



DATE: February 5, 2013

TO: Senate Committee on Business and Transportation

FROM: Paul Mather
ODOT Highway Division Administrator

SUBJECT: SB 258—JTA Reallocation

INTRODUCTION

Senate Bill 258 with the -2 and -3 amendment makes three reallocations of funds within the Jobs and Transportation Act and directs the Oregon Transportation Commission to make a fourth reallocation. The Oregon Department of Transportation supports passage of SB 258.

DISCUSSION

The 2009 Legislature passed the Jobs and Transportation Act (JTA), identifying projects to be funded by the Act and allocated dollars to those projects. The bill also made specific allocations to local governments in Eastern Oregon. Any reallocations of funds must be made by the legislature by law.

The 2012 Legislature passed Senate Bill 1543, requiring the Oregon Transportation Commission report annually to the legislature identifying funds available as a result of completing projects for less than amounts allocated in the JTA and a list of prioritized projects requiring additional funding.

ODOT is now more than three years into delivering the projects identified in the JTA. As projects move to construction and are completed, ODOT has better information about dollars available for reallocation. ODOT is also closely monitoring revenue projections; to date, revenues collected as a result of JTA increases are projected to be down nine percent from projections made by the legislature in 2009.

WHAT THE BILL DOES

Senate Bill 258 with the -2 makes the following reallocations:

- Reallocates \$10 million from I-5 at Beltline (Eugene) to I-5 at OR 214 Interchange (Woodburn)
- Reallocates \$378,917 from Chico Road reconstruction to Baker County
- Reallocates \$2,172,241 from Chandler Lane reconstruction to Baker County

One of the transfers made by the bill is for an ODOT project; the other two transfers are related to Baker County projects.

Although the first phase of construction on I-5 at Beltline is beginning this year, ODOT anticipates a surplus of at least \$10 million once both phases are complete. The JTA originally allocated \$80 million to the Beltline project; however, as designed, the original project could not have been

completed with funds allocated by the JTA. Making some modest changes to the project resulted in a reduction to the total project cost, including \$10 million in JTA funds that will not be needed for the project. Although the second phase of the project isn't expected to be completed until 2016, ODOT has high confidence that \$10 million could be reallocated to another project.

The I-5 at OR 214 Interchange project in Woodburn has an unfunded need of \$10 million. A recent \$3.3 million federal Interstate Maintenance Discretionary grant was awarded from the U.S. Department of Transportation; however, it was not sufficient to complete the funding gap. The project must be fully funded prior to going to bid in 2013. Reallocating anticipated unused dollars from the Beltline project would keep the original JTA allocation within the region it was originally designated.

The financial plan for many of the large JTA projects assumed a significant federal earmark. These earmarks have not materialized. In all cases, except for Woodburn Interchange project, we have been able to scale down the scope of the projects to meet the available dollars.

Baker County has submitted a letter to the committee explain the need for the transfers affecting county projects.

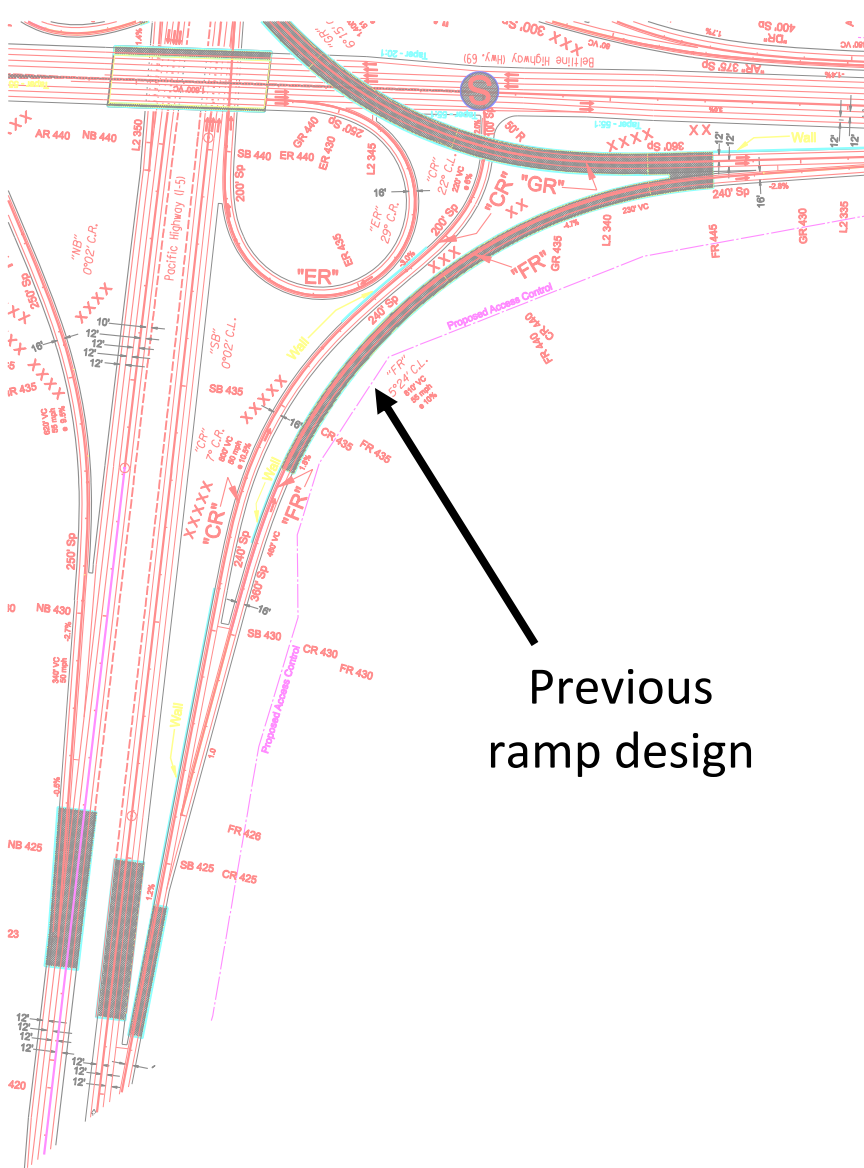
The -3 amendments direct the OTC to move any remaining funds from the U.S. Highway 26 at the Glencoe Road Interchange when it is complete to the U.S. Highway 26 at the Shute Road Interchange, Phase 1 project. ODOT anticipates the U.S. 26/Glencoe Road project will have approximately \$10 million remaining following completion of the project. While the bid for construction was lower than anticipated, construction is just beginning on the project, and it is too early to provide a certain amount. The state system portion of the U.S. 26 at Shute Road project is fully funded, but funding is still needed for local system improvements. Directing the OTC to move funds between these two projects keeps the dollars within the list of projects originally established by the legislature and within the ODOT region in which funds were originally allocated.

