Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Director's Office
1158 Chemeketa St. NE
Salem, OR 97301

DATE: February 1, 2011

TO: Senate Business, Transportation and Economic Development Committee

FROM: Jerri Bohard
ODOT Deputy Director for Operations

Paul Mather
ODOT Highway Division Administrator

SUBJECT: Transportation Investments in Oregon

Introduction

The Oregon Legislature and Congress have made significant investments in transportation over the past decade. There are several major programs that highlight those investments both to Oregon's highway system and its multimodal transportations – investments in air, rail, marine and transit infrastructure.

Oregon Transportation Investment Act (OTIA)

Between 2001 and 2003, the legislature passed a series of funding packages that raised $2.96 billion for highway and bridge construction work through 2013. The 2001 Legislature passed the first OTIA program by increasing several Driver and Motor Vehicle fees to secure $400 million in bonds to increase lane capacity and improve interchanges ($200 million), repair and replace bridges ($130 million), and preserve road pavement ($70 million). Favorable bond rates resulted in the passage of the second phase of the OTIA program during the first legislative session in 2002. OTIA II added $50 million for projects to increase lane capacity and improve highway interchanges, $45 million for additional bridge projects, and $5 million to preserve road pavement.

The $500 million in bonds from OTIA I and II was combined with matching funds from local governments. This allowed ODOT and local governments to deliver transportation projects across Oregon worth a total of $672 million. OTIA III was the third Oregon Transportation Investment Act. Enacted by the 2003 Legislature, the $2.46 billion OTIA III allocated $1.3 billion to repair or replace hundreds of aging state highway bridges. OTIA III also provided $300 million in bonds to repair or replace aging local bridges, $361 million for county and city highway maintenance, and $500 million for highway modernization work statewide.

At the time OTIA III was enacted, Oregonians had not seen an investment of this magnitude in highway and bridge construction since the state's interstate freeway system was built in the 1950s and '60s. The sheer scope of the bridge program meant that ODOT had to change the way it conducted business. At the direction of the legislature, the agency hired a private company, Oregon Bridge Delivery Partners, to help it manage the program. ODOT made a historic shift from designing and building projects to managing the transportation system.

Many of the bridges repaired or replaced were on Interstate 5 and Interstate 84, which are the state's economic lifelines. These interstate highways carry most of Oregon's commercial truck traffic. If the hundreds of aging bridges on these routes and others were not repaired or replaced, ODOT would have been forced to place weight limits on highway bridges, restrictions that would have impaired Oregon's economy.

To meet the intent of the legislature and achieve long-term benefits for the state, ODOT developed five goals for the OTIA III State Bridge Delivery Program.

Maintain freight mobility and keep traffic moving: ODOT has developed and implemented corridor management practices that kept traffic moving and minimized negative effects on business and the public. Traffic continued to move along Oregon's key freight corridors while hundreds of aging state highway bridges—many of them on Interstate 5 and Interstate 84—were replaced or repaired under the bridge program.

Stimulate Oregon's economy: ODOT maximized the bridge program's potential to provide a boost to the economy, create jobs and build a foundation for continued growth of industry. The bridge program created opportunities for Oregon companies by developing a range of contract sizes and contracting techniques.

Employ efficient and cost-effective delivery practices: ODOT has employed cost-containment and cost-reduction tools and procedures to ensure efficient delivery. ODOT has used effective contracting techniques to expedite delivery, such as accelerated construction schedules, design-build and construction manager/general contractor.

Build projects sensitive to their communities and landscape: ODOT has involved businesses, special interest groups and community stakeholders in the decision-making process.

Capitalize on funding opportunities: ODOT has captured opportunities to leverage OTIA funds. As of December 2010, the bridge program had secured $5.1 million in federal allotments and grants. Additional funding includes several grants from the Federal Highway Administration: Transportation Enhancement program funds administered by ODOT, the Highways for LIFE grant, Supportive Service Funds and Innovative Bridge Research and Construction grants. The bridge program also received funding from the Environmental Protection Agency for preserving air quality.

As of November 30, 2010, the OTIA III State Bridge Delivery Program has repaired or replaced 233 bridges, with 36 bridges under construction. Only two bridges remain to start construction. Through the bridge program, businesses and individuals have earned more than $884 million after taxes since work started in 2003. At the time OTIA III funding was passed, the potential cost to Oregon's economy was estimated at $123 billion in lost production and 88,000 lost jobs in the next 25 years.

OTIA funds are repairing or replacing hundreds of bridges, paving and maintaining city and county roads, improving and expanding interchanges, adding new capacity to Oregon's highway system, and removing freight bottlenecks statewide.

***Connect*Oregon**

In 2005, the Oregon Legislature passed a law establishing the Multimodal Transportation Fund. The fund was part of what became known as the *Connect*Oregon program for making public and private investments in aviation, marine, rail, and transit improvements. The 2005, 2007, and 2009 Legislature each provided $100 million of state lottery-backed bond revenues to fund the program. For the $300 million available through *Connect*Oregon, the state received a total of 261 eligible project applications, of which 114 were selected for funding. Legislation passed as part of the 2009 Jobs and Transportation Act designated $5 million of the $100 million in *Connect*Oregon III funding to be allocated to rural airports.

Underlying the legislature's creation of the program in 2005 was the understanding that transportation infrastructure investments are needed to support the state's economy, that government and businesses lacked sufficient capital and technical capacity (e.g., engineering, labor, and equipment) to undertake multimodal transportation projects, and that public financial assistance can help promote employment opportunities and job creation.

*Connect*Oregon was developed as a "fast-track" program. In *Connect*Oregon I, II, and III, three months after the bills went into effect to initiate and continue the program, staff had promulgated administrative rules and conducted outreach to local governments and Area Commissions on Transportation, and ODOT opened the application periods. Seven months later after extensive review internally for feasibility and economic viability, and external review by up to ten committees, the Oregon Transportation Commission deliberated and selected projects to fund.

