Attachment 1

JTA

Oregon Jobs and Transportation Act

A REPORT FROM THE OREGON DEPARTMENT OF TRANSPORTATION

Early morning concrete pour on the Biggs Junction Interchange

JTA

Oregon Jobs and Transportation Act

Contents

Introduction 2
Oregon's JTA Projects 4
Sunrise Corridor 6
U.S. 26 at Brookwood 8
Woodburn Interchange 10
Newberg-Dundee Bypass 12
PROFILE: Ali McLeod 14
I-5 Kuebler Interchange 16
U.S. 101/OR 6 in Tillamook 18
Fern Valley Road Interchange 20
I-5 Truck Climbing Lanes 22
Murphy Road Interchange 24
Biggs Junction Interchange 26
OR 140 — Bly Mountain 28
Athena 30
Port of Morrow 32
Appendix 34

Welcome and Introduction

Ribbon cutting on the Sunrise Corridor

Transportation projects are a means to achieving the things that we as Oregonians value—a vibrant economy with good jobs, safe communities with a good quality of life, and a clean environment. Transportation projects are ultimately about people, not pavement; they're about communities, not concrete.

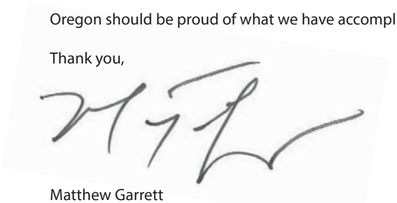
The Oregon Legislature passed the Jobs and Transportation Act in 2009, at a time when the nation was suffering from the worst recession in modern times. Now, seven years later, the state is reaping the benefit of these transportation investments with a rapidly-growing economy that is seeing jobs grow at a rapid pace.

ODOT has partnered with communities and contractors to successfully deliver the JTA projects on time and on budget. Working with our stakeholders, we have effectively managed the scope and schedule of projects to keep them on track and allow savings from projects that come in under budget to be invested in additional elements or shifted to other projects that need more resources.

This report lays out how the projects funded by the Jobs and Transportation Act benefit Oregon by creating jobs for Oregonians and building stronger communities. You'll see how projects such as the I-5 Woodburn Interchange and I-5 Fern Valley Interchange are lifting up surrounding communities; how the U.S. 26 Brookwood Interchange is facilitating industrial development in Hillsboro; and how investments at the Port of Morrow help bring in new businesses to create jobs for Oregonians.

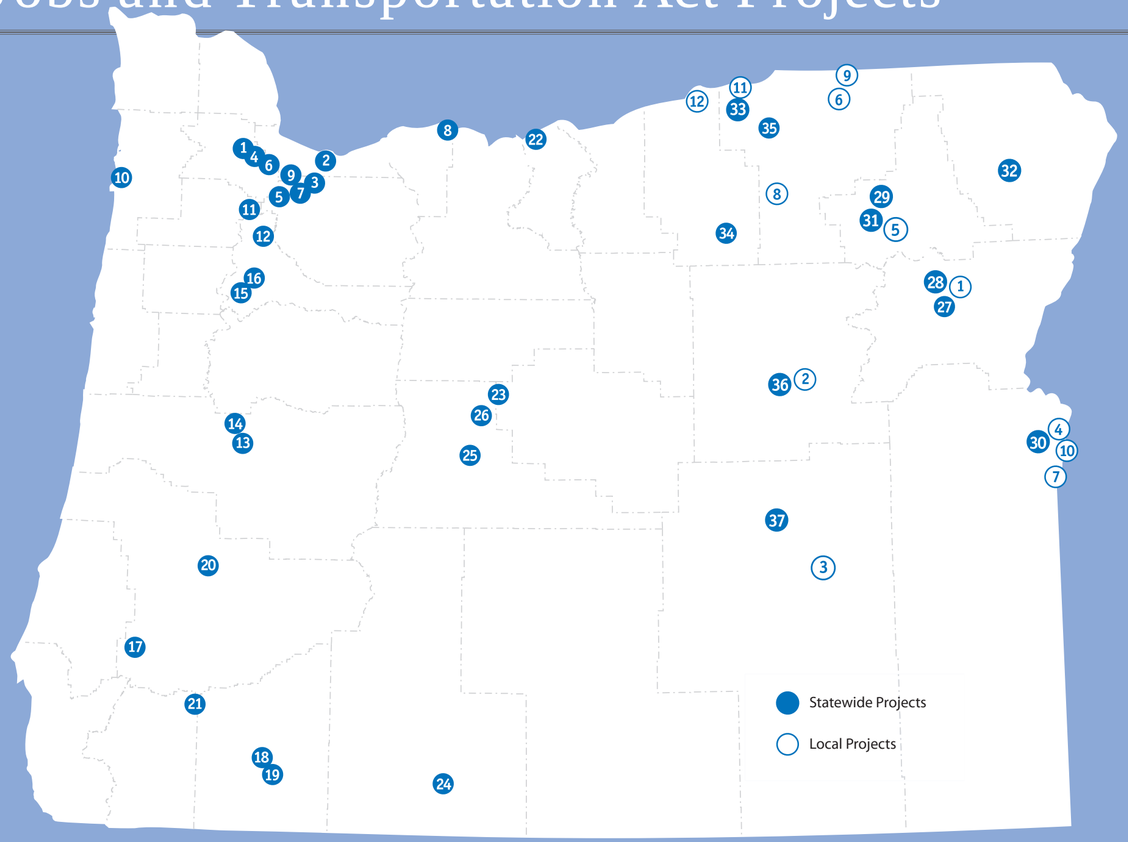
Oregon should be proud of what we have accomplished with this important program.