CONCLUSION

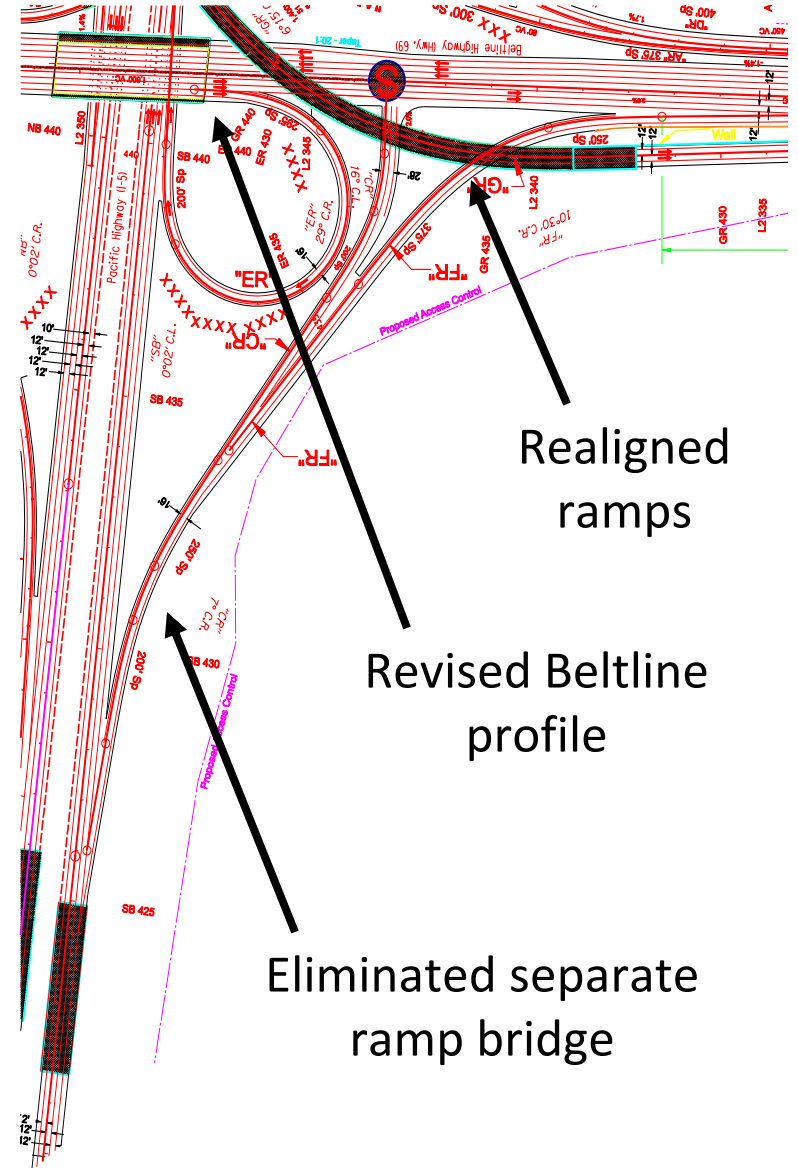
SB 258 completes funding needed for the Woodburn Interchange project; ODOT supports its passage. The OTC will continue to make annual recommendation to the legislature about reallocating available JTA funds.

Attachments: Map of I-5/Beltline Project
November 2012 Unused JTA Funds Report
February 5, 2013 JTA Quarterly Project Report

Interstate 5 at Beltline Highway



Previous ramp design



Realigned ramps

Revised Beltline profile

Eliminated separate ramp bridge

**Oregon Transportation Commission
Report to the Oregon Legislature:
Unused Funds from the 2009 Jobs and Transportation Act (JTA)**

The 2009 Oregon Legislature passed the Jobs and Transportation Act (JTA). The JTA identified 37 specific projects and allocated funding to 12 local governments in eastern Oregon, for a total of 51 projects.