Mode	Applications Awarded CO I		Applications Awarded CO II		Applications Awarded CO III		Applications Awarded Rural Airports	
	# Apps	$Million	# Apps	$Million	# Apps	$Million	# Apps	$Million
Aviation	10	$18.30	10	$26.90	10	$26.19	57	$4.48
Marine	07	$16.80	02	$5.50	8	$18.39		
Rail	17	$39.10	13	$56.60	16	$40.42		
Transit	06	$13.80	05	$10.60	7	$12.13		
Multiple Modes	03	$11.50	0	0	0	0		
Total	**43**	**$99.50**	**30**	**$99.60**	**41**	**$97.13***	**57**	**$4.48****

*** CO III allocation of $94.5M plus $2,638,884 in unspent *Connect*Oregon funds to be used to totally fund all 41 projects.**

****Balance of $271,548 in rural airport funds will be allocated in second round of Rural Airport applications in May 2011.**

For *Connect*Oregon I, 34 projects (89%) are complete, four are under construction, and five were cancelled. Approximately $90.7 million of the $99.5 million approved for all *Connect*Oregon I projects has been expended. Funding for cancelled projects was shifted to a previously unfunded project that ranked just below the cut-off point for the 43 projects the OTC initially approved for funding.

For *Connect*Oregon II, 15 projects (50%) are complete and 15 are in the design and construction phase. Approximately $63.4 million of the $99.5 million approved for all *Connect* Oregon II projects has been expended. No funds have been shifted to other projects.

For *Connect*Oregon III, one project (2%) has already been completed, 30 projects (73%) are in the design and construction phase, and the 10 remaining projects (25%) have not started. Approximately $2.6 million of the $94.5 million approved for all *Connect*Oregon III projects has been expended. Information obtained from the 41 *Connect* Oregon III applications awarded funding indicates 2,622 jobs will be created or retained because of *Connect*Oregon III funding.

For *Connect*Oregon III, Rural Airports - six projects (10.53%) have already been completed, 50 projects (88%) have been started and one project has not yet started. Approximately $193,000 of the $4.78 million approved for Rural Airport projects has been expended.

ODOT has proposed House Bill 2166 to continue the multimodal investment through *Connect*Oregon IV. The *Connect*Oregon program is providing grants and loans to non-highway transportation projects across the state, resulting in improved infrastructure and the creation and retention of jobs critical for Oregonians. *Connect*Oregon has proven to be a valuable and successful program that is good for Oregon's economy and for all Oregonians.

American Recovery and Reinvestment Act

The American Recovery and Reinvestment Act (ARRA), passed by Congress in 2009, has provided significant transportation funding to ODOT and local governments in Oregon that has created jobs and improved the state's transportation system in ways that strengthen communities and provide long-term economic opportunities. ARRA invested half of a billion dollars in Oregon's surface transportation system, creating thousands of jobs while improving the state's multimodal transportation network. ODOT's investment strategy, which spread funding to projects of all types and sizes across the state, ensured that a wide variety of communities and contractors were able to benefit and quickly put the money to work creating jobs.

Most of the ARRA funding came in an allocation of $334 million in highway program funding. ARRA set aside 30 percent of this funding ($100 million) for local governments, with ODOT having control over the remainder of the funding. Significant amounts of money also came in through formula allocations to transit agencies and discretionary grants for specific projects. About half of the state's $500 million in overall funding went to highway projects, with the rest spread across all other modes. Transit received about $140 million, primarily through direct grants from the federal government.

ODOT and local partners stepped up to the challenge and quickly delivered important transportation projects that put Oregonians back to work. Among the most important accomplishments under the Recovery Act:

- Jobs were created quickly, putting Oregon contractors and workers back on the job within months;
- Multi-modal investments improved Oregon's transportation system, reducing congestion, providing better transit options, and helping Oregon companies move their goods to market;
- Local communities received funding for priority projects;

- Jobs were distributed throughout the state, particularly in Economically Distressed Areas;
- Broad distribution of funding, combined with selecting a diversity of types of projects, ensured that a wide variety of contractors and other businesses and workers in many industries benefitted;
- ODOT developed new ways to move projects through the federal environmental process quickly and at reduced cost.

The Recovery Act provided an excellent opportunity to improve Oregon's surface transportation system — and thereby improve the health of the state's economy and its communities. Beyond the immediate jobs created in construction, the nearly half billion dollar federal investment has had important benefits for the state's transportation system:

- Congestion will be reduced by expanding capacity at chokepoints on the highway system and replacing outdated signal systems with "smart" signals that better manage traffic;
- Public transportation investments have improved opportunities for people to use transit to get to work;
- Safety will improve by eliminating hazards that contribute to crashes;
- Investments in rail and port infrastructure will help businesses get their goods to market quickly and efficiently;
- Bicycle/pedestrian paths will provide recreational and tourism opportunities, and downtown revitalization projects will help create stronger city centers;
- Paving 600 lane miles of state highways has helped improve the system's condition and will improve safety while reducing wear and tear on vehicles.

By improving all modes of transportation in the state, ARRA provided a significant investment that will pay dividends for years by improving Oregon's trade-based economy. ARRA provided two seasons of employment for the struggling construction industry. However, the ARRA program is now largely complete: all funds have been allocated and obligated to projects, and as of the end of December 2010, 80 percent of funding had been spent. This expenditure rate ranks among the top in the nation.

2009 Jobs and Transportation Act (JTA)

The 2009 Oregon Jobs and Transportation Act is a transportation funding plan adopted by the legislature that represents the state's largest long-term investment in transportation infrastructure, putting thousands of Oregonians to work while making investments in all sectors of Oregon's transportation system. Prior to enactment of this legislation and the associated fuel tax increase that took effect on January 1, 2011, state fuel taxes had not been increased since 1993.

The JTA enacted various initiatives that promote accountability, innovation and environmental stewardship. The Act included developing a congestion pricing pilot program, a least cost planning model, and requiring ODOT to make information available on its website about transportation projects. It included provisions for rules incorporating environmental performance standards into the design and construction of all state highway construction projects, including local government projects funded by the department. In addition, it provided updated criteria that would be used to select projects for funding in the Statewide Transportation Improvement Program and required ODOT to conduct a pilot to contract out for highway maintenance services.

