the present time. ODOT's estimated costs for the project are \$4.5 million if the project is combined with the OR 22W: Kings Valley Highway project and \$4.8 million if it is constructed as a standalone project. Details related to the projected costs were included in the agenda package. Mr. Huestis commented that it is possible that ODOT may be able to do a project design in the FY 24-27 State Transportation Improvement Program (STIP).

Polk County Commissioner Lyle Mordhorst responded that the county is amenable to working with ODOT to obtain funding for this project. Marion County Commissioner Sam Brentano asked if there are any other funding options that could be pursued. Mr. Huestis replied that ODOT will continue discussions related to potential funding sources with Polk County. Chair Ken Woods commented that the city of Dallas supports this project. He asked if Perydale Road is a state or county road. Commissioner Mordhorst replied that it is a county-owned road.

### **Agenda Item 3. ODOT High Priority Projects within the MWACT Region**

Referencing material included in the agenda package, John Huestis informed the group that the information includes an overview of the status of projects in the MWACT area. A project description, the scope, project status, and total project funding is among the information incorporated in the material. He suggested that if members are agreeable, he can provide them with a presentation, possibly geared toward projects of specific interest to MWACT members.

Chair Ken Woods reported on a fatal accident that occurred early this morning related to the Highway 51/Independence Junction intersection. This area has long been of concern to MWACT members related to safety issues. John Huestis noted that he is not currently aware of the accident details; however, he mentioned a project that is included in the STIP (KN 13188) to evaluate corridor safety options including an interchange at the junction or some type of grade-separated option. He noted that ODOT staff had a meeting with Polk County staff on May 27, 2020, regarding Highway 22 projects and issues including geological issues related to the Highway 22/Doaks Ferry intersection.

Additional issues discussed included the status of the Center Street Seismic project. Mr. Huestis noted that there is currently some discussion about the possibility of advancing the Preliminary Engineering phase. No conclusion has been reached, as yet. Commission Brentano asked about the Aurora/Donald interchange. Mr. Huestis responded that Phase 2 is not currently funded.

Responding to an earlier question, Dan Fricke noted that the approximate cost of all the projects is \$257 million.

### **Agenda Item 4. ODOT Budget Picture**

Referencing material included in the agenda package, John Huestis provided an overview related to the challenges with revenue and expenses issues in future budgets. Operating and maintenance expenses are increasing each year while funding available each year are decreasing. ODOT is working with the OTC to address these challenges.

### **Agenda Item 5. 2020 Investment Strategy: Status Update**

Katherine Silva provided an update related to the 2020 OTC Investment Strategy. She reminded the group that OTC members are developing an investment strategy that will consider multi-modal components in the short-, medium, and long-term.

### **Agenda Item 6. Safe Routes to School Infrastructure Grants**

Mike Jaffe and Jenna Berman explained that the next round of Safe Routes to School infrastructure grants has been initiated by ODOT. 'Letters of intent' are due by the middle of June with applications due by August 31, 2020.

Differences this round include the potential for ODOT to assist with local match.

It was also noted that 2019-2020 'Rapid Response Grants' are still available. The next cycle of these grants will be available in January 2021.

**Agenda Item 7. Other Business**

The next MWACT meeting is scheduled for July 2, 2020. However, it could be deferred until August 6, 2020.

Chair Woods adjourned the meeting adjourn at 4:45 p.m.

## **Agenda Item 3.**

### **I-5/Aurora-Donald IAMP**

**Mid-Willamette Valley Area  
Commission on Transportation  
(MWACT)**

**August 6, 2020**

I-5: Aurora Donald Interchange (Exit 278)  
Interchange Area Management Plan for  
Marion County Approval  
ODOT KN19062

Prepared for  
Oregon Department of Transportation



July 2020

Prepared by  
**Parametrix**

## EXECUTIVE SUMMARY

### Background

An Interchange Area Management Plan (IAMP) is an Oregon Department of Transportation (ODOT) long-term (20+ years) transportation facility plan.<sup>1</sup> Facility plans are one of the three levels of plans implemented by ODOT. The Oregon Transportation Plan is the highest level, providing overall goal and policy guidance for planning and development of the state's transportation system. "Mode and topic" plans, such as the Oregon Highway Plan (OHP), are the next level and provide more specific goals and policies for the entire state highway system. Facility plans apply these system policies to a specific area or segment of highway such as an interchange.