During the 2012 Legislative Session, the legislature passed Senate Bill 1543. SB 1543 requires the Oregon Transportation Commission to submit a report by November 1 of each year to the interim legislative transportation committees identifying funding available as a result of completing projects for less than amounts allocated in the JTA. The bill also requires the OTC to provide the interim transportation committees with a prioritized list of projects that require additional funding to be completed.

Section 64 Projects Completed for Less than JTA Allocation

Project Name	ODOT Region	JTA Allocation	Project Cost	Unused Funds
Interstate 5 at the Interstate 205 Interchange	1	\$11 million	\$8 million	\$3 million – already reallocated
U.S. Highway 26: 185th Avenue to Cornell Road	1	\$20 million	\$17.053 million	\$2.947 million – already reallocated
Chico Road Reconstruction in Baker County	5	\$1 million	\$621,084.56	\$378,917.44
State Highway 207 and State Highway 206 intersections	5	\$500,000	\$499,851.14	\$48.86
Monroe Street and U.S. 20 Intersection in Harney County	5	\$900,000	\$898,288	\$1,712

Section 64 Project Anticipated to be Completed for Less than JTA Allocation

Project Name	ODOT Region	JTA Allocation	Project Cost	Unused Funds
Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7	2	\$80 million	\$70 million	\$10 million (estimated)
Chandler Lane Reconstruction in Baker County	5	\$4.6 million	\$3.6 million	\$1 million (estimated)

Prioritized List of Projects that Require Additional Funding to Meet Legislative Intent

Project	ODOT Region	JTA Allocation	Project Cost	Funding Gap
Interstate 5 at the State Highway 214 Interchange (Woodburn)	2	\$43 million	\$78 million ¹	\$10 million
Baker County (Resort Street and Best Frontage Road projects)	5	\$4.5 million	\$5.9 million	\$1.4 million

¹ Other funding sources include: City of Woodburn, Region 2 STIP funds, and federal funds

Legislative Action Taken in 2012 (SB 1543)

Senate Bill 1543 also directed the Oregon Transportation Commission to make two reallocations of funds when projects are complete.

Project	ODOT Region	JTA Allocation	Project Cost	Unused Funds	Reallocation
Interstate 5 at the Interstate 205 Interchange	1	\$11 million	\$8 million	\$3 million	SB 1543 directed funds to be transferred to Interstate 84 at 257 th Avenue Interchange. Transfer has been made.
U.S. Highway 26: 185 th Avenue to Cornell Road	1	\$20 million	\$17.053 million	\$2.947	SB 1543 directed funds to be transferred to U.S. Highway 26 at the Shute Road Interchange. Transfer has been made.

Recommended 2013 Legislative Action

The Oregon Transportation Commission recommends the legislature make the following reallocations during the 2013 Legislative Session. The recommendation retains the allocation within the ODOT region it was originally designated.

Project	ODOT Region	JTA Allocation	Project Cost	Unused Funds	Recommendation
Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7	2	\$80 million	\$70 million	\$10 million	Reallocate \$10 million to the Interstate 5 at the State Highway 214 Interchange (Woodburn)
Chico Road Reconstruction in Baker County	5	\$1 million	\$621,084.56	\$378,917.44	Reallocate \$378,917.44 to Baker County for completion of Resort Street and Best Frontage Road projects
Chandler Lane Reconstruction in Baker County	5	\$4.6 million	\$3.6 million	\$1 million (estimated)	Direct the Oregon Transportation Commission to transfer unused funds to Baker County for completion of Resort Street and Best Frontage Road project

Discussion

Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7

It is anticipated there will be a surplus of at least \$10 million once the Interstate 5 at Beltline Highway Units 3, 4, 5, 6 and 7 project is complete. The JTA originally allocated \$80 million to the Beltline project; however, as designed, the original project could not have been completed with funds allocated by the JTA.

Original project plans and estimates called for the ramp from I-5 southbound to merge with the existing flyover bridge. This would have required construction of a long bridge to reach the height of the flyover bridge, and the length would have required the northbound bridge over Game Farm Road to be widened. Through a practical design review of the project, design staff determined the existing temporary ramp could be altered to accomplish the same movement without constructing a new bridge or widening an existing bridge.

This and other modest changes to the project resulted in a reduction to the total project cost, including \$10 million in JTA funds that will not be needed for the project. Although the second phase of the project isn't expected to be completed until 2016, ODOT has high confidence that \$10 million could be reallocated to another project.

The Interstate 5 at the State Highway 214 Interchange project in Woodburn has an unfunded need of \$10 million. A recent \$3.3 million federal Interstate Maintenance Discretionary grant was awarded from the U.S. Department of Transportation; however, it was not sufficient to complete the funding gap. The project must be fully funded prior to going to bid in 2013. Reallocating anticipated unused dollars from the Beltline project would keep the original JTA allocation within the region it was originally designated.

Recommendation: Reallocate \$10 million from Interstate 5 at Beltline Highway Units 3, 4, 5, 6 and 7 to the State Highway 214 Interchange project.

Chico Road Reconstruction in Baker County

The Chico Road Reconstruction project in Baker County was completed for less than the original JTA allocation.

Baker County received a \$4.5 million allocation in the JTA. The county planned two projects within the JTA allocation: Resort Street and Best Frontage Road improvement projects. Completing all aspects of the Resort Street project has been a priority for the county. However, they will not be able to complete the planned improvements to Best Frontage Road within the \$4.5 million allocation; \$1.4 million is needed to complete the projects.

Reallocating funds from the Chico Road reconstruction project will help to fill the gap to allow Baker County to complete the planned improvements to Best Frontage Road, while keeping the original JTA allocation within the same county it was originally designated.