The JTA provided needed revenue for highways, roads and streets through increases in light vehicle registration and title fee increases, heavy vehicle registration fees and increases in weight-mile tax, and an increase in the state's fuel tax. The tax and fee increases in the Jobs and Transportation Act will raise about $300 million per year which will be shared as follows:

- $3 million per year to the Travel Information Council for rest area management (until 2020).
- $24 million per year to a program for highway projects and related planning activities.
- The balance of the money, about $273 million per year, is distributed as follows:
    - 20 percent (about $54.6 million per year) to city street programs based on population.
    - 30 percent (about $81.9 million per year) to county road programs based on vehicle registration.
    - 50 percent (about $136.5 million per year) to ODOT for the state highway program. The money is allocated as shown below. It may also be used to pay debt service on bonds.
        - 33 percent or about $45 million to highway maintenance, preservation and safety.
        - 15.75 percent or about $21.5 million to highway modernization program.
        - 51.25 percent or about $70 million to bond repayment and the 2009 Transportation Projects Account for the 2009 Transportation Projects program.

The JTA identified of 37 specific highway projects plus funded 14 additional projects that were be selected by local governments in eastern Oregon (ODOT Region 5) totaling $960.3 million. The Act authorized ODOT to issue $840 million in Highway User Tax Bonds to pay for the projects.

A six-cent increase in the state gas tax provides a bulk of the revenue for the JTA, and that increase did not take effect until January 1, 2011. Most of the JTA projects are in the development phase and more of them will be ready to move into construction now that the JTA's full funding is available. At full implementation, JTA provides $300 million per year, aimed at helping the state improve safety on Oregon's roads, support family-wage jobs all over the state, and keep Oregon's economy moving.

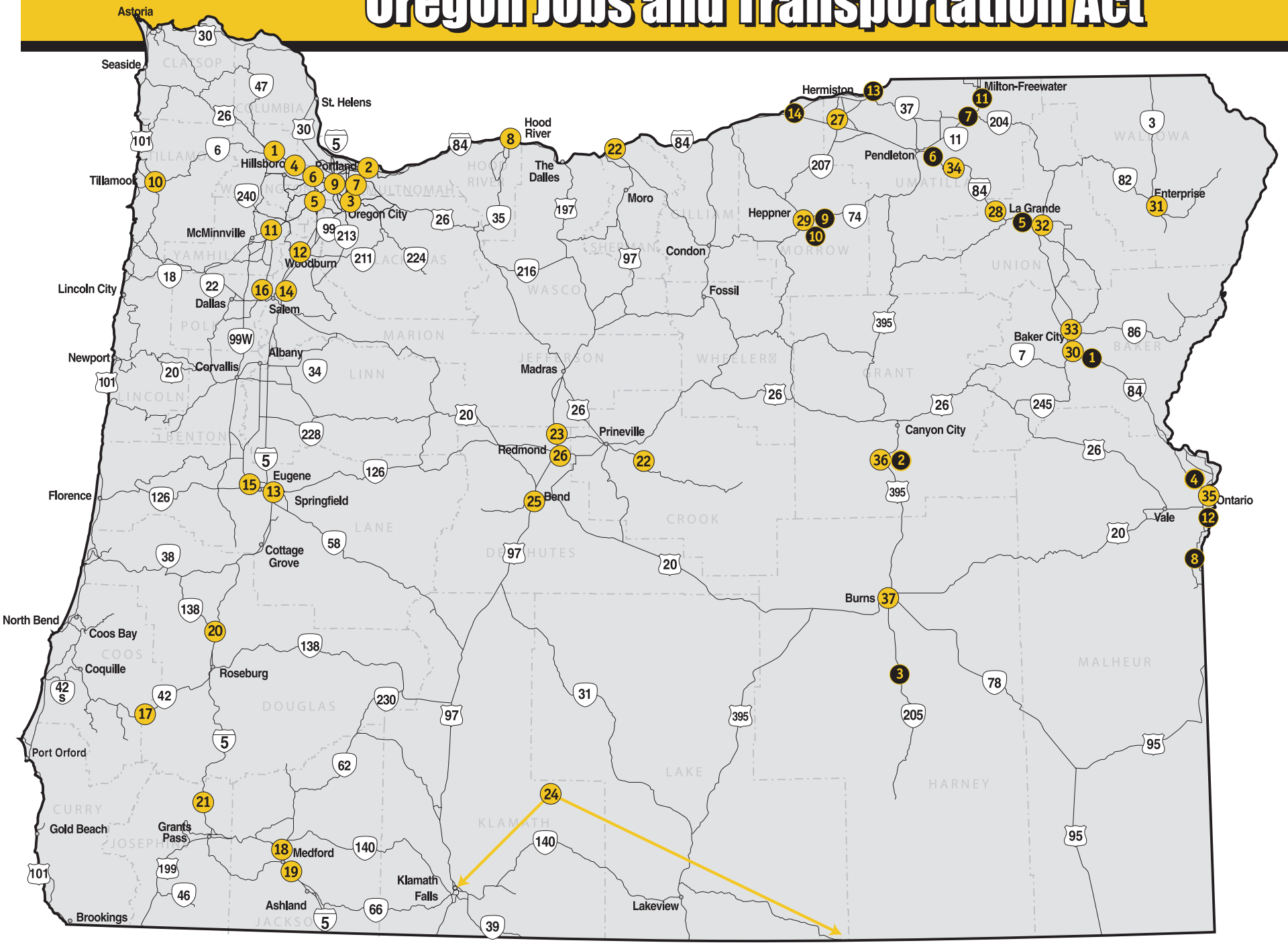
A spreadsheet is attached showing the current status of each project. Information about project status can also be found on ODOT's website at: http://www.oregon.gov/ODOT/JTA/index.htm

Summary

Significant investments in all modes of transportation – including roads, air, rail, marine and transit – have been made in Oregon over the past decade. The Oregon Transportation Investment Act, *Connect*Oregon, the American Recovery and Reinvestment Act and the Jobs and Transportation Act are four programs that have contributed to those investments, bringing construction and long-term jobs to Oregon and improving the state's economy.

