

ODOT Quarterly Performance Report

October 1, 2020 – December 31, 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.

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 now equal to the same time last year. Fatal crashes are also equal to last year. Prior to the last quarter of 2020, Oregon was one of the few states reporting a decline in traffic fatalities. Between mid-October and mid-December the number of traffic fatalities increased dramatically (about 40 extra fatalities in that time span). In Oregon the lower traffic volume has led to higher speeds by traveling motorists due to the perception of an open road. There are more reports of impaired driving all across the state.

Our public safety partners, including law enforcement officers, have been tasked with stepping in to emergency response. This 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 few agencies have disbanded their traffic patrol units, adding those officers to their patrol programs for community safety efforts.

A heavy focus in the upcoming quarter is the statewide media outreach for impaired driving (New Years), work zone safety continues (throughout the fall/winter), and the fewer daylight hours so watch for pedestrians (January). 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 12/27	2019 through 12/27
Fatal Crashes	440	449
Total Fatalities	483	487
Pedestrian Fatalities	76	82
Bicyclist Fatalities	17	12
Motorcyclist Fatalities	63	56
Truck Fatalities	43	61

Source: ODOT Crash Analysis and Reporting Unit

Statewide Plan Implementation

Summary

Work is underway to implement recently adopted state transportation plans. The statewide plans help ODOT maintain compliance and remain eligible for funding programs. Implementation of the plans affects and involves the whole agency, from funding decisions to prioritization of projects and programs. Implementing the plans helps progress the Strategic Action Plan. Activities help address equity with improved access to mobility options and social opportunities, improve congestion with strategic investments, and act on climate goals through coordination of activities with partner agencies, implementing new technologies, and supporting new ways of paying for the transportation system.

Highlights

Bicycle and Pedestrian Plan (OBPP)

- Students all across Oregon will soon have safer ways to get to and from school with the approval of \$28.3 million in Safe Routes to School Investments. Projects range from adding sidewalks around two elementary schools in Ontario, improving an intersection near Eastwood Elementary in Hillsboro, adding a pedestrian island in Falls City and improving school zone signage at Powers Elementary School. Altogether, 43 construction projects are receiving grants after the Oregon Transportation Commission approved the recommendations in December 2020. Funding for non-highway and multimodal projects is critical to maintaining a modern transportation system. Funds for this program come from Keep Oregon Moving, where newly funded programs like this one are supporting public transportation, making safety improvements and adding bicycle and pedestrian options all across the state.
- In alignment with the direction set out in the Oregon Bicycle and Pedestrian Plan, The Statewide Active Transportation Needs Inventory (ATNI) project will create an inventory of bicycle and pedestrian connectivity needs for the entire state highway system. This data-driven exercise prioritizes gaps in the active transportation network based on six factors including Safety, Equity, Demand, Connectivity, Existing Conditions, and Local Plan Priorities. The final product will aid project scoping and funding decisions within the ODOT Pedestrian and Bicycle Program. ODOT is currently finalizing the prioritization methodology for the Statewide ATNI. Draft prioritization results are expected this month and final results are due in February 2021.
- ODOT's Pedestrian and Bicycle Performance Measures and Data Implementation Plan has identified recommended new short- and long-term performance measures to track the impact of ODOT investments on the completeness, connectivity, safety, and usage of the state's walking and biking network. The recommendation includes a new ODOT Key Performance Measure for active transportation, which will support implementation of ODOT's Strategic Action Plan, Blueprint for Urban Design, and Oregon Bicycle and Pedestrian Plan. Ongoing work will develop the methodology, baseline performance, and targets for the recommended measures and inform development of a bicycle and pedestrian data strategy. Work will be completed in May 2021.

State Rail Plan (OSRP)

The OSRP update was approved by the OTC in August 2020. The OSRP implementation plan statement of work is currently being worked on to guide ODOT investment and programming decisions.



