

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting July 24, 2002 Salem, Oregon

On Wednesday, July 24, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a pre-meeting agenda review session at 8 a.m., and the regular monthly meeting began at 9:25 a.m. Notice of these meetings had been made by press release of local and general circulation throughout the state. Those attending included:

Chair Steven Corey	Region 1 Manager Kay Van Sichel
Commissioner Stuart Foster	Region 2 Area 4 Manager Dick Upton
Commissioner John Russell	Region 3 Manager Paul Mather
Commissioner Gail Achterman	Region 4 Manager Bob Bryant
Commissioner Randy Papé	Region 5 Manager Tom Schuft
Director Bruce Warner	Statewide Maintenance Eng. Doug Tindall
Exec. Dep. Dir. for Highways John Rosenberger	Statewide Bridge Engineer Mark Hirota
Exec. Dep. Dir. for Central Svcs. Mike Marsh	Technical Svcs. Manager Cathy Nelson
Dep. Dir. for OTIA Tom Lulay	Chief Financial Officer Dave Tyler
Dep. Dir. for Communications Patrick Cooney	Chief of Staff Matthew Garrett
Dep. Dir. for Trans. Dev. Craig Greenleaf	Commission Secretary Karen Elliott
Dep. Dir. for Motor Carrier Gregg Dal Ponte	Commission Support Aravinda Crocker



Bruce Warner delivered the Director's Report:

- Mr. Warner acknowledged and congratulated the 2002 Glenn Jackson Scholars: Nicholas Foster, of Gladstone High School; and Krista Ingebretson, of Lincoln High School.
- The Director recognized the Bridge Strategy Task Force members for their work and presented them with plaques. Those members present included Keith Kaufman, Herb Schell and Bob Russell. Members unable to attend were Bill Peckham, Dave Pope and Soloman Yim.
- Mr. Warner also recognized Oregon Performance Intern Stacy Jones, who is working with ODOT on performance measurement while pursuing a Master's degree from Princeton University in Public Affairs and Urban and Regional Planning.



Commission Member Reports:

- Commissioner Papé attended a meeting in Region 4 to review the southern part of the Bend Parkway. He visited Newport and spoke to the Yaquina Bay Economic Foundation Annual meeting to discuss transportation issues and Highway 20. He also attended the Lane County MPC as OTC Liaison and he and Commissioner Russell attended the Region-wide ACT meeting in Region 2 to discuss options for OTIA funding. Finally, he attended the Internal Audit committee meeting for ODOT.
- Commissioner Achterman was also involved in the Bend Parkway meetings, and said she has received a number of calls and letters on both the Highway 20 and the I-5/Beltline issues. She gave kudos to ODOT maintenance staff for the good condition of the pavement and excellent traffic control in the construction areas on Highway 30.
- Commissioner Russell said he worked on the production of a video that talks about the success of our Mainstreet projects. He further noted that the all-ACT Region 2 meeting was a delight.
- Commissioner Foster attended the STIP Stakeholder Process Committee meeting in June, where staff presented an outstanding draft of guidelines for Area Commissions on Transportation and noted it has been sent out to various stakeholder groups for vetting.
- Chair Corey has started attending Metro Transportation Task Force meetings on behalf of the Commission. He also said thanks to ODOT staff, the governor and the Legislature Oregon for the first time in a long time is in its “Construction Season” and we have many OTIA projects and other projects underway all over the state. It’s a great time for us.



General Public Testimony was received from: *(Public Testimony material in General Files, Salem.)*

Shirley Kalkhoven, member, NWACT
 Rob Handy, Eugene Citizen
 Bob O’Brien, Eugene Citizen



Kay Van Sickel requested Commission approval of ODOT staff’s recommendation to keep the Martin Luther King Viaduct Replacement Project in the current STIP (Statewide Transportation Improvement Program) with a construction contract-letting milestone of 2005. *(Background and handout material in General Files, Salem.)*

Chair Corey invited public testimony from the following: *(Public Testimony material in General Files, Salem.)*

Ray Polani, Co-Chair of Citizens for Better Transit
 Jim Howell, AORTA (Association of Oregon Rail and Transit Advocates)

Commissioner Achterman moved to continue the project in the current STIP and the motion passed unanimously.



Tom Lulay introduced the OTIA II (Oregon Transportation Investment Act) discussion. (*Background, handout and PowerPoint materials in General Files, Salem.*) [Final Approved project lists attached at end of minutes document.]

Mr. Lulay said that with the projects proposed for approval today, there will be an OTIA project in every county of the state (a total of 173 projects-the largest more than \$20 million and the smallest is about \$104,000). The agency, with its local partners and private partners, have taken almost an additional two years worth of STIP projects and inserted them into a one-year timeframe. He said that Mr. Rosenberger's staff, Mr. Greenleaf's staff, the Region managers, Technical Services and the Area Commissions have done a remarkable job.

Mr. Lulay continued, stating that staff is seeking approval of 42 OTIA II projects, which consist of bridge, pavement preservation and modernization projects amounting to a total of \$99,540,686.