Attachments: Map of JTA projects
Status of JTA projects (spreadsheet)

Oregon Jobs and Transportation Act



Oregon Jobs and Transportation Act

1. **U.S. 26** at Glencoe Road Interchange
2. **I-84** at 257th Interchange (Troutdale), Phases 2 and 3
3. **Sunrise Corridor** Phase 1, Units 1, 2 and 3
4. **U.S. 26** at Shute Road Interchange
5. **I-5** at I-205 Interchange
6. **U.S. 26**: 185th to Cornell Road
7. **I-205/Oregon 213** at Washington Street Interchange (Oregon City "Jug Handle")
8. **I-84** at Hood River Interchange
9. **Oregon 43** Sellwood Bridge Interchange
10. **Oregon 6** at U.S. 101
11. **Oregon 99W**: Newberg-Dundee, Phase 1
12. **I-5** at Oregon 214 Interchange (Woodburn Interchange)
13. **I-5** at Beltline Highway (Oregon 569), Units 3,4,5,6,and 7
14. **Mill Creek** Industrial Access
15. **Beltline Highway** (Oregon 569) at Delta Highway
16. **I-5** at Kuebler Road
17. **Oregon 42** County Line Curves
18. **Oregon 62** Corridor Solution, Phase 2, Unit 2
19. **I-5** at Fern Valley Road Interchange
20. **I-5** Sutherlin Truck Climbing Lanes
21. **I-5** Sexton Truck Climbing Lanes
22. **I-84** at U.S. 97 Interchange (Biggs Junction)
23. **U.S. 97**: Crooked River Bridge to Redmond
24. **Oregon 140** between Klamath Falls and Nevada State Line
25. **Murphy Road** at U.S. 97
26. **U.S. 97**: Redmond Reroute Phase 2
27. **Westland Road/Lamb/Walker** Intersection Improvements
28. **I-84** Spring Creek Climbing Lane
29. **Oregon 207/Oregon 206** Intersections
30. **Chico Road** Construction (Baker County)
31. **Oregon 82 Alternative**: Enterprise – Joseph
32. **Pierce Road** Improvements (Union County)
33. **Chandler Lane** Reconstruction (Baker County)
34. **I-84** Chain Up Area East of Pendleton
35. **Northwest Washington Avenue** Realignment (Ontario)
36. **Izee - Paulina Highway** (Grant County)
37. **Monroe Street and U.S. 20** Intersection (Harney County)

Local Projects

1. **Resort Street and Best Frontage Road** Improvements (Baker City)
2. **West Bench Road and Pine Creek Bridge** (Canyon City)
3. **Double O, Narrows-Princeton and East Steens Road** improvements ((Harney County)
4. **Lytle Boulevard and Associated Streets** Rehabilitation, and **NW 36th Street (Malheur River) Bridge** Replacement (Malheur County)
5. **South 12th Street and Bushnell Road** Reconstruction (La Grande)
6. **Pendleton Industrial Park Access** Improvements
7. **OR 334: Athena Main Street** Improvements
8. **Locust Avenue and 3rd Street** Improvements
9. **Drainage, Slope and Pedestrian** Improvements (Heppner)
10. **Barratt Boulevard** Reconstruction
11. **City Street and Pedestrian** Improvements (Milton-Freewater)
12. **East Idaho Avenue Paving and Traffic Modification** (Ontario)
13. **Port of Umatilla** Access Improvements
14. **Port of Morrow** Access Improvements