Thank you,



Matthew Garrett
Director, Oregon Department of Transportation

Jobs and Transportation Act Projects



JTA
Project Facts

1. U.S. 26 at the Glencoe Road Interchange
2. Interstate 84 at the 257th Avenue Interchange
3. Oregon 212: Sunrise Corridor, Phase I, Units 1, 2 and 3
4. U.S. 26 at the Shute Road Interchange, Phase I
5. Interstate 5 at the Interstate 205 Interchange
6. U.S. 26: Cornelius Pass Road to Cornell Road
7. Interstate 205 and Oregon 213 at the Washington Street Interchange
8. Interstate 84 at the Hood River Interchange
9. Oregon 43 at the Sellwood Bridge Interchange
10. Oregon 6 at U.S. 101
11. Oregon 99W: Newberg – Dundee Bypass, Phase I
12. Interstate 5 at the Oregon 214 Interchange
13. Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7
14. Beltline Highway at Delta Highway
15. Interstate 5 at Kuebler Road, Phase I
16. Interstate 5 at Kuebler Road, Phase II (Mill Creek)
17. Oregon 42, County Line Curves
18. Oregon 62: Corridor Solution, Phase II
19. Interstate 5 at the Fern Valley Road Interchange
20. Interstate 5 Sutherlin Truck Climbing Lanes
21. Interstate 5 Sexton Truck Climbing Lanes
22. Interstate 84 at the U.S. 97 Interchange
23. U.S. 97: Crooked River Bridge to Redmond
24. Oregon 140: Klamath Falls to the Nevada State Line
25. Murphy Road at the U.S. 97
26. U.S. 97: Redmond Reroute, Phase II
27. Chico Road Reconstruction in Baker County
28. Chandler Lane Reconstruction in Baker County
29. Interstate 84 Spring Creek Climbing Lane in Union County
30. Northwest Washington Avenue in Malheur County
31. Pierce Road Improvements in Union County
32. Oregon 82 Alternate Route in Wallowa County
33. Westland Road in Umatilla County
34. Oregon 207 and Oregon 206 Intersections
35. Vehicle Chain-Up Areas east of Pendleton on Interstate 84
36. Izee-Paulina Highway in Grant County
37. Monroe Street and U.S. 20 Intersection in Harney County

Local Projects

1. Baker County
2. Grant County
3. Harney County
4. Malheur County
5. Union County
6. Umatilla County
7. City of Nyssa
8. City of Heppner
9. City of Milton-Freewater
10. City of Ontario
11. Port of Umatilla
12. Port of Morrow

Sunrise Corridor

> "This project is absolutely critical... [We] move more than 1,500 trucks in and out of our distribution center every day."
>
> Melinda Merrill
> Public Affairs Director, Fred Meyer

Fresh vegetables played a major part in planning the Sunrise Corridor in the Clackamas Industrial District.

The area near Interstate 205 along OR 212/224 has long been one of the most congested spots in the Portland area. Commuters and truck drivers are frustrated by peak period speeds that drop as low as 4 mph.

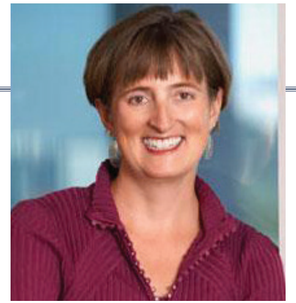
Traffic frustrations are particularly severe for Safeway and Fred Meyer, which both have distribution centers along OR 212/224. The consequences of getting stuck in traffic are expensive: spoiled produce is a real threat.

The less time big delivery trucks spend in traffic, the faster food can reach grocery store shelves.

"This project is absolutely critical to the 1,000 Fred Meyer employees and contractors in the area," says Melinda Merrill, public affairs director for the grocery giant. "This company moves more than 1,500 trucks in and out of our distribution center every day."

The project also creates many benefits for nearby businesses and residents. The new four-lane highway connecting I-205 with SE 122nd Avenue reduces congestion, increases safety and creates new opportunities for economic development. More than 1 million hours of congestion will be reduced each year.

The project came together after decades of discussion; by the 2013 groundbreaking, it enjoyed support from many state and local elected officials.



Melinda Merrill

"We have worked hard over the last few years to make this project happen," Merrill says. "We want to remain a vital part of the community for our employees, our contractors and for the neighborhood."

JTA
Project Facts

Jobs and Transportation Act Funds:
$100 million

Project Total:
$130 million

Expressway Completion: 7/2016

U.S. 26 at Brookwood

> "It's great to know that the state is keeping up with the traffic demands as the area continues to grow."
>
> Phillip Brown
> Executive Vice President, Majestic Realty Co.

The new Brookwood interchange (Shute Road) on U.S. 26 in Hillsboro is about a lot more than cars and trucks.

It's about jobs.

Cars and trucks, of course, play a role. Workers and materials have to get to and from the workplace. But ODOT's new interchange isn't just a way of easing transportation problems in Washington County's busy high tech corridor. It also is a way to attract future jobs.

Take, for example, Majestic Realty Co., based in City of Industry, California. The developer moved quickly when it saw plans for the new interchange along the Sunset Highway. Phillip Brown, executive vice president for Majestic, says the Brookwood project played a huge role in the company's decision to build its new 303,000-square-foot industrial building on the south side of the highway.

"The interchange has been a great selling tool for us," Brown says. "It's great to know that the state is keeping up with the traffic demands as the area continues to grow."

The interchange, where Northwest Helvetia Road meets Brookwood Parkway at the Sunset Highway, provides a critical transportation link along one of the most important employment corridors in the state. The old ramps jammed up with employees in the mornings and afternoons. Vendors and suppliers frequently found their delivery trucks stuck in traffic.

The project constructed a new loop exit ramp, added lanes on the overcrossing, extended the northbound right turn lane and added sidewalks and bike lanes.

Majestic Realty's new building at the Brookwood interchange is just the start. Once it's complete, the company plans two new industrial buildings around the interchange and maybe some smaller support services such as banks and restaurants.