Recommendation: Reallocate \$378,917.44 from the Chico Road Reconstruction project in Baker County to the Resort Street and Best Frontage Road improvements in Baker County.

Chandler Lane Reconstruction in Baker County

As Baker County developed the Chandler Lane project, they found the original estimate to be greater than needed to complete the project. Although the project is not yet complete, the county estimates approximately \$1 million will remain at completion.

Baker County received a \$4.5 million allocation in the JTA. The county planned two projects within the JTA allocation: Resort Street and Best Frontage Road improvement projects. Completing all aspects of the Resort Street project has been a priority for the county. However, they will not be able to complete the planned improvements to Best Frontage Road within the \$4.5 million allocation; \$1.4 million is needed to complete the projects.

Reallocating funds from the Chandler Lane reconstruction project will help to fill the gap to allow Baker County to complete the Best Frontage Road improvements, while keeping the original JTA allocation within the same county it was originally designated.

Recommendation: Since the Chandler Lane project is not yet complete, the OTC recommends the legislature direct the OTC to transfer unused funds from the Chandler Lane Reconstruction project in Baker County when the project is complete to the Resort Street and Best Frontage Road improvement projects in Baker County.

No Action Recommended

Project	ODOT Region	JTA Allocation	Project Cost	Unused Funds	Recommendation
State Highway 207 and State Highway 206 intersections	5	\$500,000	\$499,851.14	\$48.86	No action
Monroe Street and U.S. 20 Intersection in Harney County	5	\$900,000	\$898,288	\$1,712	No action

Discussion

State Highway 207 and State Highway 206 intersections

The OTC recommends not reallocating the \$48.86. Small amounts could be held in contingency in the event there is a need for additional funds for other projects in the future.

Recommendation: The OTC recommends the legislature take no action.

Monroe Street and U.S. 20 Intersection in Harney County

The OTC recommends not reallocating the \$1712. Small amounts could be held in contingency in the event there is a need for additional funds for other projects in the future.

Recommendation: The OTC recommends the legislature take no action.

**2009 Jobs and Transportation Act Project Status Report
February 5, 2013**

Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001 (JTA)	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
US Highway 26 at the Glencoe Road Interchange	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	2012	2014	The contract was awarded to CP Construction of Oakland, OR, and construction began in July 2012. While the bid for construction was lower than anticipated, it is too early to anticipate the amount of funds that will remain when the project is complete. Once more work has been completed ODOT will review and update the project cost estimate. SB 258 proposes to direct the Oregon Transportation Commission to transfer funds from the Glencoe project following its completion to the Shute Road project.
Interstate 84 at the 257th Avenue Interchange	1	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 project partners reconvened in March 2011 and agreed to proceed with design of a second set of improvements (consistent with the MOU), which include widening the Marine Drive undercrossing to accommodate two-way traffic and replacing the existing twin bridges over Marine Drive with a single structure. These improvements will improve operations and safety in the interchange area and improve freight access between I-84 and industrial lands to the north.	\$29,100,000	Original Allocation: \$24,000,000 Revised Allocation: \$27,000,000*	Interchange Improvements: Under Construction (2011); Marine Drive: 2014	Interchange Improvements Completed: 2012; Marine Drive: 2015	Construction of the interchange improvements were complete in June 2012. The Port of Portland estimates that between \$5 million - \$9 million of additional funding would be needed for local improvements that will address industrial access roads north of the interchange. In October 2012, \$3 million was transferred to this project from the JTA Project: Interstate 5 at the Interstate 205 Interchange. State system improvements have been funded.
State Highway 212: Sunrise Corridor, Phase I, Units 1, 2 and 3	1	The Sunrise Corridor Project will provide a new road from the Milwaukie Express Way to 122nd Avenue at OR 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	2013	2015	Design and right-of-way acquisition for the new road has begun and will proceed through 2012. Targeted outreach and one-on-one meetings continue through the end of the year. The JTA mainline connection from I-205 to Hwy 212 at 122nd Ave. is expected to be completed with available funds. Two priority local system improvements that provide improved connectivity to the Lawnfield Industrial District are estimated to cost an additional \$25 million. Previous attempts to seek additional funding through federal Department of Defense and the TIGER grant process have been unsuccessful to date.
US Highway 26 at the Shute Road Interchange, Phase I	1	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 identify 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.	\$47,947,000	Original Allocation: \$45,000,000 Revised Allocation \$47,947,000*	2013	2015	Priority interchange components are being designed and are expected to go to construction in fall 2013. In October 2012, \$2.947 million was transferred from the JTA Project: US Highway 26: 185th Avenue to Cornell Road to fund local system improvements to provide access to the industrial area. State system improvements have been funded. SB 258 proposes to direct the Oregon Transportation Commission to transfer funds from the Glencoe project following its completion to the Shute Road project.
Interstate 5 at the Interstate 205 Interchange	1	The project will construct a northbound auxiliary lane from the Elligsen Road interchange to the I-5/ I-205 interchange.	\$8,000,000	Original Allocation: \$11,000,000 Revised Allocation: \$8,000,000*	Under Construction (2011)	2012	Construction on this project is complete. In October 2012, \$3 million was transferred to the JTA project: Interstate 84 at 257th Avenue interchange project.
US Highway 26: 185th Avenue to Cornell Road	1	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.	\$17,052,313	Original Allocation: \$20,000,000 Revised Allocation: \$17,052,313*	Under Construction (2010)	September 2013	Construction work on the widening project wrapped up in September 2012. Several small contracts for wrap up work, including landscaping and the installation of variable message signs, are still being performed. In October 2012, \$2.947 million was transferred to the JTA project: US Highway 26 at the Shute Road Interchange project.
Interstate 205 and State Highway 213 at the Washington Street Interchange	1	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 OR 213 at Washington Street and by maintaining efficient bicycle and pedestrian connectivity.	\$22,000,000	\$22,000,000	2011	December 2012	Installation of the new OR 213 bridge took place in March 2012. Use of a rapid bridge construction process enabled the contractor to keep all OR 213 travel lanes open in the daytime during all but the four days of the nearly two-year construction project. On October 24, 2012, Oregon City and ODOT, along with elected officials, celebrated the opening of the new Jughandle configuration. Construction is estimated to be complete by the end of 2012. Oregon City invested \$1.6 million for local improvements.
Interstate 84 at the Hood River Interchange	1	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.	\$14,303,000	\$10,000,000	2010	2012	Crews have replaced the freeway bridge in both directions, widened adjacent roadways, added bicycle/ pedestrian facilities, replaced a pump station to handle localized flooding, and installed traffic signals at the interchange ramps and the Marina Way intersections with Button Bridge Road. The project was completed in June 2012.