2009 Jobs and Transportation Act Project Status Report
February 1, 2011

Project Name	ODOT Region	JTA Map #	Project Description	Total Project Cost	Funds provided by HB 2001	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
U.S. Highway 26 at the Glencoe Road Interchange	1	1	A Memorandum of Understanding (MOU) that prioritizes project elements within the $34 million budget was developed in partnership with Washington County and the City of North Plains. The project will replace the existing two-lane bridge over US 26 with a new structure, widen and lengthen ramps and signalize ramp terminals. The project will also accommodate the City of North Plains trail project by replacing an undersized culvert with a new fish friendly bridge that provides enough clearance for bicyclists and pedestrians to travel under Glencoe Road.	$34,000,000	$32,000,000	2013	2016	ODOT held the first project open house on Sept. 23, 2010 and intends to host a second in early fall 2011. The project is already at 30% design, Right of Way acquisition is beginning and the project is scheduled to go to construction in 2013.
Interstate 84 at the 257th Avenue Interchange	1	2	A Memorandum of Understanding (MOU) with the City of Troutdale and the Port of Portland was developed to prioritize project elements and allow the Department to move ahead with immediate interchange improvements including extending and widening the Eastbound off-ramp, adding a lane on North Frontage Road, extending a lane on South Frontage Road and reconfiguring signals and turn-lanes. These improvements will substantially improve interchange operations and safety. The MOU also calls for the partners to reconvene in March 2011 to review the additional priority project elements and evaluate funding availability for proceeding with design and construction of other desired interchange area improvements.	$6-7 million for Immediate Interchange Improvements. Other priority improvement costs will be available by the end of 2011.	$24,000,000	Summer 2011 for Immediate Interchange Improvements	Spring 2012	The immediate interchange improvements will be under construction this year. The project partners are meeting in March 2011 to determine the best course of action for pursuing other priority improvements and closing the funding gap for those elements of the project.
State Highway 212: Sunrise Corridor, Phase I, Units 1, 2 and 3	1	3	The Sunrise Corridor Project will provide a new road from the Milwaukie Express Way to 122nd Avenue at Highway 212/224. This new facility, along with supporting local system improvements, will improve access and mobility along this critical industrial corridor.	$130,000,000	$100,000,000	2014	2017	In June, 2010, ODOT and Clackamas County hosted a public meeting to discuss the project, answer questions and take comments. Over the past few months, ODOT and its partners concluded a multi-year Environmental Impact Statement (EIS) process and expect a Record of Decision from Federal Highways in February or March 2011. A Request for Proposal (RFP) to select a consultant design team for the new road has been issued. Design and right-of-way acquisition for the new road will occur in 2011 and 2012.
U.S. Highway 26 at the Shute Road Interchange, Phase I	1	4	Region 1, in partnership with the City of Hillsboro and Washington County developed a Memorandum of Understanding (MOU) that identifies priority interchange elements including constructing a new loop ramp, reconfiguring signals and extending turn-lanes for better interchange operations. ODOT is moving ahead with design and construction of these elements. Hillsboro, Washington County and ODOT are also conducting a public process to indentify and prioritize the remaining safety and operational improvements needed to better serve industrial lands and the long-term function of the US 26: Shute Road Interchange.	$70,000,000	$45,000,000	Priority Interchange Elements 2013	Priority Interchange Elements 2016	Following adoption of the project MOU by ODOT and our local partners, ODOT began working on design of the project and is managing the Interchange Area Management Plan process concurrently with design. In early October, ODOT, the city and the county met with local property owners to discuss the project in more detail and to go over the property acquisition process. The project's first public meeting was held on Nov. 10, 2010, with a second scheduled for spring 2011 once more design work has been completed. Interchange components are expected to go to construction in 2013.
Interstate 5 at the Interstate 205 Interchange	1	5	The project will construct a northbound auxiliary lane from the Elligsen Road interchange to the I-5/I-205 interchange.	$12,000,000	$11,000,000	Spring 2011	2012	ODOT contracted with Murray, Smith & Associates (MSA) to provide engineering services for this project. In December 2010, ODOT sent a mailer to businesses and residents about the project and inviting them to attend the Jan. 5, 2011, public open house. Design is complete and the project is scheduled for bid in March 2011 and will be under construction this summer.
U.S. Highway 26: 185th Avenue to Cornell Road	1	6	This modernization project will add an additional travel lane in both directions on US 26 (Sunset Highway) from NW 185th Avenue to Cornell Road. When complete, there will be three travel lanes in each direction from downtown Portland to NW 185th Avenue. The project also includes widening the shoulders, extending ramps, adding cable barrier in the center median and upgrading signs.	$15,200,000	$20,000,000	Under Construction	June 2012	ODOT held an open house on June 30, 2010 to share information about the project components and schedule. Contractor Granite Northwest, Inc. began initial construction activity in June 2010. Over the winter, retaining wall work will take place in the vicinity of Bronson Creek. Work on the new lanes is weather dependent and will resume in the spring when drier weather returns. All construction work is estimated to be complete by summer 2012.
Interstate 205 and State Highway 213 at the Washington Street Interchange	1	7	This Oregon City project will build a new OR 213 undercrossing just southeast of the railroad, which will improve local connections and eliminate the need for left-turn movements to and from OR 213. The proposed project will make safety and operational improvements to the interchange by improving the intersection of Oregon 213 at Washington Street and by maintaining efficient bicycle and pedestrian connectivity.	$22,000,000	$22,000,000	Spring 2011	December 2011	The City of Oregon City hosted two informational open houses about the project - one on June 18, 2010, and one on Nov. 18, 2010. The City advertised the bid opportunity in the Portland Daily Journal of Commerce on Jan. 10, 12, and 13, 2011. Construction is expected to be substantially complete by the end of the year.
Interstate 84 at the Hood River Interchange	1	8	The project includes replacing an existing bridge with a longer bridge to improve sight distance at the end of the ramp at Exit 64 on Interstate 84 and allow for additional lanes on the roadway under the structure. It includes associated ramp improvements, such as realigning the eastbound on-ramp to align with the off-ramp and the associated intersection improvements. The clearance under the new bridge structure will provide additional height clearance to accommodate oversized freight loads.	$15,625,664	$10,000,000	Under Construction	2011	This project is under construction and is expected to be substantially complete by the end of the year.
State Highway 43 at the Sellwood Bridge Interchange	1	9	This Multnomah County project will replace the interchange of Oregon 43 and the Sellwood Bridge as part of the Sellwood Bridge Replacement project. The interchange elements of the project include signalized crosswalks and bicyclist and pedestrian improvements.	$330,000,000	$30,000,000	July 2012	December 2016	On Dec. 2, 2010, ODOT and Multnomah County signed an Intergovernmental Agreement designating the county as the lead agency for delivering the project. FHWA approved Multnomah County's SEP-14 work plan for the Construction Manager/General Contractor (CMGC) contracting method on Nov. 16, 2010. The county advertised the CMGC contract for bid on Nov. 24, 2010; proposals were due Jan. 10, 2011. On Jan. 18, 2011, senior agency staff met with the Public Stakeholder Committee and recommended 30% design options to the Multnomah County Board. This project is expected to start construction in 2012.