Phillip Brown

"We've always been really bullish on Washington County and the Sunset Highway corridor," Brown says. "We have a lot to do out there."

JTA
Project Facts

Jobs and Transportation Act Funds:
$53.9 million

Project Total:
$53.9 million

Completion: 6/2016

Woodburn Interchange

> "We have improved safety with fewer traffic backups. We have a catalyst to economic development."
> Kathy Figley
> Mayor of Woodburn

The Woodburn Interchange and Transit Facility Project does much more for the community than significantly reducing congestion and making travel safer. Woodburn officials and businesses say it allows future job creation and increased economic development.

"We have improved safety with fewer traffic backups. We have a catalyst to economic development. We have a number of new businesses that have opened or are in process of opening," says Woodburn Mayor Kathy Figley. "We have this new gateway that is distinctive and a wonderful door to the Woodburn area."

The project was opened to traffic in late 2015, one year ahead of schedule. It significantly improves traffic flow, adds a transit/park and ride facility, and improves pedestrian and bicycle access.

It's also just pretty to look at: The "gateway" design unique to Woodburn ties together the many elements of the project.

"Having good access is very important. Prior to the new interchange, when we had high volume weekends, we could get people in but the egress made it difficult to get people back on I-5," says Kristy Kummer-Pred, General Manager of Woodburn Premium Outlets, located at the interchange and one of the busiest retail outlet malls on the West Coast. "Before the new interchange, traffic would always back up. It was chaos and gridlock."

Kathy Figley

"This project benefits the entire community," Kummer-Pred explains. "There was always a negative connotation because of the traffic. It is no longer a traffic nightmare."

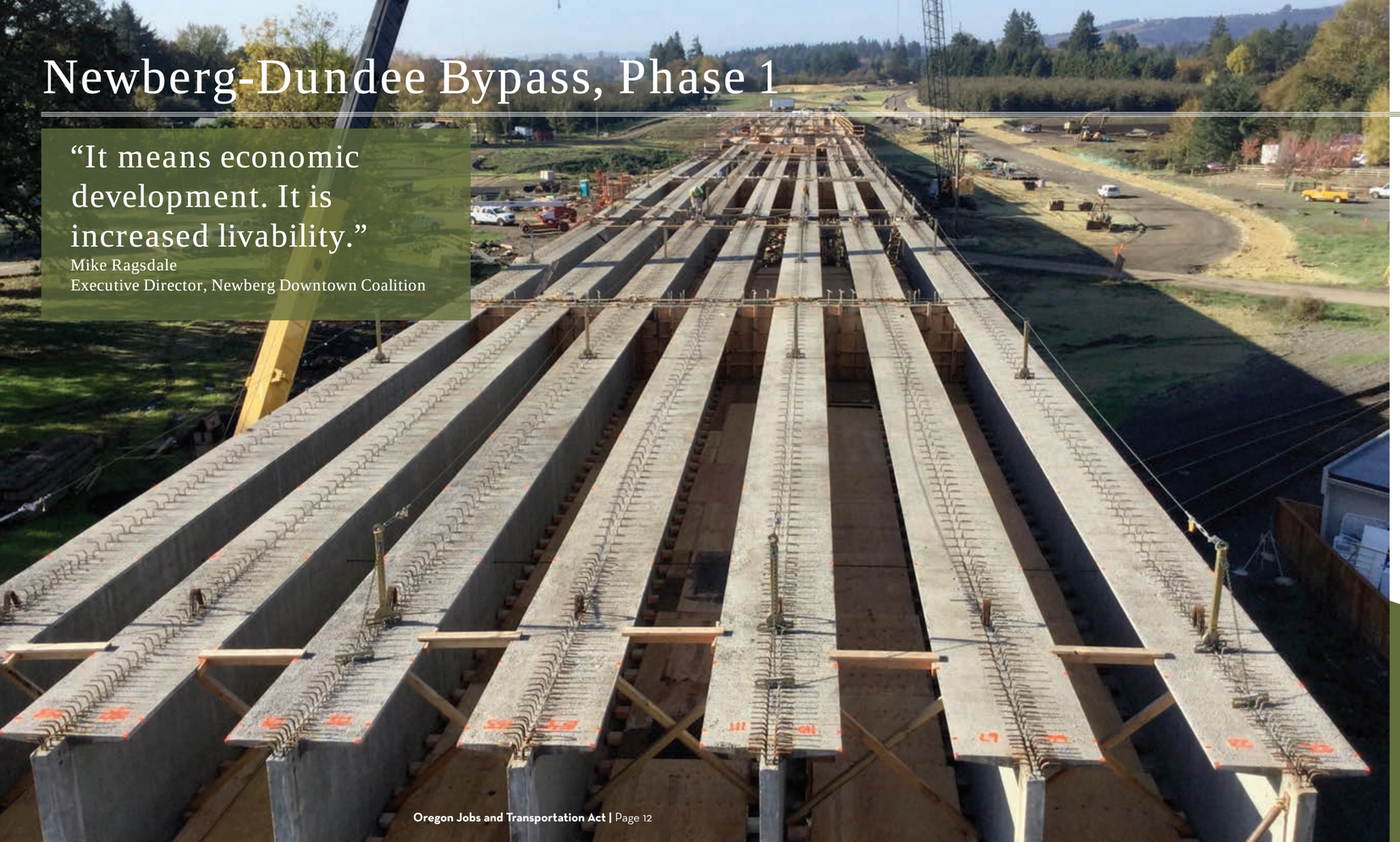
JTA
Project Facts

Jobs and Transportation Act Funds:
$47.7 million

Project Total:
$72.3 million

Completion: 2016

Newberg-Dundee Bypass, Phase 1



> "It means economic development. It is increased livability."
> Mike Ragsdale
> Executive Director, Newberg Downtown Coalition

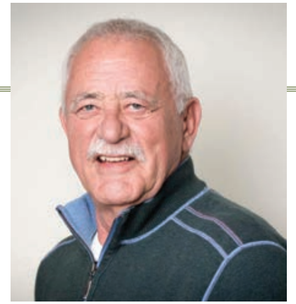
"This project means a lot to our communities," says Mike Ragsdale, Executive Director of the Newberg Downtown Coalition. "It does more than reduce traffic in Newberg and Dundee. It goes well beyond that."