Transportation Options Plan (OTOP)

- A new statewide ride matching software, Get There, has been used since July 2019. Get There has tracked carbon emissions reductions of 3,055.2 tons, 1 million alternative trips taken, and \$3,959,095.45 saved.
- The Transportation Options (TO) Program is working with Region 2 to expand the construction mitigation work done on I-105 to other parts of the Region.
- COVID has changed the landscape for telework, and the TO Program was ready to support it with best practices and sample policies. The TO Program hosted a live Q&A with Comcast to answer questions about improving home Wi-Fi. Nearly 200 people tuned in live and the video continues to be watched.
- DEQ will begin rulemaking to expand the Eco Rule to more parts of the state. The rule requires large businesses to survey commute behavior and plan for reducing drive alone commute trips.

Oregon Public Transportation Plan (OPTP)

- The Public Transportation Division's (PTD) Technical Resource Center (TRC) website has been redesigned using the OPTP as the framework. Practitioner's guides for local jurisdictions and providers and state staff are included in the website to make it easier to connect the goals, policies and strategies of the OPTP to public transportation work throughout Oregon. Public transportation resources such as reports, white papers and articles that provide analysis on complex and emerging topics in public transportation are also included on the TRC website.
- The 2021-2023 PTD grant solicitation trainings were concluded in December 2020. Scoring for the Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network grant programs has opened and will conclude on January 29, 2021. The ODOT Selection Committee Meeting will take place in two parts on February 9 and February 11. Following that meeting, PTD staff will provide the Public Transportation Advisory Committee with a report detailing the Selection Committee's funding recommendations. Of the \$31,252,595 available for the Coronavirus Aid, Relief, and Economic Security (CARES) Act needs-based funds apportioned to Oregon by the Federal Transit Administration, approximately \$15,784,611 in funding has been recommended to 26 applicants. Both funding programs help implement the OPTP key initiative of Regional and Intercity Service focusing on providing strategic investment in public transportation service between cities and regions and connecting Oregon to other states. ODOT's statewide perspective can assist transportation providers to fill gaps and provide a logical system that links areas through the state. Equity funding criteria has been incorporated into the decision making for both funding programs to achieve the equitable distribution of public transportation service in Oregon per Goal 4 (Equity) of the OPTP.

Statewide Transportation Strategy (STS)

The ODOT Climate Office is implementing the STS along with the Governor's executive order on climate change in partnership with several other agencies named in the order. ODOT and three other agencies worked together to develop a Statewide Transportation Strategy (STS) Multi-Agency Implementation Work Plan for June 2020-June 2022 to make progress toward the Strategy's vision. The work plan focuses on objectives and priority actions that can benefit from collaborative relationships and programs already established among the agencies. Within ODOT, recent activities include adding impact analysis to the process for STIP decisions, as recently seen in the funding allocation discussions for the 24-27 STIP, and studies are underway to help further transportation electrification.

Transportation Safety Action Plan (TSAP)

TSAP is being updated. Interviews and a survey have been completed, informing technical reviews and workshops that will inform plan content. Contingencies for plan implementation are being considered during plan development.

Oregon Freight Plan (OFP)

OFP is being updated. Broad studies from the current plan such as truck parking and freight bottlenecks have led to more refined studies and identification of possible projects including Portland area congestion mitigation projects.

Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP)

These plans are entering an update cycle. Stakeholder interviews and research white papers are complete, a consultant team has been recruited, and the update project will begin early this year. In addition, staff is working on projects to examine the uses of the current OHP mobility policy within ODOT via a task force, and examine its impact and options for new mobility measures in an urban area via a joint project with Portland Metro.



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 December 31, 2020, 712 vehicles were actively enrolled in OReGO, and 1,972 vehicles have participated in the program to date. Currently, Azuga has 437 active vehicles enrolled, while emovis commercial account manager (CAM) has 150, and emovis ODOT account manager has 125. This quarter we had 71 enrollments with 49 being fully electric vehicles (EV).