**2009 Jobs and Transportation Act Project Status Report
February 5, 2013**

Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001 (JTA)	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
State Highway 43 at the Sellwood Bridge Interchange	1	This Multnomah County project will replace the interchange of OR 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.	\$307,500,000	\$30,000,000	2011	2016	The Sellwood Bridge project, managed by Multnomah County, will replace an 85-year old Willamette River crossing with a new, seismically-sound structure that offers upgraded facilities for all users. The NEPA process is finished and the project received federal approval for the preferred alternative, which includes a steel deck arch bridge type. Construction is underway. In December 2012, Multnomah County and the contractor participated in a Guaranteed Maximum Price negotiation meeting reaching an agreement for the final price of bridge replacement. During the week of January 17-23, 2013, the Sellwood Bridge was moved to its temporary detour alignment and crews started work on the new bridge.
State Highway 6 at US Highway 101	2	The project will make improvements to the intersection of US101 and OR 6 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	2015	2017	The alternatives analysis and environmental study phase of the project is essentially complete, pending final approval from FHWA. A consultant has been selected to prepare design documents. Work will begin in April or May, as soon as the contract is finalized. Preliminary cost estimates indicate available funding is sufficient to construct the project.
State Highway 99W: Newberg and Dundee Bypass, Phase I	2	The project will construct a rural highway from OR 219 in Newberg to OR 99W southwest of Dundee. A National Environmental Policy Act (NEPA) currently underway will identify the specific build alternative. The project will improve safety and freight mobility and significantly reduce congestion.	\$248,321,000	\$192,000,000	2013	2017	A major milestone was reached when the federal government signed the Record of Decision (ROD) for the Tier 2 Final Environmental Impact Statement (FEIS) issued by the Federal Highway Administration on June 6. Receiving the ROD signals the end of the Tier 2 Environmental Impact Statement Process (NEPA), and is the official federal approval that allows the project to move into final design and construction. Right-of-way acquisition within the bypass corridor has begun and much of the right-of-way for Phase 1 has been acquired. Design work for Phase 1 is well underway. The first construction contract, for embankment construction to initiate settlement, will begin in the spring of 2013. Follow up contracts will be issued in 2014 and 2015.
Interstate 5 at the State Highway 214 Interchange	2	The project will replace an existing interchange with a wider overcrossing and will widen OR 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. This project will also add a transit facility to improve traffic flow and safety and promote economic development in Woodburn and the surrounding area.	\$79,234,468	\$43,000,000	2013	2016	The design phase and acquisition of right of way is in process. A federal TIGER grant for \$5.4 million was requested but not awarded. A \$3,340,878 Interstate Maintenance Discretionary Grant was awarded to this project on July 30 from the US Department of Transportation. The Federal Highway Administration has required that this project be formally combined with KN15379 (OR214 @ Evergreen Road Transit Facility) for National Environmental Policy Act (NEPA) compliance. The two projects are being developed separately but will likely be combined at construction. The current cost estimate includes the cost of both projects. The cost increased by \$2.2 million due to an update of projected right-of-way costs. SB 258 proposes to transfer \$10 million from the Beltline project to the Woodburn Interchange project.
Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7	2	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.	\$30,000,000	\$70,000,000	2013	2014	During the design phase, an adjustment to the alignment of southbound I-5 to westbound Beltline ramp resulted in the elimination of two structures from the project. This resulted in a decrease in the estimated cost. Some of the savings from this will be used to fund Unit 4. Fill can be used in place of one structure and a new take-off point eliminated the need for the other. A prestressed beam structure with a concrete deck has been selected as the structural type for the new Beltline bridge over I-5. The extension of the bicycle/pedestrian path along the west side of I-5 continues to be worked. Bids for the project were opened on January 17. SB 258 proposes to transfer \$10 million from the Beltline project to the Woodburn Interchange project.
Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7	2	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. The Harlow Bridge over I-5 will be replaced.	\$40,000,000	\$10,000,000	2015	2016	The design phase for this phase of the overall project began in the fall 2011. Survey and base map data is being collected. Local neighborhood organizations have requested and received frequent updates and reassurances that sound and privacy walls are included in the project scope and budget. The Design Acceptance Phase, which establishes the overall footprint of the project, is expected to be completed in late spring 2013.
<i>Total HB 2001 allocation for I-5 at Beltline project</i>				\$80,000,000			