Travelers from Portland to Lincoln City know OR 99W's legendary reputation for gridlock through Newberg and Dundee. The project builds an 11-mile bypass around these two communities, making it easier and safer for travelers to reach their final destinations. It will also return the downtowns of Newberg and Dundee to local citizens.

"Both communities are talking about transforming their downtowns into a pedestrian community," Ragsdale says. "It means economic development. It is increased livability."

Phase 1 of the project constructs the first four miles of the bypass, from OR 219 in Newberg to OR 99W in Dundee. Ten bridges will be built along the way.

The project is more than two years into construction and more than half complete. It's expected to reduce daily traffic in Newberg and Dundee by at least 20 percent. Large truck traffic should decrease even more. Business leaders believe reduced travel times will make the area more economically competitive.



Mike Ragsdale

"We see increased retail and jobs being created," Ragsdale says. "People are currently coming to Newberg because they know the bypass is coming and they want to be in ahead of it."

JTA
Project Facts

Jobs and Transportation Act Funds:
$192 million

Project Total:
$248.3 million

Completion: Fall 2017

Ali McLeod

> "The construction industry has allowed me to grow as an individual and really know that I can achieve anything I set my mind to."
>
> Ali McLeod
> Wildish Standard Paving

Ali McLeod is the only female on her crew, working for Wildish Standard Paving, helping to construct the Newberg-Dundee Bypass.

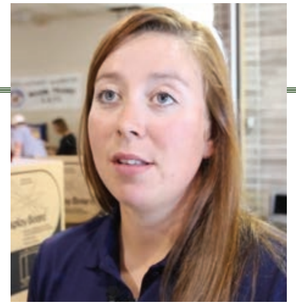
"I don't get to see other females that often," Ali says. "But the guys are all really nice. I'm kind of like their daughter and they take care of me."

Ali grew up on a farm and got into a construction apprenticeship program so she could make a good wage and still work outside. On any given day she is hammering forms into place on a bridge, or helping the crew pour thousands of yards of concrete.

"Doing these jobs has allowed my husband and me to buy a house and plan to start a family," Ali says. "The construction industry has allowed me to grow as an individual and really know that I can achieve anything I set my mind to."

In her free time, Ali talks with high school students, promoting careers in construction and letting them know that there are good jobs available without a college degree. She tells them that even if they've made some poor life choices, there is a career path that pays good money in construction.

Mostly, Ali enjoys the comraderie and feeling of accomplishment that this kind of work brings.



Ali McLeod

"Not very many other girls that can say 'I built a bridge.' It's just knowing that I get to say that and nobody else can."

I-5 Kuebler Interchange

> "The interchange is the front door... The lands around this interchange are the last along I-5 to develop in Salem."
> Peter Fernandez
> Salem Public Works Director

Kuebler Road near Interstate 5 is one of the fastest growing areas in South Salem, and is rapidly becoming more congested. While the west side of I-5 has seen significant residential development, the Mill Creek area to the east has undergone rapid business growth.

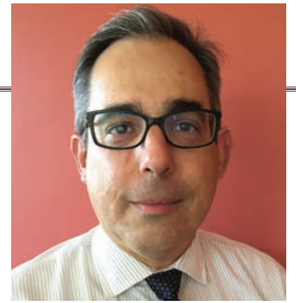
When completed in late 2016, the I-5 Kuebler Road Interchange Project should significantly improve traffic flow and safety.

Neighbors say it will also make the area more attractive to business.

"This project means more jobs will come as the Mill Creek industrial site expands," says TJ Sullivan, Chair of the South Gateway Neighborhood Association. "Businesses looking to expand to that area need to see that their goods and services aren't going to be delayed. The better the transportation system, the more likely they are going to locate to an area."

The City of Salem has already completed construction work that allows freight trucks to move much easier. The work widened the Aumsville Highway within the Mill Creek industrial area.

Salem Public Works Director Peter Fernandez points out the distinct economic benefits from both projects.



Peter Fernandez

"The interchange is the front door to the 500-acre industrial site," Fernandez says. "It provides a development opportunity to the vacant properties adjoining it. The lands around this interchange are the last along I-5 to develop in Salem. This area is a fast growing part of the community."

JTA
Project Facts

Jobs and Transportation Act Funds:
Phase I: $18.5 million
Phase II: $4 million

Project Total:
Phase I: $23.7 million
Phase II: $6.2 million

Completion: 2017

U.S. 101/OR 6 in Tillamook

> "This is a huge opportunity to make over our downtown."
> Paul Wyntergreen
> City Manager, Tillamook

Visitors to Tillamook have always found the intersection of U.S. 101 and OR 6 confusing, with narrow lanes and not much room to negotiate. Pedestrians crossing at some of the intersections do so with extra caution.

That's about to change.

"The project enables us to add city projects, urban renewal, add needed infrastructure … to re-create and revitalize our downtown," Tillamook City Manager Paul Wyntergreen says. "The reconfiguration of the highway and the redesign of the streetscapes will make our downtown into a lively and vibrant place."

Construction started this spring to significantly improve safety and traffic flow where the two major highways meet in downtown Tillamook. The project will also build a new bridge on U.S. 101 just north of downtown; provide better sidewalks and crosswalks; include shoulder bike lanes; add turn lanes; widen traffic lanes while preserving parking; and make downtown Tillamook a little nicer. Construction should be complete in 2018.