2009 Jobs and Transportation Act Project Status Report
February 1, 2011

Project Name	ODOT Region	JTA Map #	Project Description	Total Project Cost	Funds provided by HB 2001	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
State Highway 6 at U.S. Highway 101	2	10	The project will make improvements to the intersection of US101 and OR6 at the north end of the couplet in Tillamook. A National Environmental Policy Act (NEPA) study will document the benefits and impacts of each design alternative to the community. A build alternative will be the final product of the NEPA study, identifying a specific solution. Funding is available to complete the NEPA study and construct the selected solution. When complete, the project will improve safety and mobility through downtown Tillamook.	$28,000,000	$27,000,000	To be determined based on Environmental Assessment.	2017	ODOT and consultants are drafting the Environmental Assessment with adoption anticipated in spring 2012. Once the environmental process is complete, design will begin on the selected build alternative. At this time the available funding is anticipated to meet the current cost estimate.
State Highway 99W: Newberg and Dundee Bypass, Phase I	2	11	The project will construct a rural highway from Oregon 219 in Newberg to Oregon 99W southwest of Dundee. A NEPA study currently underway will identify the specific build alternative. The project will improve safety and freight mobility and significantly reduce congestion.	$278,321,000	$192,000,000	2016	2019	The NEPA process to determine the build alternative is underway, with a Record of Decision estimated for approval in 2011. Cost estimates may be revised following the NEPA process and further completion of design. ODOT is currently acquiring right of way for the project. A federal earmark for $30m has been requested and $20m in local contribution is anticipated for the project.
Interstate 5 at the State Highway 214 Interchange	2	12	The project will replace an existing interchange with a wider over-crossing and will widen Oregon 214 east of I-5. It will also improve freight mobility and facilitate development of industrial lands, significantly reducing congestion on I-5 and around the interchange and improve safety.	$87,848,000	$43,000,000	2013	2016	The design phase and acquisition of right of way is in process. A federal earmark for $25m has been requested and an $8m contribution from the City of Woodburn is expected.
Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7	2	13	JTA funding has allowed combining the five listed units into two projects. Both will improve safety, freight mobility and significantly reduce congestion at the interchange. The first project will include realigned connections from I-5 southbound to Beltline westbound, I-5 southbound to Beltline eastbound and westbound Beltline to southbound I-5. The project also includes replacing the Beltline Bridge over I-5.	$70,000,000	$70,000,000	2013	2014	The design phase is underway. Issues currently being debated include final alignment of southbound I-5 to westbound Beltline ramp, selection of structural type for the new Beltline Bridge over I-5, and access for extension of the bicycle/pedestrian path along the west side of I-5. There is sufficient funding to complete the first project.
	2	13	JTA funding has allowed combining the five listed units into two projects. Both will improve safety, freight mobility and significantly reduce congestion at the interchange. The second project will include adding an auxiliary lane eastbound on Beltline from Coburg Road to the southbound I-5 on-ramp, an auxiliary lane on I-5 southbound from the Beltline to I-105, and a realigned ramp from Beltline eastbound to I-5 northbound. The project will construct sound and privacy walls along the south side of Beltline (east of Coburg Road) and along the west side of I-5 from the Harlow Road overpass to the I-105 interchange. The existing bicycle/pedestrian path on the west side of I-5 will be extended to the north side of the Beltline Interchange.	$40,000,000	$10,000,000	2015	2016	The design phase for the second project will begin after the design of the first project is completed. Local neighborhood organizations have requested and received frequent updates and reassurances that sound and privacy walls are included in the project scope and budget. A federal earmark for $30m has been requested to fully fund the project.
	Total HB 2001 allocation for I-5 at Beltline project				$80,000,000			
Beltline Highway at Delta Highway	2	15	The project will identify and install Intelligent Transportation Systems at and near the Oregon 569 and Delta Highway interchange, improving safety and travel time through the corridor.	$2,000,000	$2,000,000	2013	2013	Analysis for ramp metering on westbound Beltline and variable speed analysis for Delta Highway have been completed. Eastbound ramp metering analysis is more complex and will be completed in spring 2011. The design phase for westbound Beltline and Delta Highway improvements has been started.
Interstate 5 at Kuebler Road, Phase I	2	16	Mobility and access to and from I-5 will be improved through this project. It will upgrade the existing interchange by adding a Kuebler westbound to I-5 southbound loop ramp, modify the existing Kuebler eastbound to I-5 southbound ramp, and make modifications to the existing I-5 southbound off-ramp to make room for the new loop ramp.	$18,625,000	$15,000,000	2012	2014	The design phase is underway and right of way acquisition will be starting in 2011.
Interstate 5 at Kuebler Road, Phase II (Mill Creek)	2	14	The project will widen the Aumsville Hwy by 3,750 ft within the Mill Creek Corporate Center boundary to a three lane section with center turn lane, add bicycle and pedestrian facilities; it will widen the intersection of Kuebler Blvd and the Aumsville Hwy. and make signal modifications. When completed, the project will improve access for freight and vehicular traffic to the Mill Creek Corporate Center.	$4,000,000	$4,000,000	2013	2013	ODOT and the City of Salem have signed a project Intergovernmental Agreement. The City is developing a Request For Proposal for a design consultant and anticipates starting design in April 2011. Full funding needs for the project have been identified.
State Highway 42, county line curves	3	17	The Oregon 42, County Line Curves project will address safety and mobility by way of curve reduction, scaling rock fall locations, and widening shoulders. The entire county line curve segment stretches from mile point 41.0 to mile point 46.0. However, straightening the entire segment would cost more than $300 million and require several new bridges and significant rock cuts and retaining walls. The current project focuses on a shorter section, between mile points 43.6 to 46.0 and will implement fixes within that section as funding allows.	$10,000,000	$10,000,000	2012	2013	The project is currently in the design phase. An initial assessment of alignment alternatives was conducted in 2009 to confirm the preferred alignment and identify issues to consider during the project design.
State Highway 62: Corridor Solution, Phase II	3	18	Phase 2 is the second phase of the overall Oregon 62 corridor project, with the completed North Medford Interchange being the first Phase. Phase 2 will include a two-to- four lane bypass from Oregon 62 near the Poplar Drive / Bullock Road intersection to a terminus north of Vilas Road. This phase will allow through traffic to use the bypass to avoid the Delta Waters/Oregon 62 intersection, which is currently experiencing severe congestion, and may include over crossings of both Vilas and possibly Justice Roads. This section of the corridor also has a higher than normal crash rate. Staff is looking to the project's Citizens Advisory Committee and Project Development Team for direction to extend the northern terminus as far north as possible to maximize the public investment and minimize the impacts to property owners and businesses. Staff is also briefing key stakeholders, such as Jackson County Commissioners and the Medford City Council on the project's progress.	$121,000,000	$100,000,000	2013	2015	The design phase is underway. A consultant has been selected for the final design process. OBEC Consulting Engineers will prepare the final design drawings. OBEC will be involved in the Value Engineering Study and will begin the final design process after ODOT's completion of the Final design acceptance package.