This IAMP for the I-5: Aurora Donald Interchange (Exit 278) Project (Project) establishes agreement between ODOT, local government, and stakeholders on the transportation solutions, policies, and actions needed to improve the interchange. This IAMP was prepared in accordance with the ODOT 2013 IAMP Guidelines and reflects close coordination between ODOT, Marion County, interchange area stakeholders, and the broader community.

This IAMP differs from a traditional IAMP since it was developed in tandem with, not in advance of, the interchange engineering design process. The IAMP planning process served as a Project design development tool to analyze interchange area Project needs, environmental considerations, and alternative interchange design solutions along with its more traditional planning and policy focus within the IAMP study area (see Figure 1-1). This expanded scope was needed to address implementation funding made available in 2017 by the Oregon Legislature through the 2017 Keep Oregon Moving Act for the construction of a first phase (Phase 1) of the Project. This IAMP recommends both operational and physical improvements, including access management for the interchange and the county road system, along with changes to Marion County transportation policy supporting plan recommendations.

### Problem

The Aurora Donald Interchange was built with Interstate 5 (I-5) in the 1960s. Since its construction, design criteria for the interstate, bridges, and on- and off-ramps have changed with higher typical travel speeds and increased traffic volumes. In addition to its age and outdated design, the interchange's functional performance is substandard. Traffic volumes on the off-ramp from southbound I-5 to Ehlen Road and on Bents Road (approaching Ehlen Road) exceed intersection capacity. Additionally, the proximity of the intersections to each other (about 50 feet apart) is unsafe. Both I-5 on-ramps have an uphill grade, causing slow-speed merging of trucks onto I-5 and vehicles closely following large trucks. The grade of Ehlen Road below I-5, with significant horizontal and vertical curves, restricts sight distance at both ramp terminals, creating unsafe conditions.

Land use in the area, including two truck stops, draws substantial large-truck traffic, resulting in frequent slow acceleration and turning movements that impact county roads and I-5. These congestion and safety concerns negatively impact the mobility of freight, agricultural goods, and passenger vehicles in the region.

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<sup>1</sup> Per Oregon Administrative Rule (OAR) 731-015.



Figure ES-1. IAMP Study Area

## Alternative Development and Selection

The process of selecting a preferred design alternative for the Aurora Donald Interchange started with an initial set of 20 different interchange design concepts that was reduced to 9 concepts after a fatal flaw analysis. After further study and review by ODOT Region 2 and continued design refinements, two interchange design alternatives emerged: a Single Point Interchange and Diverging Diamond Interchange. ODOT conducted stakeholder and public engagement to vet the two alternatives,

ultimately selecting the Diverging Diamond Interchange (DDI) as the Preferred Alternative based on performance and public and stakeholder feedback.

Phasing of the DDI Preferred Alternative is needed to accommodate funding allocated in the Keep Oregon Moving Act. This funding represents a substantial down payment toward implementing the Preferred Alternative, but would not cover the full cost of the interchange. As a result, an initial Phase 1 project was developed. The remaining improvements to complete the Preferred Alternative comprise Phase 2 of the Project that would be implemented when funding becomes available in the future.

The DDI Preferred Alternative is also known as a double crossover diamond interchange. In a DDI interchange configuration, traffic on Ehlen Road crosses to the opposite (left) side of the road while within the interchange (i.e., between the ramp intersection traffic signals). Dual traffic signals at the ramp intersections control the movement of traffic during this crossover maneuver. Upon reaching the second traffic signal, vehicles are returned to driving on the right side of the road. The DDI allows signalized ramp intersections on Ehlen Road to operate in a more efficient manner, as two-phase traffic signals. The DDI will improve safety because there are no left turns across opposing traffic and most turning movements are controlled by signals. Another safety and traffic operation benefit is that left and right turns can occur simultaneously.

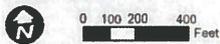
The DDI Preferred Alternative consists of the following Phase 1 and Phase 2 interchange improvements (see Figure 5-3). **Phase 1 improvements are noted in bold.**

- **Construct one new I-5 bridge to carry both north- and southbound traffic over Ehlen Road.**
- **Reconstruct the I-5 travel lanes to match the new I-5 bridge.**
- **Realign I-5 southbound lanes east, into the median, to align with the new bridge structure.**
- **Lengthen, widen, and signalize northbound and southbound off-ramps.**
- Lengthen, widen, and signalize northbound and southbound on-ramps.
- **Construct a four-lane cross section on Ehlen Road, between the northbound and southbound I-5 ramps, with left-turn lanes to access the I-5 on-ramps and one through lane in each direction.**
- Realign Ehlen Road with a wider cross section under I-5 to include new signalized intersections located at the northbound and southbound ramp intersections and two lanes in each direction with bike and pedestrian facilities.
- **Realign Bents Road to align with Bents Court at existing Ehlen Road.**
- Realign Ehlen Road, west of I-5, to the north and construct a new Ehlen Road/Bents Road intersection.
- Realign Dolores Way to create a new intersection farther east with Ehlen Road.