"This project will be a big difference in increased safety and traffic flow around downtown Tillamook," says Justin Aufdermauer, Executive Director of the Tillamook Area Chamber of Commerce. "Wider lanes will allow visitors to use off street parking. They will eventually have more breathing room to stop and see what the town has to offer. Economically, the project will be huge for downtown businesses."

Paul Wyntergreen

Wyntergreen, Tillamook's City Manager, says the project helps the city address other issues. The project integrates parts of Tillamook's Downtown Improvement Plan to assist the city's ongoing downtown beautification efforts, including installing a landscaped visitor welcome "gateway."

"This is a huge opportunity to make over our downtown," Wyntergreen says.

JTA
Project Facts

Jobs & Transportation Act Funds:
$28.8 million

Project Total:
$33 million

Projected Completion: Fall 2018

Fern Valley Interchange

"We're going to have a city center that we didn't have before with a community center and shops and a lot of development..."

Jeff Bellah
Mayor of Phoenix

The dust is finally settling from a major construction project at the Fern Valley Interchange along I-5 near Phoenix. That has the city's mayor excited and planning big for the future.

"I think it sets a new tone both in terms of access for Phoenix but simultaneous plans we have for our Main Street," says Phoenix Mayor Jeff Bellah. "We cut Oregon 99 down to one lane, providing more parking and room for bikes and pedestrians. We're going to have a city center that we didn't have before with a community center and shops and a lot of development that's been lagging in Phoenix."

The interchange project replaced two bridges, including the narrow, two-lane I-5 overpass with a four-lane structure that includes bike lanes and sidewalks.

ODOT and the city of Phoenix agreed to the new diverging diamond design pioneered by the Missouri Department of Transportation. The design's smaller footprint reduced property costs, saving taxpayer dollars while providing a safer and more efficient solution for traffic than a standard diamond interchange.

"I lived in Kansas City for 10 years and got feedback from friends back there," says Bellah. "I think the diverging diamond is a big benefit for Phoenix."

This project solves congestion and safety problems at an original I-5 interchange, following decades of growth. Bicycle and pedestrian amenities were added throughout the project area, including on Oregon 99 and its connector to I-5.

The project also revitalizes Phoenix by adding lands to the Urban Growth Boundary with easier access to I-5.

Jeff Bellah

"We are still a bedroom community of Medford," says Bellah. "We'll never be a regional shopping place but the project allowed us to be the best we can be — to have support services and provide a lot more shopping and support for our citizens."