2009 Jobs and Transportation Act Project Status Report
February 1, 2011

Project Name	ODOT Region	JTA Map #	Project Description	Total Project Cost	Funds provided by HB 2001	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
Interstate 5 at the Fern Valley Road Interchange	3	19	The continuing growth in Phoenix and southeast Medford and the large volume of trucks using the interchange is causing traffic to backup onto Interstate 5. An environmental analysis recommends replacing the existing interchange with a new one and replacing the Bear Creek Bridge west of the interchange. The Fern Valley Road Interchange project includes replacing the existing I-5 and Fern Valley Road interchange and replacing the Bear Creek Bridge west of the interchange. It will also include widening Fern Valley Road to five lanes from its intersection of Oregon 99 to where it merges with North Phoenix Road and realigning and widening North Phoenix Road to five lanes at its intersection with South Phoenix Road. There will also be minimal improvements on Oregon 99 to include bicycle facilities and widening of Bolz Road between Oregon 99 and Fern Valley Road to handle the east bound traffic from Oregon 99.	$72,000,000	$25,000,000	2012	2014	The design phase is underway. The project is currently scheduled to go to bid in October 2012.
Interstate 5 Sutherlin truck climbing lanes	3	20	The project includes the construction of a northbound and southbound climbing lane dedicated to trucks and other slow moving vehicles at Sutherlin Hill in Douglas County. It will also widen the outside shoulder to allow it to be used as intended for disabled or emergency vehicles. The project is being combined with an Interstate Maintenance paving project which will be constructed northbound and southbound between milepoints 140.58 and 136.66.	$17,230,000	$4,100,000	2011	2011	The project is currently with the Office of Preletting being prepared for 2/8/2011 bid. Property needed to construct has been acquired.
Interstate 5 Sexton truck climbing lanes	3	21	The Interstate 5 truck climbing lanes project encompasses three mountain passes in southern Douglas County and northern Josephine County. The project is designed to improve freeway operations by providing climbing lanes for trucks and other slow vehicles facing challenges on the steep grades. Over time, a third lane will be added to the uphill sections on Sexton, Smith Hill, and Stage Road passes, allowing trucks to pass other slow-moving trucks without bringing freeway traffic nearly to a halt. The additional lanes will allow the shoulder to be used as intended for disabled or emergency vehicles and will address safety and operational problems at these locations. The current project will gather initial design data on all three passes, but focus on first adding climbing lanes on Sexton Summit. Lanes will be constructed on the other passes as additional funding allows.	$49,100,000	$10,000,000	2013	2015	The design phase is underway. The project is currently schedule to go to bid in Octoer 2013. The let date was set to allow time to gather data on all three passes and complete initial design on three of the six climbing lanes mentioned above.
Interstate 84 at the U.S. Highway 97 Interchange	4	22	This project will widen the U.S. 97 bridges over I-84 and the Union Pacific Railroad and widen the connecting roadway on either side of these bridges from 2 lanes to 5 lanes. The project will also widen and realign the interchange ramps to accommodate the volume, size and turning needs of all vehicles.	$19,000,000	$19,000,000	2013	2014	Scoping is completed and the design acceptance phase is underway by ODOT Region 4. The design work is on schedule. The project team is working on the staging aspects of the project.
U.S. Highway 97: Crooked River Bridge to Redmond	4	23	The project provided pavement preservation, and safety and access improvements, including complete curb/sidewalk/drainage swale improvements through Terrebonne.	$5,790,444	$2,000,000	2009	2010	The project was completed in December 2009 through a construction contract administered by ODOT Region 4.
State Highway 140: Klamath Falls to the Nevada state line	4	24	OR 140 Warner Curve Correction (MP21): The project reconstructed curves to remove freight restrictions at this location and improve the alignment from a 30/35 mph curve to 45 mph curve.	$2,553,000	$1,216,000	2009	2010	This project was completed in November 2010.
	4	24	OR 140: Ritter Rd - Deer Run Rd (Bly Mtn): The project will realign the highway, making curve corrections to remove freight restrictions. The project will also correct slopes and remove trees to prevent icing.	$19,200,000	$9,200,000	2013	2014-15	The design phase is underway and will be complete in fall 2012. Because of the complexity of the project, it may take up to three construction seasons to be completed. Federal Forest Highway Program funding combined with JTA funds will fully meet the funding needed to complete the project.
	4	24	OR 140: Beatty Curves (MP 41.70 - 42.70). The project reconstructed curves and removed freight restrictions at this location. It allowed a safe increase in speeds in the curves from 30/35 MPH to 45 MPH.	$3,206,429	$2,157,371	2010	2010	The OR 140 Beatty Curves Project (MP 41.70 - 42.70) was completed in November 2010.
	4	24	OR 140 Curve Correction Project (MP 43-45): The project will address the sharp curves in this section of Oregon 140.	$4,328,523	$4,328,523	2013	2014	Additional curve analysis in the area and specific project locations will be completed in 2011.
	4	24	OR140 @ OR39 Hwy Intersection (Western to Lost River). The project will replace a signal pole and the equipment at this intersection.	$6,013,000	$5,548,106	2012	2012	The scope of the project is being reduced. The remaining work on this project will be added to the OR 140: Washburn Way Intersection project. The remaining JTA funding will used to fund other identified projects within the specified OR 140 corridor.
	4	24	OR 140: Washburn Way Intersection (Klamath Falls): The project will construct signals at the OR 140 east bound ramp to Washburn Way.	$550,000	$550,000	2012	2012	The design phase began in 2010. Work from the OR 140/OR 39 Intersection project will be added to this project. The total project cost will be adjusted work once cost estimates are completed.
	Total HB 2001 allocation for State Highway 140 project				$23,000,000			
Murphy Road at the U.S. Highway 97	4	25	The project will realign and extend Murphy Road from 3rd Street, over the Bend Parkway to Brookswood. It will also include constructing a fly-over connection from the new Murphy/3rd Street Intersection to southbound US 97 and removing signals at US 97/3rd Street and US 97/Pinebrook.	$45,000,000	$25,000,000	2013	2014	The Interchange Area Management Plan and the design acceptance phases are being finalized. Public outreach continues. ROW acquistion is to begin in 2011. JTA funding will be sufficient to fully implement the functional first phase. Federal, state, local and private funding is being sought for subsequent phases.
U.S. Highway 97: Redmond reroute, Phase II	4	26	The project will reconstruct 6th Street from Deschutes Avenue to Jackpine Avenue, including concrete pavement and stamped pavers at crosswalks, other streetscaping, curb extensions, stormwater improvements.	$5,000,000	$5,000,000	2012	2013	Under project development by City of Redmond. City funds, combined with JTA funding, fully fund this project.