**2009 Jobs and Transportation Act Project Status Report
February 5, 2013**

Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001 (JTA)	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
Beltline Highway at Delta Highway	2	The project will identify and install Intelligent Transportation Systems at and near the OR 569 and Delta Highway interchange, improving safety and travel time through the corridor.	\$2,000,000	\$2,000,000	2012	2013	Analyses for ramp metering on Randy Pape' Beltline and variable speed analysis for Delta Highway have been completed. The recommendation is for ramp metering at Green Acres Road and Coburg Road westbound ramps; and River Road and River Avenue eastbound ramps to Beltline Highway design is completed for metering at these locations. The construction project was awarded to Lance Electric. Construction is anticipated to be complete by May 31, 2013.
Interstate 5 at Kuebler Road, Phase I	2	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	2013	2015	Design has been completed and the package being prepared for procurement. However, the project is on hold pending review of an unsolicited proposal through ODOT's Office of Innovative Partnerships program. The review is expected to take about six months, and the bid let has been delayed six months pending the outcome of the review.
Interstate 5 at Kuebler Road, Phase II (Mill Creek)	2	The project will widen the Aumsville Highway by 3,750 ft. within the Mill Creek Corporate Center boundary to a three lane section with center turn lane, and it will add bicycle and pedestrian facilities. The project will widen the intersection of Kuebler Road and the Aumsville Highway and make signal modifications. When completed, the project will improve access for freight and vehicular traffic to the Mill Creek Corporate Center.	\$6,200,000	\$4,000,000	2012	2014	Preliminary engineering work continues under a project Intergovernmental Agreement between ODOT and the City of Salem. A construction contract for Water and Sanitary Sewer System Improvements is nearing completion. The roadway, pedestrian and traffic signal improvements are currently out to bid with bid opening scheduled on February 5, 2013. City of Salem anticipates contract award, Notice-to-Proceed, and ground-breaking will be take place in Spring 2013. Construction is anticipated to extend into the Summer 2014 construction season. The project cost increased due to additional environmental requirements, additional development work and inflation. The City of Salem has secured \$2,303,000 in Mill Creek Industrial Park Urban Renewal District and other development funds to cover the estimated cost increase.
State Highway 42, county line curves	3	The OR 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.	\$12,000,000	\$10,000,000	2014	2014	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. Construction is scheduled to begin in spring 2014.
State Highway 62: Corridor Solution, Phase II	3	The OR 62: Corridor Solution, Unit II project is located in Jackson County. This project of statewide significance will increase the capacity and improve the safety and air quality on OR 62 from Poplar Drive east to White City. Unit II will include a four lane bypass from OR 62 near the Poplar Drive/Bullock Road intersection to a terminus south of White City. This Unit will allow through traffic to use the expressway to avoid the Delta Waters/OR 62 intersection, which is currently experiencing severe congestion, and will include an overcrossing of Vilas Road. This section of the corridor also has a higher than normal crash rate. Staff worked with the projects' 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. The northern terminus will be in the vicinity of the existing OR 62 and Agate Road intersection. The project has been divided into two phases. Phase 1 will extend from Poplar Drive to E. Vilas Road to the north. Phase 2 will extend from E. Vilas Road to Dutton Road in White City.	\$126,563,278	\$100,000,000	2014	2016	The project has been separated into two phases due to the need to prepare a land use goal exception (EFU) for the northerly portion of the project (Phase 2). The Draft EIS for the entire project was released in September 2012. Construction for Phase 1 (Poplar-Vilas) is scheduled to begin in early 2014. Construction for Phase 2 (Vilas-Dutton) is scheduled to begin in spring 2015)
Interstate 5 at the Fern Valley Road Interchange	3	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 OR 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 OR 99 to include bicycle facilities and widening of Bolz Road between OR 99 and Fern Valley Road to handle the east bound traffic from OR 99.	\$71,223,041	\$25,000,000	2014	2015	The design phase is in its final year. The project is currently scheduled to go to bid in October 2013. Construction is scheduled to begin in early 2014.