The estimated construction cost of Phase 1 is \$50 million, and the estimated cost of Phase 2 is \$29 million.



**Parametrix**



Source: ODOT, David Evans and Associates, Inc.

-  PHASE 1
-  PHASE 2
-  TRAFFIC SIGNAL
-  NEW BRIDGE STRUCTURE
-  EXISTING BPA TOWER

Preferred Alternative  
 Phase 1 and Phase 2 Improvements  
 I-5 Aurora-Donald Interchange

Marion County, Oregon

**Figure 5-8. Preferred Alternative – Phase 1 and Phase 2 Improvements**

**Agenda Item 5.**

**ODOT Quarterly Performance  
Report**

**Mid-Willamette Valley Area  
Commission on Transportation  
(MWACT)**

**August 6, 2020**

# ODOT Quarterly Performance Report

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April 1, 2020 – June 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 FFY2020 Highway Safety Plan was approved by the National Highway Traffic Safety Administration in August 2019 and project implementation started on October 1, 2019.

## Status

Overall, highway fatalities to date are 25.2% fewer than this time last year. Fatal crashes are down 24.4% which means there have been fewer multi-fatal crashes in 2019 than last year. As of June 30, there have been approximately 10 multi-person fatal crashes reported. For month of May 2020, the statewide fatality toll for the month was equal to 2019 even with the lower traffic volumes on Oregon's roads. June 2020 was a dramatic decline by over 40% (33 fatalities, down from 56). The lower traffic volume has also 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 (July 4), work zone safety continues (throughout the summer), and back-to-school (September). 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 will be aired 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 6/30	2019 through 6/30
Fatal Crashes	169	226
Total Fatalities	158	209
Pedestrian Fatalities	31	42
Bicyclist Fatalities	6	5
Motorcyclist Fatalities	12	16
Truck Fatalities	13	12

Source: ODOT Crash Analysis and Reporting Unit

# Statewide Plan Implementation

## Summary

Work is underway to implement recently adopted state transportation plans, including the Oregon Public Transportation Plan, Bicycle and Pedestrian Plan, Rail Plan, Transportation Safety Action Plan and others.

## Highlights

### Bicycle and Pedestrian Plan

A Performance Measure and Data Implementation Framework effort has kicked off and will develop a new or updated Key Performance Measure (KPM), programmatic performance measures and a data plan for the Agency. Efforts on the Active Transportation Needs Inventory are progressing and a statewide asset inventory and prioritization of needs will be completed by February 2021.

### Oregon Public Transportation Plan

The Implementation Work Program was approved by the OTC in April 2020. Implementation efforts underway include both state and local practitioner guides and guidance on e-fares and level of service.

### Transportation Options Plan

A new statewide ride matching software, Get There, has been in use since July of 2019. Over the last nine months the software has tracked over 900,000 carpool, vanpool, walking, biking or teleworking trips and reducing carbon emissions by 2.5 tons.

### Other Plan Implementation Efforts

Related to the implementation of multiple plans, ODOT is currently working on an update to the Transportation Safety Action Plan and the draft Rail Plan has been released for public comment. The Urban Design Initiative work resulted in the publication of the Blueprint for Urban Design (January 2020). Training to region staff is currently in progress. The Blueprint will help guide the forthcoming update of the Highway Design Manual and an updated Bicycle and Pedestrian Design Guide.



# 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 June 30, 2020, 657 vehicles were actively enrolled in OReGO, and 1,820 vehicles have participated in the program to date. Currently, Azuga has 413 active vehicles enrolled, while emovis commercial account manager (CAM) has 110, and emovis ODOT account manager has 134. Of the 48 new enrollments this quarter, 33 vehicles are fully electric (EV). The rise in EV numbers is in part due to the increase in DMV registration fees based on the vehicle's fuel efficiency rating, OReGO participation allows 40+ mpg rated vehicles and EVs to avoid paying that fee.

## 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 (STSFA) 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. Most recently, OReGO launched an online open house to discuss road and bridge funding and how OReGO can help fill the gap. Comments and questions will be collected through the first week of July. The [MyOReGO.org](#) website refresh was also completed this quarter.
- **Interstate Interoperability:** OReGO is continuing work with RUC West on interstate interoperability, which will test clearinghouse requirements 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. A contractor has been selected and the contract is in the final stages of negotiation. It is anticipated that the actual driving portion of the pilot will occur starting this fall.