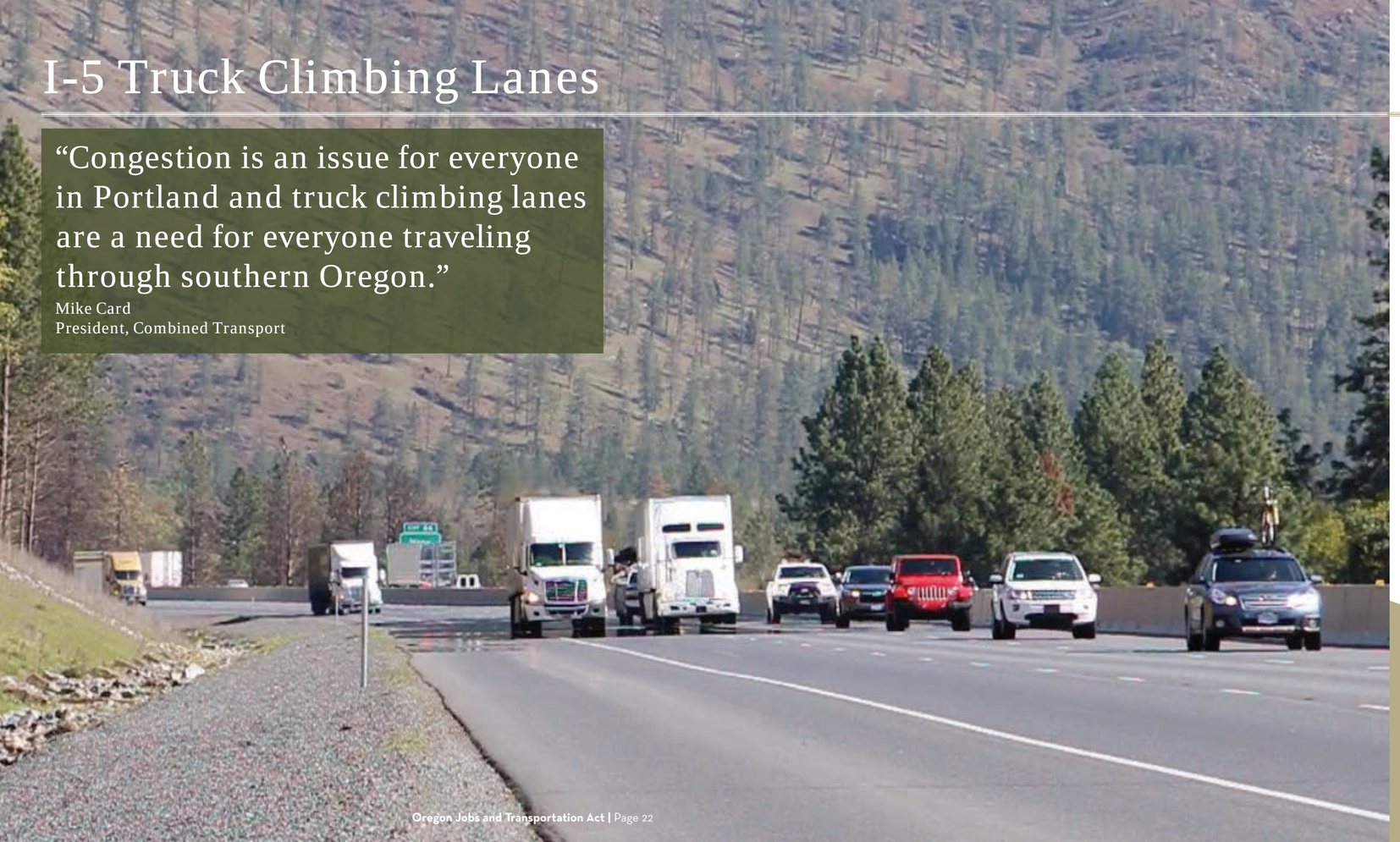
JTA
Project Facts

Jobs & Transportation Act Funds:
$25 million

Project Total:
$69.8 million

Projected Completion: 9/2016

I-5 Truck Climbing Lanes



> "Congestion is an issue for everyone in Portland and truck climbing lanes are a need for everyone traveling through southern Oregon."
>
> Mike Card
> President, Combined Transport

In southern Oregon, commercial trucks steadily climb some of the steepest grades on the Interstate 5 corridor, which cause crashes and significant delays as trucks creep slowly up mountains.

The 2009 Jobs and Transportation Act funded the construction of truck climbing lanes on three passes at Sexton Mountain, Sutherlin and Rice Hill.

"The truck climbing lanes are a huge benefit," says Mike Card, president of Combined Transport, based in Central Point. "Trucks are a lot slower going up mountain passes. When you have only two lanes and cars and other trucks trying to pass, you have congestion. Safety is critical."

"We're an industry based on just in time delivery and any delay is harmful. The ability to pass other trucks in a safe environment helps us stay on schedule."

The shoulder/emergency lane on I-5 is not a legal travel lane, which is why some trucking companies do not use it. With industry projections showing 50 percent more trucks on highways over the next 20 years, more travel lanes on steep passes are critical.

"We need to improve all of the steep passes in southern Oregon," says Card. "Congestion is an issue for everyone in Portland and truck climbing lanes are a need for everyone traveling through southern Oregon."

Mike Card

JTA
Project Facts

Jobs & Transportation Act Funds:
$14.1 million

Project Total:
$48 million

Completion: 5/2015

U.S. 97 Murphy Road Interchange

> "It's been a vast improvement in our neighborhood."
>
> Mike Lovely
> SW Bend Neighborhood Association

The U.S. 97-Murphy Road Project makes it safer and easier to get around the south end of Bend by constructing an east-west arterial and removing traffic signals at two intersections of U.S. 97 at Pinebrook Boulevard and at 3rd Street.

"We need more east-west crossings," says Mike Lovely, President of the SW Bend Neighborhood Association. "This is another step in the right direction."

The highway and road changes improve opportunities for transportation companies wanting to ship fruit and other commodities along U.S. 97 by eliminating time-consuming and energy-wasting stopping points. Removing the two sets of signals also reduces congestion and crashes at these locations, which suffered some of the highest crash numbers in central Oregon.

This project is also helping to provide additional land for development in Bend. The land south of Murphy Road on the west side of Bend is now available for a "mixed-use district," providing opportunities for a variety of smaller-scale, pedestrian-oriented commercial uses located in ground floor street frontages, with residences and offices above.

Mike Lovely

"It's been a vast improvement in our neighborhood," Lovely says.

JTA
Project Facts

Jobs & Transportation Act funds:
$25 million

Project Total:
$32.2 million

Completion: 2016

Biggs Junction Interchange

> "People used to avoid Biggs. Now it's easy to get in and out."
>
> Randy Dyche
> Bishop Towing and Repair

Randy Dyche owns and operates Bishop Towing and Repair in Biggs. "Since the bridge has gone in we've had zero accidents on the bridge or in the intersection," he says. "People used to avoid Biggs. Now it's easy to get in and out."

The Interstate 84/U.S. 97 interchange at Biggs Junction 20 miles east of The Dalles is a connection point for the transfer of wheat from trucks to barges on the Columbia River. The interchange ramps and intersections were in a very tight area between the river and the railroad.

Biggs Junction, just south of the interchange, has also experienced increased commercial development catering to highway traffic. More than 40 percent of the vehicles in this area are large trucks.

To fix these problems, the Biggs Junction project widened the highway and bridges on U.S. 97 from two lanes to five near the I-84 interchange and installed traffic signals at ramp intersections.

The project made the area around the interchange safer. Dyche says that has been a boon to business.

Randy Dyche

"I knew this project was coming when I took over a lot of properties in Biggs," he says. "The Biggs project has increased our business from when we started here at least 30 percent."

JTA
Project Facts

Jobs & Transportation Act Funds:
$19 million

Project Total:
$31.5 million

Completion: 2019

OR 140 — Bly Mountain

"It provides a major east-west connection... It gets us to where we need to be."
Brad Winters
Lake County Commissioner

"This is a great project for Lake and Klamath Counties, and also for the whole state of Oregon," Lake County Commissioner Brad Winters says. "It provides a major east-west connection."

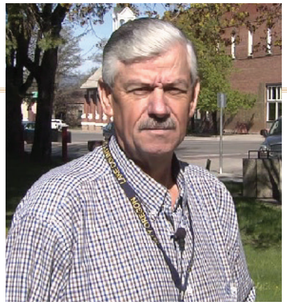
The project covers more than nine miles of OR 140 between Ritter Road and Deer Run Road over Bly Mountain, improving safety for all travelers and making it easier for semi-trailer trucks to use the highway to deliver goods.

Prior to this and other projects, trucks longer than 65 feet were not allowed on this stretch of OR 140. Now bigger trucks can move goods on the highway — an efficiency trucking companies can take advantage of.