**2009 Jobs and Transportation Act Project Status Report
February 5, 2013**

Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001 (JTA)	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
Interstate 5 Sutherlin truck climbing lanes	3	The Interstate 5 Sutherlin truck climbing lanes project is located on Sutherlin Hill and Rice Hill in Douglas 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. The project will add a southbound and northbound climbing lane dedicated to trucks and other slow moving vehicles at Sutherlin Hill and and a southbound climbing lane at Rice 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 mile points 136.66 and 154.88.	\$14,224,000	\$4,100,000	2011	2012 (complete)	Construction began in May 2011 and is complete.
Interstate 5 Sexton truck climbing lanes	3	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 a climbing lane for trucks and other slow vehicles facing challenges on the uphill section of Sexton pass. The additional lane 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 and construct the climbing lane in the northbound direction on Sexton Summit. Lanes will be constructed on the other passes as future funding allows.	\$49,642,000	\$10,000,000	2013	2014	The project was bid on December 6, 2012. The let date was set to allow time to find a materials disposal source, to gather data on all three passes and to complete initial design on three of the six climbing lanes. Due to funding constraints, contract plans have only been developed for the northbound Sexton climbing lane. Current completion date is October 2014.
Interstate 84 at the US Highway 97 Interchange	4	This project will replace the US 97 bridges over I-84 and the Union Pacific Railroad, and widen US 97 from one lane in each direction to two lanes in each direction plus a center median. The acceleration lane for the westbound I-84 on-ramp will be extended and all the interchange ramps will be realigned and widened to better accommodate the volume and size of the vehicles using this interchange. An auxiliary lane will also be included along southbound US 97 from the Celilo-Wasco Spur/Biggs – Rufus Frontage Road/US 97 (Biggs Junction) intersection south to the Spanish Hollow Creek Bridge. Both ramp terminals and the Biggs Junction intersection will be signalized and improvements to pedestrian safety at Biggs Junction intersection will be provided by installing striped crosswalks and a pedestrian refuge island at the southeast corner of the intersection. The project will also replace approximately five and a half miles of substandard median barrier on I-84 on either side of the I-84/US 97 interchange. The median barrier work is being funded with federal dollars.	\$22,200,000	\$19,000,000	2013	2014	The project is on schedule for a March 2013 bid opening.
US Highway 97: Crooked River Bridge to Redmond	4	The project provided pavement preservation, and safety and access improvements, including complete curb/sidewalk/drainage swale improvements through Terrebonne.	\$5,852,000	\$2,000,000	2009	2009	The project was completed in December 2009.
State Highway 140: Klamath Falls to the Nevada state line	4	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.	\$2,581,807	\$926,079	2009	2010	This project was completed in November 2010.
	4	OR 140: Ritter Road - Deer Run Road (Bly Mountain): 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.	\$24,005,032	\$8,096,032	2014	2016	The design phase is underway and will be completed in fall 2013. Because of the scope and complexity of the project, it may take up to three construction seasons to be completed.
	4	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.	\$3,270,664	\$2,165,086	2010	2010	This project was completed in November 2010.
	4	OR 140 Corridor Improvements: The project will realign or straighten curves and/or widen the highway and shoulders on multiple segments of OR 140.	\$11,192,947	\$11,110,947	2015	2017	Additional analysis along the corridor will determine specific project locations by the end of 2013. Scopes are being finalized this year.
	4	OR140 @ OR39 Highway Intersection (Western to Lost River). Improvement operations and safety of the intersection.	\$525,737	\$55,163	2012	2012	The work from this project was added to the OR 140: Washburn Way Intersection contract and was completed in October 2012.
	4	OR 140 @ Washburn Way (Klamath Falls): The project will install a signal & stripe crosswalks at the end of OR 140 east bound off ramp Washburn Way. Replacement of signal at the OR 140 @ OR 39 Hwy intersection was added to the construction phase of this project.	\$646,693	\$646,693	2012	2012	This project was completed in October 2012.
<i>Total HB 2001 allocation for State Highway 140 project</i>				\$23,000,000			
Murphy Road at the US Highway 97	4	The project will realign and extend Murphy Road from 3rd Street over the Bend Parkway to Brookswood Boulevard. It will also include constructing a fly-over connection from 3rd Street to southbound US 97. Once completed, the signals at US 97/3rd Street and US 97/Pinebrook Boulevard will be removed.	\$45,000,000	\$25,000,000	2013	2015	The project is being split into two contracts. The first contract will begin summer 2013 and be completed by the end of 2014. The second contract will begin fall 2014 and be completed by the end of 2015. The total cost for the first two contracts increased by \$2.6 million due to right of way and utility relocation costs. The total cost for this first phase is now \$27.7 M of which \$25 million is funds provided by HB 2001. Any additional work in the Murphy Road area will be funded using a combination of federal, state, local and private dollars.