2009 Jobs and Transportation Act Project Status Report
February 1, 2011

Project Name	ODOT Region	JTA Map #	Project Description	Total Project Cost	Funds provided by HB 2001	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
Chico Road Reconstruction in Baker County	5	30	Chico Road, a freight route to the Elkhorn View Industrial Park, will be rebuilt.	$1,000,000	$1,000,000	2012	2013	Preliminary Engineering is at 30%.
Chandler Lane Reconstruction in Baker County	5	33	Chandler Lane between I-84 and US 30 will be rebuilt to provide an alternate truck route.	$4,600,000	$4,600,000	2012	2013	Baker County has started the Request for Porposals to hire an engineering firm.
Interstate 84 Spring Creek climbing lane in Union County	5	25	A truck climbing lane on I-84 near MP 249 will be constructed to improve freight mobility.	$5,700,000	$5,700,000	2013	2014	The design phase for the project will begin in 2011 with construction occurring in 2012 or 2013. Survey and design work are nearing completion.
Northwest Washington Avenue in Malheur County	5	35	The project will realign and reconstruct Washington Street, west of Yturri Blvd.	$4,874,537	$4,500,000	2012	2013	Design at 90% complete with right of way acquisition has started. Bids will be let in 2012.
Pierce Road improvements in Union County	5	32	Pierce Road, a Union County road, will be widened and paved for more direct truck access to I-84 from Oregon 82.	$5,000,000	$5,000,000	2011	2012	The esimated bid let date is March 2011. Design is in final stage.
State Highway 82 alternate route in Wallowa County	5	31	Hurricane Road and Airport Lane (county roads) will be rebuilt to provide an alternate route to OR 82 for local vehicle and bike/pedestrian traffic.	$5,000,000	$5,000,000	2012	2013	Survey nearing completion and starting right-of-way acquisition process. Roadway design is under way.
Westland Road in Umatilla County	5	27	The intersection will be realigned and reconstructed.	$1,100,000	$1,100,000	2012	2013	Project is in the Preliminary design phase. Currently at 30%
State Highway 207 and State Highway 206 intersections	5	29	The project will realign or rebuild intersections at Shobe Canyon, Clarks Canyon, Rhea Creek, Gooseberry and Porcupine roads.	$500,000	$500,000	2011	2012	Design phase is currently at 95%. Project should bid sometime in the spring of 2011.
Vehicle chain-up areas east of Pendleton on Interstate 84	5	34	Chain-up areas will be built or extended along I-84 to increase safety.	$4,700,000	$4,700,000	2012	2013	Waiting for improvement in weather conditions for survey work. Beginning concept plans.
Izee-Paulina Highway in Grant County	5	36	The project will rehabilitate about 10 miles of the Izee-Pauline Highway, a Grant County road.	$4,500,000	$4,500,000	2012	2013	Project design is currently at 30%. Engineering firm will meet with county in February to review plans.
Monroe Street and U.S. 20 Intersection in Harney County	5	37	The Monroe Street and US 20 intersection in Harney County will be realigned and reconstructed.	$1,120,000	$900,000	2011	2011	Bid awarded 9/2010. Construction to begin in 2011
Baker County	5	Local 1	Make improvements to Resort Street in Baker City and Best Frontage Road in Baker County.	$4,500,000	$4,500,000	2013	2014	Baker City will do part of the desgin in-house and has started scoping the project. City will bring on engineering firm to start plans and specifications.
Grant County	5	Local 2	Pine Creek Bridge will be replaced (County Road 54) and West Bench Road (Canyon City) will be paved.	$1,100,000	$1,100,000	2012	2012	Preliminary Engineering is at 30%. Plan review with county and engineer will occur in March 2011.
Harney County	5	Local 3	Double "O" and East Steens roads will be reconstructed and widened; Narrows-Princeton Road will be reconstructed, widened and realigned.	$4,100,000	$4,100,000	2012	2012	County has started crushing rock. Engineering firm has started plans and specification for curve realignment.
Malheur County	5	Local 4	Lytle Blvd. will receive an overlay, Glen Street (Vale) will be rehabilitated, and the NW 36th St. (Malheur River) Bridge (County Road 537) will be replaced.	$5,800,000	$5,800,000	2012	2012	Consultant has been selected. Design will start Feb. 1, 2011
Union County	5	Local 5	The project will reconstruct 12th Street from Gekler Lane South to Bushnell Road (La Grande).	$2,582,350	$1,300,000	2010	2010	Construction is complete.
Umatilla County	5	Local 6	The project will reconstruct Stage Gulch Road, NW "C" Avenue, Daniel Road, Airport and NW "A" Avenue Intersection, and NW 50th street and airport road will be paved. It will also build a new road on the airport business park eastern boundary.	$2,200,000	$2,200,000	2012	2013	The city is in the process of evaluating the projects cost estimate and project schedule. They are also developing a bid package for rock crushing.
Umatilla County	5	Local 7	The project will rebuild OR 334 in Athena, and make update sidewalks, ADA ramps and storm water drainage.	$1,375,000	$300,000	2012	2013	Conceptual plans are being completed. Coordination work with the City is taking place. Advance Plans are due July 2011.
City of Nyssa	5	Local 8	The project will reconstruct Locust Street to urban standards between US 20/26 and 3rd Street. It will also provide pedestrian improvements on 3rd Street.	$1,000,000	$1,000,000	2012	2013	Design has started. Engineering firm is review project scope schedule and budget.
City of Heppner	5	Local 9	The project will provide pedestrian, drainage and slope stabilization improvements at various locations within Heppner.	$1,520,000	$1,520,000	2012	2013	Design is currenlty at 25%. If no right of way is needed, the bid let date may move up.

2009 Jobs and Transportation Act Project Status Report
February 1, 2011

Project Name	ODOT Region	JTA Map #	Project Description	Total Project Cost	Funds provided by HB 2001	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
City of Heppner	5	Local 10	Barratt Blvd. will be reconstructed to current city street standards including curb, gutter, sidewalks and drainage system.	$1,480,000	$1,480,000	2013	2013	Project in conceptual plans phase and ground survey is being performed.
City of Milton-Freewater	5	Local 11	Pavement and pedestrian improvements on South Main Street; pedestrian improvements on college street; paving, widening and pedestrian improvements on South Mill Street; extend Key Blvd. To S. Main Street; pave various city streets.	$3,000,000	$3,000,000	2011	2012	IGA is out to City for review and signatures
City of Ontario	5	Local 12	Paving and intersection improvements will be made to East Idaho Avenue between 4th Street and Idaho State Line.	$2,000,000	$1,200,000	2012	2013	Conceptual design is complete, the agreement has been executed, the bid date is planned for September 2011; construction should begin in the spring of 2012.
Port of Umatilla	5	Local 13	New access improvements will be constructed into and out of the Port of Umatilla.	$4,500,000	$4,500,000	2012	2012	Port of Umatilla and engineering firm has started design. Engineering firm is designing roadway alignments. Preliminary plans should be out in March.
Port of Morrow	5	Local 14	The project extends Lewis & Clark Drive to US 730 and constructs Gar Swanson Lane to connect to Lewis & Clark Drive. A special condition of approval is to complete Interchange Area Management Plan (IAMP) for the Port of Morrow (I-84) Interchange that addresses US 730 access issues and is approved by local government and the OTC before construction funds are expended.	$10,700,000	$10,700,000	2012	2012	The IMPA is underway. Once approved and adopted the project will move forward with right of way and design.