Safety benefits include:

- Improving sight distance.
- Opening up shaded areas that could contribute to icy conditions in winter.
- Removing rocks too close to the highway, whether they're on the ground or hanging off steep slopes above.
- Widening narrow travel lanes.
- Widening shoulders.

"It's been a long time coming," Winters says. "It gets us to where we need to be."



Brad Winters

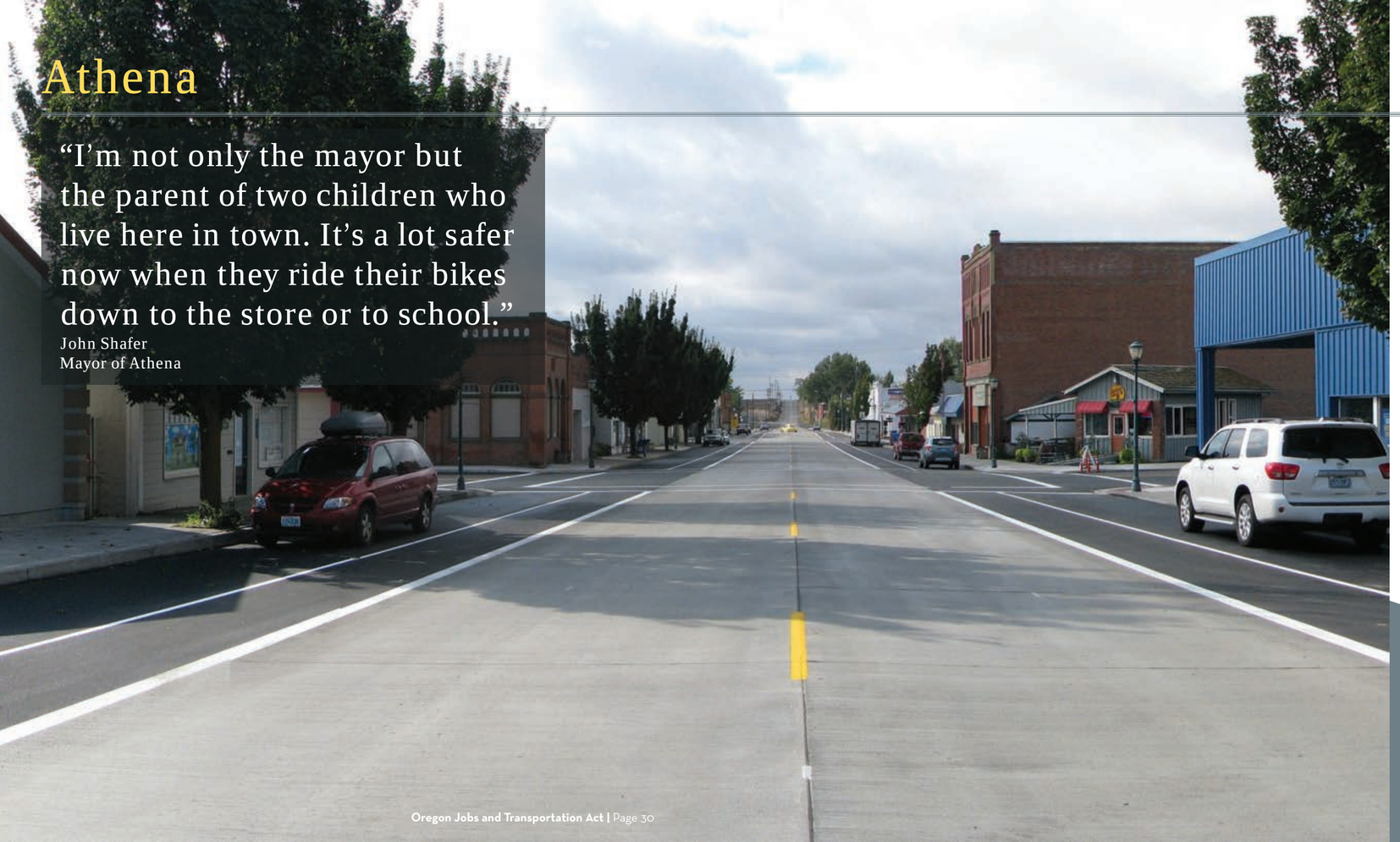
JTA
Project Facts

Jobs & Transportation Act funds:
(All OR 140 Corridor) **$23 million**

Project Total (Corridor):
$44.7 million

Completion: 2018

Athena



"I'm not only the mayor but the parent of two children who live here in town. It's a lot safer now when they ride their bikes down to the store or to school."
John Shafer
Mayor of Athena

Athena is a jewel of a city near the base of the Blue Mountains in northeastern Oregon. With century-old brick buildings lining the main thoroughfare, it's a little slice of Americana. Like other such towns across the country, Athena will live or die on the vitality of Main Street. When business is lagging, the community suffers. If downtown pavement and walkways fall into disrepair, it not only compromises safety, but impacts commerce and dampens the overall feeling of livability. Although Athena received downtown sidewalk upgrades over a decade ago, there wasn't enough money at that time for much needed street upgrades.

Thanks to the Oregon Jobs and Transportation Act, Athena now has upgraded water lines under Main Street, a rebuilt base and new pavement that includes concrete travel lanes, asphalt in the new bike lanes and parking strips.

"It's a lot sturdier," says Athena Mayor John Shafer. "The buildings on Main Street don't shake and rattle like they used to do."

The fresh black and white pavement will last for decades under the area's harsh winter weather and seasonal farm equipment traffic. The project also upgraded sidewalk ramps and added a rapid flash beacon to improve school crossing safety at the east end of town.

"I'm not only the mayor but the parent of two children who live here in town," Shafer says. "It's a lot safer now when they ride their bikes down to the store or to school."