# 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 is progressing and the Port hopes to have a construction contract awarded very soon. The 2019 Legislature modified the Union Pacific rail siding project location and the OTC Conditionally approved the UP Project Plan in December 2019. The Conditional approval is based upon receiving a CRISI grant necessary to fully construct the planned project. Without the additional grant the project would not provide a functional siding for passenger rail service. ODOT recently learned that ODOT did not receive the CRISI grant and staff have initiated another CRISI grant request.

## 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	33	5	0
CO VI	40	4	18	9	9
CO VII-D	4	0	0	0	3
Emergency	2	0	2	0	0
<b>Totals</b>	<b>301</b>	<b>22</b>	<b>252</b>	<b>14</b>	<b>12</b>

Of the 33 active projects, eight 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 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

A special note: DMV is proud to share that the first major projects under STP (replacement of vehicle and driver systems) were completed successfully and launched on July 6. The projects were implemented on time and within budget – an especially significant feat in the midst of the COVID-19 impact to services and delivery in all sectors.

Q2 2020 was spent finalizing details to implement the DMV Drivers system, including the issuance of Real ID licenses and ID cards and adding online services to DMV2U. Work specific to Real ID in the last quarter includes finalizing the Real ID fee and rules – including approval from both the OTC and DAS. The Real ID team completed the installation of scanning equipment. Other work included submitting the required compliance package to the Department of Homeland Security for review (feedback so far has been positive), finishing the criminal background checks for affected employees, and finalizing the configuration and approval of systems required for Real ID issuance in the Drivers system.

Staff training used a creative hybrid of remote and in-person classroom approaches. Testers completed almost 5,000 test cases to ensure that the system is configured correctly and works as expected. End-to-end testing, which includes checking interfaces and ensuring processes work as intended, was completed at the end of the quarter. Mock data conversion testing identified a few issues that the team fixed prior to rollout. Organizational change leadership staff conducted a final readiness assessment which indicated employees feel that training has been sufficient and that they are prepared to serve the public using new tools. DMV ramped up outreach to stakeholders and the public in the weeks leading up to the Drivers Rollout.

Amidst all of this preparation work, DMV also launched multiple-solutions for customers to be able to access DMV business during the COVID-19 pandemic. This included working closely with NICUSA and FAST to create an online appointment request form that integrated seamlessly with the FAST DS-VS system to collect and manage over 120,000 appointment requests in four short weeks. On July 6, a new online appointment scheduling tool launched as part of the Drivers Rollout, allowing customers to schedule their own appointment at DMV and avoid having to wait for a call back.

## Work in the Next Quarter

This includes launching updates to the online partner toolkit and a new issue of the external newsletter Shifting Gears, plus updates to DMV web pages and a robust social media strategy. DMV will continue to monitor the impacts and workload associated with Real ID through the summer, and make any needed changes to stabilize the process. The stabilization period for the new system is expected to last 6-8 weeks after implementation, and may be impacted by service delivery changes put in place during the COVID-19 response.

# 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 April to June 2020

- April to June 2020 ridership decreased year-over-year as compared to April and June 2019.
- Ridership decreased 94.4% for April 2020 and 90.8% for May 2020, and 84.0% for June 2020 compared to June 2019 due to the impacts of COVID-19. As a result of this decline in ridership, ODOT and WSDOT agreed to reduce service to one daily roundtrip between Eugene and Seattle. In May, ridership began to increase slightly, but has fluctuated since then. The service will continue with the single roundtrip and allowing for 50% capacity to provide safe and reliable services to our passengers.

### On-Time Performance

- On-time performance (OTP) for northbound and southbound trains averaged 84.9%, which is above the 80% goal per the ODOT-Amtrak Operating Agreement. Delays were attributed as follows:
  - Host railroad – 67.9%
  - Amtrak - 13.8%
  - Unassignable (i.e., trespasser strikes, weather-related delays, and movable bridge openings) - 18.3%
- OTP improvements are likely due to the reduced passenger and freight traffic as a result of COVID-19.
- ODOT's goal is to provide safe and reliable service to our passengers. We have and will continue to do the following:
  - Monitor and track OTP.
  - Continue to facilitate open communications with the host railroad to improve OTP.
  - Actively participate in safety and performance meetings with Amtrak and follow recommendations for improvement.
  - Pursue grant funding for infrastructure projects to improve OTP on the UP line.