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 public outreach campaign began in July of 2019 with the launch of the Keeporegonconnected.org website followed by a public engagement tour. The project is almost complete with a final report that will be published in the first quarter of 2021.
- **Interstate Interoperability:** OReGO is continuing work with RUC West on interstate interoperability, which will test clearinghouse requirements in 2021. System development began in October and is projected to continue through the first quarter of 2021.
- **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 PRR for this project; ODOT and Azuga are in the system testing phase and PRR will begin outreach in the first quarter of 2021 in preparation for the pilot launch. Driving will commence in February 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.

Other Projects

OReGO has contracted with Azuga to develop a manual reporting option, and that work is underway. OReGO is starting to examine point of sale enrollment. The charter for this has been drafted so work can begin after the local area pilot is complete.

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 OTC will be asked to approve both projects to proceed to construction at their January 2021 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
Totals	300	22	256	11	11

Passenger Rail Service

Summary

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

Status

Ridership for October to December 2020

- October to December 2020 ridership decreased year-over-year as compared to the same period in 2019.
- Ridership decreased 77.3% for October 2020, 79.8% for November 2020, and 82.4% for December 2020 compared to the same time period in 2019.
- Ridership was beginning to recover in October and November until a two-week freeze was issued to slow the spread of COVID, followed by an additional two-week restriction in December, both of which led to reductions in ridership.
- The reduced level of service will continue with a single roundtrip at 50% until conditions allow for increased frequency of service.

On-Time Performance

- On-time performance (OTP) for northbound trains averaged 85.7%, and southbound trains averaged 51.0%. 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:
 - 77.4% - Host railroad
 - 17.4% - Amtrak
 - 5.2% - 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. ODOT has begun working with Union Pacific and the Federal Railroad Administration on this project to rehabilitate a siding to allow for more efficient operation of freight and passenger trains by allowing shorter trains to pull over to allow longer trains to pass. This will help improve OTP.
- Subsequent to issuance of ODOT's HB2603 Train Delay Study report, the Federal Railroad Administration implemented 49 CFR Part 273, Metrics and Minimum Standards for Intercity Passenger Rail Service, which transforms the relationship between Amtrak and its host railroads. The new regulations promise to substantially improve OTP and include a mechanism for remedying substandard performance. The evaluation of OTP will begin July 1, 2021. Amtrak and its host railroads will be reviewing and adjusting train schedules for best performance under the new OTP metrics. ODOT will be setting up regular meetings with Amtrak and Union Pacific to activate HB2603 recommendations complementary to adopting the new federal standards.

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
Region 1					
I-5 Rose Quarter	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 82nd Avenue near OR 224. We also	Paving and rumble strips are complete and we're finishing up	Winter 2021

Projects

Name	Location	Funding	Summary	Status	Completion
Region 1, continued					
OR 217 Auxiliary Lanes	Beaverton/Tigard, Washington County	\$135 million	<p>The project will extend auxiliary lanes:</p> <ul style="list-style-type: none"> • SB from Beaverton-Hillsdale Highway to OR 99W • NB from OR 99W to Scholls Ferry Road. <p>The project includes:</p> <ul style="list-style-type: none"> • Four proposed sound walls • Replacing the Hall Boulevard bridge over OR 217 in Tigard (near OR 99W). • Bridge structure retrofits to accommodate frontage road and auxiliary lanes. • A new collector-distributor road that will reduce the number of dangerous merge points on OR 217. • Bicycle and pedestrian improvements <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
Outer Powell Safety Project	Portland, Multnomah County	\$24.5 million	<p>Upgrades to improve safety for all users of Powell Boulevard between 122nd and 136th include:</p> <ul style="list-style-type: none"> • New sidewalks • Better crosswalks • New turning lanes • Upgraded signs and lighting <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 in 2021.
Interstate Bridge Trunnion	Portland, Multnomah County	\$13 million	<p>The 103-year-old northbound span of the Interstate Bridge on I-5 closed Sept. 20-27 to replace two deteriorating axel assemblies – called trunnions – on the south tower. ODOT and WSDOT split project costs</p>	Work is complete.	January 2021