Bicycle riders, motorists, pedestrians and business owners all benefit from the upgrades and clean, fresh look of downtown Athena.

John Shafer

When the two-year construction contract completed in 2013 the town celebrated as befitting its Scottish heritage: the locally renowned Weston-McEwen High School Pipe and Drum Band provided the music.

JTA
Project Facts

Jobs and Transportation Act Funds:
$300,000

Project Total:
$1.5 million

Completion: 2013

Port of Morrow

> "We are starting to see hundreds of millions of dollars invested and jobs starting to happen."
> Gary Neal
> General Manager, Port of Morrow

The Port of Morrow is a major employer for northeastern Oregon and critical to the economic vitality of the region. One barrier to expanding its East Beach Industrial Park, which would support even more jobs, is a lack of connections to U.S. 730 that runs along the east side of the Port property. This project builds those connections, adding about five miles of new roads, and opening more than 1,600 acres of port property for development.

"We have rail, the Columbia River and Interstate 84 that all intersect here at the port," says Port of Morrow General Manager Gary Neal. "We are starting to see hundreds of millions of dollars invested and jobs starting to happen."

That's good news for businesses wanting to expand and great news for eastern Oregonians looking for new job opportunities.

It's estimated that hundreds of new jobs will be created as businesses locate to the newly opened grounds. For a site that already supports 4,500 workers in a rural community of about 3,500 residents, that's pretty impressive.

"The expansion of the road grid in the port area is the reason we're able to do that," says Neal.

Although the road and bridge work won't be completed until 2017, construction of warehouses, expansion of the power grid and other work is already underway. Some new businesses such as data centers, food processing plants, and a variety of goods distributors are already in the building phase. More are sharing their plans to locate to the port soon.

Gary Neal

JTA
Project Facts

Jobs and Transportation Act Funds:
$10.7 million

Project Total:
$10.7 million

Completion: 2017

Appendix: Project Cost and Status

Project Name	Total Cost*	JTA Funds	Completion
U.S. 97: Crooked River Bridge to Redmond	$5.8	$2.0	2009
Union County	$2.6	$1.3	2010
Chico Road Reconstruction in Baker County	$0.6	$0.6	2011
Monroe Street and U.S. 20 Intersection	$1.1	$0.9	2011
Grant County	$1.1	$1.1	2011
I-5 at the I-205 Interchange	$7.3	$7.3	2012
I-84 at the Hood River Interchange	$14.3	$10.0	2012
I-5 Sutherlin Truck Climbing Lanes	$13.8	$4.1	2012
Chandler Lane Reconstruction in Baker County	$2.4	$2.4	2012
Westland Road in Umatilla County	$1.1	$1.1	2012
OR 207 and OR 206 Intersections	$0.5	$0.5	2012
Izee-Paulina Highway in Grant County	$4.5	$4.5	2012
City of Milton-Freewater	$3.0	$3.0	2012
City of Ontario	$2.1	$1.2	2012
I-205 and OR 213 at the Washington Street Interchange	$22.0	$22.0	2013
U.S. 97: Redmond Reroute, Phase II	$5.8	$5.0	2013
Pierce Road Improvements in Union County	$5.0	$5.0	2013
OR 82 Alternate Route in Wallowa County	$5.0	$5.0	2013
Chain-Up Areas East of Pendleton on I-84	$4.7	$4.7	2013
Malheur County	$5.8	$5.8	2013
City of Nyssa	$1.0	$1.0	2013
City of Heppner	$1.5	$1.5	2013

**Figures are in millions of dollars.*
Yellow box indicates that the project is highlighted in this publication.

Project Name	Total Cost	JTA Funds	Completion
Umatilla County	$1.5	$0.3	2013
Port of Umatilla	$4.5	$4.5	2013
I-5 at Kuebler Road, Phase II	$6.2	$4.0	2014
I-5 Sexton Truck Climbing Lanes	$34.2	$10.0	2014
NW Washington Avenue in Malheur County	$4.8	$4.5	2014
Baker County	$7.0	$7.0	2014
Harney County	$4.1	$4.1	2014
U.S. 26 at Glencoe Road Interchange	$23.o	$21.0	2015
I-84 at the 257th Avenue Interchange	$29.1	$27.6	2012, 2016
OR 212: Sunrise Corridor, Phase I	$130.0	$100.0	2016
U.S. 26 at Shute Road Interchange, Phase I	$53.9	$53.9	2016
OR 43 at the Sellwood Bridge Interchange	$307.5	$30.0	2016
I-5 at the OR 214 Interchange	$72.3	$47.7	2016
OR 42, County Line Curves	$13.4	$10.0	2016
I-5 at the Fern Valley Road Interchange	$69.8	$25.0	2016
Murphy Road at U.S. 97	$32.2	$25.0	2016
I-84 Spring Creek Climbing Lane	$5.7	$5.7	2016
OR 99W: Newberg-Dundee Bypass, Phase I	$248.3	$192.0	2017
I-5 at Beltline Highway, Units 3, 4, 5, 6 and 7	$64.0	$64.0	2017
I-5 at Kuebler Road, Phase I	$23.7	$18.5	2017
Umatilla County	$2.2	$2.2	2017
Port of Morrow	$10.7	$10.7	2017
U.S. 26: Cornelius Pass Road to Cornell Road	Phase I: $17.0 Phase II: $31.2	$22.0	Phase I: 2014 Phase II: 2018
OR 6 at U.S. 101	$33.0	$28.8	2018
OR 62 Corridor Solution, Phase II	$119.8	$100.0	2018
OR 140: Klamath Falls to the Nevada State Line	$44.7	$23.0	2018
Beltline Highway at Delta Highway	$27.0	$8.0	2019
I-84 at the U.S. 97 Interchange	$31.5	$19.0	2019

Form No. 734-5064 (8/16)