### Schedule Change and Service Recovery

ODOT and WSDOT continue to monitor their respective state governor orders and will not increase service until conditions allow.

Ridership			
	2020	2019	Change
Apr	431	7735	-94.4%
May	788	8586	-90.8%
Jun	1448	9066	-84.0%

On Time Performance		
	NB	SB
Apr	90.0%	90.0%
May	88.7%	73.3%
Jun	86.7%	81.4%

# 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. Funding sources not yet complete.	<p>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>	<p>We released the Peer Review Report on June 2. It reviewed the project’s Environmental Assessment and supported its findings for air, greenhouse gas and noise impacts. The report also urged ODOT to develop better relations with the community and partner agencies.</p> <p>We’re still awaiting word whether the Environmental Assessment complies with the National Environmental Policy Act.</p> <p>Project design is about 15 percent complete.</p>	Late 2027 at the earliest
New I-5 bridge over the Columbia River	Portland, Multnomah County and Vancouver, Clark County, WA	Not yet identified	The governors and the legislatures of Oregon and Washington have set in motion planning for a new I-5 bridge over the Columbia River. Both states have allocated money.	On June 11, ODOT and WSDOT named Greg Johnson to lead the bi-state Interstate Bridge Replacement Program. Johnson has a history of working with large transportation projects.	Groundbreaking tentatively set for summer 2025
			This project will reduce congestion by adding	Installation of new RealTime	

# 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.	2024
<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 broke ground April 6, 2019 on the first phase of the project and work has been steady ever since.	Most of this first phase project should be finished by fall 2020 with landscaping by early 2021
<a href="#">Interstate Bridge Trunnion</a>	Portland, Multnomah County	\$13 million	<p>The 103-year-old northbound span of the Interstate Bridge on I-5 will close Sept. 12-20 to all vehicle, bicycle and pedestrian traffic. The closure is needed to replace two deteriorating axel assemblies – called trunnions – on the south tower. ODOT and WSDOT will split the project cost.</p>	During the closure, the SB span will carry two lanes SB in the morning switching to two lanes NB in the evening. Intensive community outreach campaigns are under way to minimize the impact on travelers.	September 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	\$9.7 million for pre-construction activities and Construction funding is being requested for Phase 1 in the 21-24 DRAFT STIP	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 design has kicked off. 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	\$28.3 million Pending 21- 24 Draft STIP approval, the Region will increase the budget by adding \$16.6M of leverage funds for Phase 1 improvements	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. Funding will complete an Interchange Area Management Plan (IAMP) and final design and construction of phase 1. Full funding for future phases of building the interchange have not been identified.	In June 2019 the preferred alternative was selected – a diverging diamond interchange (DDI). Phase 1 design is underway. Public outreach and stakeholder engagement continues.	The IAMP will be completed in 2020, 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 is at Final Design Acceptance Package, with ROW starting in late Summer. Bid Let is scheduled for 9/30/2021. Phase 2 is at concept design.	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.	Construction is being coordinated with the other Eugene area projects. Crews are working on Stage I, the new Goodpasture on-ramp realignment, and Stage III, the new bridge and new Delta northbound alignment. Bridge girders have been set over Beltline Hwy and the new Goodpasture Island Drive on-ramp is complete. The new full span sign bridge on Delta Hwy has been installed	Construction scheduled to be complete in 2021.

# Projects

Name	Location	Funding	Summary	Status	Completion
<b>Region 2, continued</b>					
<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>Two of three major stages are complete. The final stage, to repair the bridge over the Willamette River has begun. Project work on westbound I-105 is complete. Traffic is in a single lane cross over configuration on westbound I-105, with work now occurring on eastbound I-105. The eastbound work is expected to be completed early September 2020.</p>	<p>Construction was originally scheduled to complete in 2021, and is now expected to be completed in the Fall 2020. Project is ahead of schedule due to local events, impacting 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.	For most of 2019, construction focused on excavation. The project was mostly shut down over the winter of 2019-20. In April 2020, regular construction and excavation resumed. During summer, work will focus on building retaining walls and the new climbing lanes.	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.	Prime contractor Hamilton Construction began work in February 2020, clearing trees and brush from the project area. During spring and summer, Hamilton will build a work platform that extends into the river and a retaining wall along Scottsburg West Road at north end of bridge.	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 continues work on I-5/ Leland Road bridges near Sunny Valley. First bundle of the I-5 bridges bids Nov. 2020, with other project bundles bidding later. Slopes should be under consultant design later this summer.	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.