**2009 Jobs and Transportation Act Project Status Report
February 5, 2013**

Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001 (JTA)	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
US Highway 97: Redmond reroute, Phase II	4	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.	\$5,875,183	\$5,000,000	2012	2013	The project was developed by the City of Redmond. The total project cost was increased to include replacement and installation of new traffic signals. The additional work is being funded by the City of Redmond. The project went to bid on July 19, 2012, and construction began on October 29, 2012. Construction is scheduled to be complete October 31, 2013.
Chico Road Reconstruction in Baker County	5	Chico Road, a freight route to the Elkhorn View Industrial Park, will be rebuilt.	\$621,083	\$1,000,000	2011	2011	Construction is complete. SB 258 proposes to transfer remaining funds to Baker County for the Resort Street and Best Frontage Road projects.
Chandler Lane Reconstruction in Baker County	5	Chandler Lane between I-84 and US 30 will be rebuilt to provide an alternate truck route.	\$2,427,759	\$4,600,000	2012	2012	Construction is complete. SB 258 proposes to transfer remaining funds to Baker County for the Resort Street and Best Frontage Road projects.
Interstate 84 Spring Creek climbing lane in Union County	5	A truck climbing lane on I-84 near MP 249 will be constructed to improve freight mobility.	\$5,700,000	\$5,700,000	2013	2015	Project is in the design phase; the project will go to bid in March 2013.
Northwest Washington Avenue in Malheur County	5	The project will realign and reconstruct Washington Street, west of Yturri Boulevard.	\$4,874,537	\$4,500,000	2013	2013	Design is 90% complete, right of way is nearing completion, and the project is getting ready to bid.
Pierce Road improvements in Union County	5	Pierce Road, a Union County road, will be widened and paved for more direct truck access to I-84 from OR 82.	\$5,000,000	\$5,000,000	2011	2013	Union County crews completed the earthwork and paving is nearly complete. Some minor paving work will likely occur next spring.
State Highway 82 alternate route in Wallowa County	5	Hurricane Road and Airport Lane (county roads) will be rebuilt to provide an alternate route to OR 82 for local vehicle and bicycle/pedestrian traffic.	\$5,000,000	\$5,000,000	2013	2013	Wallowa County is doing some work on irrigation lines and culverts this fall to prepare for the contract work. The project is scheduled to be bid on April 11, 2013.
Westland Road in Umatilla County	5	The intersection will be realigned and reconstructed.	\$1,100,000	\$1,100,000	2012	2012	Construction is complete.
State Highway 207 and State Highway 206 intersections	5	The project will realign or rebuild intersections at Shobe Canyon, Clarks Canyon, Rhea Creek, Gooseberry and Porcupine roads.	\$500,000	\$500,000	2011	2012	Construction is complete.
Vehicle chain-up areas east of Pendleton on Interstate 84	5	Chain-up areas will be built or extended along I-84 to increase safety through two primary projects. The first project will include many chain up areas between La Grande and Pendleton. The second project includes several chain up areas that fall within an existing STIP project (Orodel - Kamela Interchange).	\$4,700,000	\$4,700,000	2012	2013	The first project is in the construction phase. The second phase will bid in April 2013.
Izee-Paulina Highway in Grant County	5	The project will rehabilitate about 10 miles of the Izee-Pauline Highway, a Grant County road.	\$4,500,000	\$4,500,000	2011	2012	Construction is complete.
Monroe Street and US 20 Intersection in Harney County	5	The Monroe Street and US 20 intersection in Harney County will be realigned and reconstructed.	\$1,120,000	\$900,000	2011	2011	Construction is complete.
Baker County	5	Make improvements to Resort Street in Baker City and Best Frontage Road in Baker County.	\$5,900,000	\$4,500,000	2013	2013	Project is in the design phase. SB 258 proposes to transfer remaining funds to Baker County for the Resort Street and Best Frontage Road projects.
Grant County	5	Pine Creek Bridge will be replaced (County Road 54) and West Bench Road (Canyon City) will be paved.	\$1,100,000	\$1,100,000	2011	2011	Construction is complete.
Harney County	5	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	2013	2013	Construction of the East Steens widening project is complete. The construction of the Narrows to Princeton section is 75% complete. The county is still working on the rock source for the Double 'O' project.
Malheur County	5	Lytle Boulevard 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	2013	36th Street Bridge is complete and the ribbon cutting was held on October 31, 2012. Lytle Boulevard is in the design phase and expected to go to bid in February or March 2013.
Union County	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	Pendleton Industrial Park Access Improvements: 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	2011	2013	Initial construction is complete. Umatilla County is looking at options to expand the work.

**2009 Jobs and Transportation Act Project Status Report
February 5, 2013**

Project Name	ODOT Region	Project Description	Total Project Cost	Funds provided by HB 2001 (JTA)	Estimated Construction Start Date	Estimated Project Completion Date	Current Status of Project
Umatilla County	5	The project will rebuild OR 334 in Athena, and make update sidewalks, ADA ramps and storm water drainage.	\$1,545,000	\$300,000	2012	2013	Construction is under way.
City of Nyssa	5	The project will reconstruct Locust Street to urban standards between US 20/26 and 3rd Street and make railroad crossing improvements. It will also provide pedestrian improvements on 3rd Street.	\$1,000,000	\$1,000,000	2013	2013	The project has gone to bid and the apparent low bidder is Granite Excavation, Inc.
City of Heppner	5	The project will provide pedestrian, drainage and slope stabilization improvements at various locations within Heppner.	\$1,520,000	\$1,520,000	2013	2013	Construction is under way. Jack Robinson and Sons Inc. is the contractor on the project.
City of Heppner	5	Barratt Boulevard will be reconstructed to current city street standards including curb, gutter, sidewalks and drainage system.	\$1,480,000	\$1,480,000	2012	2013	A contract for drainage work and pedestrian facilities is under way. The apparent low bidder for remainder of the construction contract is Tapini, Inc.
City of Milton-Freewater	5	Pavement and pedestrian improvements on South Main Street; pedestrian improvements on College Street; paving, widening and pedestrian improvements on South Mill Street; extend Key Boulevard To South Main Street; pave various city streets.	\$3,000,000	\$3,000,000	2011	2012	Construction is complete.
City of Ontario	5	Paving and intersection improvements will be made to East Idaho Avenue between 4th Street and Idaho State Line.	\$2,099,000	\$1,200,000	2012	2012	Construction is complete.
Port of Umatilla	5	New access improvements will be constructed into and out of the Port of Umatilla.	\$4,500,000	\$4,500,000	2011	2013	Construction is nearly complete.
Port of Morrow	5	The project extends Lewis & Clark Drive to US 730 and constructs Gar Swanson Lane to connect to Lewis & Clark Drive. The Interchange Area Management Plan (IAMP) for the Port of Morrow (I-84) Interchange was adopted by OTC on April 18, 2012, which addresses US 730 access issues and is approved by local government. IAMP approval was required before construction funds were expended.	\$10,700,000	\$10,700,000	2012	2013	Design at 75% complete and right of way has acquisition started. The Port of Morrow has begun roadway construction work; paving will go to bid in February 2013. The bid date for the two bridges will be in March 2013.