Projects

Name	Location	Funding	Summary	Status	Completion
Region 1, continued					
I-405 Ramps	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 is nearing completion with bridge joint work scheduled for spring 2021.	Spring/Summer 2021
Region 2					
Newberg-Dundee Bypass Phase 2	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.
I-5: Kuebler Blvd. to Delaney Road widening	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
Region 2					
I-5 Aurora-Donald Interchange	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.
US 20 Safety Upgrades Albany to Corvallis	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 is underway. An online open house was held in the Fall 2020.	Funding and completion of future phases TBD.
OR 569 Beltline at Delta Highway Interchange	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.	Construction scheduled to be complete in 2021.

Projects

Name	Location	Funding	Summary	Status	Completion
Region 2, continued					
OR34: Van Buren Bridge	Corvallis, Benton County	\$72.6 million	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.	Project development and public outreach including stakeholder engagement continues.	Construction expected to begin in 2022.
I-105 Willamette River Connectors and 1st to 7th Avenue Bridge Preservation	Eugene, Lane County	\$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.	All main stages of work have been completed. Traffic lanes on I-105 are now open. Contractor is finishing up minor roadway repair work. Intermittent night shoulder closures are expected.	Construction was scheduled to be completed in 2021, the majority was finished in 2020.

Projects

Name	Location	Funding	Summary	Status	Completion
Region 3					
I-5 Roberts Mountain paving/truck climbing lanes	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.	Most excavation and embankment work has been completed. The first phase of paving for the new climbing lanes occurred in in the fall of 2020 and final paving will be scheduled for the spring/summer of 2021. During the winter, the contractor will continue working on drainage, pipes and inlets, guardrail and retaining walls.	Summer 2021
OR 38 Scottsburg Bridge	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 2020, the contractor built a pair of work platforms that extend into the Umpqua River, drilled shafts for six bridge piers, and began building a retaining wall at the north end of the bridge. From fall 2020 until spring 2021, the contractor will build the foundations and vertical supports of the piers.	Summer 2022
Southern Oregon Seismic Triage	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.	First of three I-5 bridge bundles begins construction in Jan., 2021 First bridges complete at I-5 Sunny Valley. Slope work is under contract. Drilling continues at key areas.	Fall 2023

Projects

Name	Location	Funding	Summary	Status	Completion
Region 4					
US 97 at Terrebonne	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
US 97 North Corridor	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-Coolley 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
US 97 Passing Lanes	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
OR 140 Klamath County Boat Marina to Lakeshore Drive	Klamath County	\$18.1 million	The project will widen the highway, install guardrails and make other improvements.	Bid June 2020	2023
US 97 South Century Drive to USFS Boundary	Deschutes County	\$11.5 million	The project will extend the existing four-lane highway, improve major intersection and upgrade signs and guardrails.	Pre-construction underway. Major construction in 2021	Phase 1 2021, full project not yet determined.

Projects

Name	Location	Funding	Summary	Status	Completion
Region 5					
I-84 Ladd Canyon Freight and Culvert Improvements	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 rd EB lane for trucks on Ladd Canyon Grade will be completed in 2020.	This two-year project will be constructed in 2019 and 2020.
I-84 NE Oregon Snow Zone Safety Improvements	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.

2021 – 2024 STIP AMENDMENT APPROVAL (October 1, 2020 – December 31, 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 October 1, 2020 – December 31, 2020

Projects Underway*	246
STIP Full Amendments Approved	17
*ODOT state delivered projects (non local projects)	

2020 Delegation Approvals October 1, 2020 – December 31, 2020

Delivery & Operations Administrator	5
ODOT Director	3
Oregon Transportation Commission	2
Total	10