Mr. Lulay recommended Commission approval for 15 OTIA II Bridge projects (eight local bridges and seven state bridges).

Chair Corey invited public comment on the OTIA II Bridge list, and hearing none, Commissioner Foster moved approval of the 15 OTIA II Bridge projects, including the errata corrections, facts and findings, and the motion passed unanimously.

Mr. Lulay discussed three OTIA II pavement preservation projects totaling \$5,321,422, and recommended Commission approval. Again, Chair Corey sought public comment on the OTIA II pavement preservation projects. Hearing none, Commissioner Foster moved approval of the OTIA II pavement preservation list and facts and findings, and the motion passed unanimously.

Mr. Lulay discussed the modernization project list (23 projects totaling \$43 million) with the Commission and Region managers. The modernization projects were forwarded by the respective ODOT regions beginning with Region 5.

Chair Corey invited public comment on the Region 5 OTIA II modernization projects, and hearing no comment, Commissioner Achterman moved approval of the Region 5 modernization project list including the facts and findings, and the motion passed unanimously.

The Region 4 OTIA II modernization projects were forwarded and recommended for approval.

Chair Corey invited public testimony from:

Patrick Griffiths, City of Bend, thanked the Commission for all the past work in the Bend area, and said that the city fully supports the Highway 20 project.

Commissioner Papé moved approval of the Region 4 OTIA II modernization project list with the facts and findings, and the motion passed unanimously.

The Region 3 OTIA II modernization projects were forwarded and recommended for Commission approval.

Chair Corey invited public testimony, and hearing none, Commissioner Foster moved approval of the Region 3 modernization project list with facts and findings and the motion passed unanimously.

The Region 2 OTIA II modernization projects were presented by Dick Upton, Region 2 Area 4 manager, who noted there was one change from the draft to the current list to a project in the title and the length of the project (99W Elks Drive to Circle) and one typographical error on a project (Arndt Road improvements in Marion and Clackamas County) in the conditions of approval.

Chair Corey invited public testimony on the Region 2 OTIA II modernization projects from:

Jacob Brostoff, 1000 Friends of Oregon

Commissioner Papé moved approval of the proposed recommended staff list for Region 2 modernization including findings and facts and the change in the Conditions of Approval for the Arndt Road project to insert the words “goal exceptions” between ‘final land use’ and ‘and approvals.’

Chair Corey invited public testimony on other Region 2 issues from the following:

Lauri Segel, 1,000 Friends of Oregon

Leslie Lewis, Yamhill County Commissioner, MWACT member

Philip Farrington, PeaceHealth

Jim Hanks, Traffic Engineer with JRH Traffic Engineering

Jan Wilson, member Stakeholder Working Group for the I-5/Beltline project

Tom Bowerman, Eugene Citizen

The Commission expressed a strong desire to see the Lane County area develop an Area Commission on Transportation (ACT) to better coordinate the public process in Lane County and Region 2.

The motion to approve the Region 2 OTIA II modernization project list with findings and facts and with modifications to the Arndt Road project (noted above) passed unanimously.

The Region 1 OITA II modernization projects were forwarded and recommended for Commission approval.

Chair Corey invited public testimony on the Region 1 OTIA II modernization projects, and hearing none, Commissioner Russell moved approval of the Region 1 OTIA II modernization project list with findings and facts and the motion passed unanimously.

Chair Corey thanked Mr. Lulay and his staff on behalf of the Commission for the work done in moving forward with both OTIA I and II projects.



EXECUTIVE SESSION to discuss pending litigation with legal counsel in accordance with ORS 192.660(1)(h).



The Formal Meeting reconvened at 12:30 p.m.



Dave Tyler, ODOT Chief Financial Officer, requested Commission approval of a Miscellaneous Resolution authorizing the Department to proceed with the issuance of Westside Light Rail Project Refunding Bonds and authorizing the Director or the Chief Financial Officer to execute all documents necessary to close the sale of the refunding bonds. (*Background material in General Files, Salem.*)

Commissioner Papé moved approval and the motion passed unanimously.



Bob Bryant, ODOT Region 4 Manager, and Erik Andersson, Chair of the Lower John Day Community Solutions Team, requested Commission approval for an Immediate Opportunity Fund (Type B) project to construct an underpass at Union Street in The Dalles. Cost to construct the 62-foot wide, 80-foot long tunnel is \$6,482,456. This IOF request is for \$250,000. Authorization is also requested for the Director to sign all necessary agreements. (*Background material in General Files, Salem.*)

Commissioner Foster moved approval and the motion passed unanimously.



The Commission considered approval of the following Consent Calendar items:

1. Minutes of the June 19 - 20, 2002 meeting in La Grande.

2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Oregon Administrative Rule (OAR) action:
 - a. Amend OAR 740-060-0030, relating to moving household goods.
4. Amend the current 2002 – 2005 Statewide Transportation Improvement Program (STIP) by adding the following projects:
 - a. Variable Message Signs project on I-5 in Region 2. Preliminary engineering scheduled for 2002 and construction in 2003, at an estimated cost of \$660,000. Region 2's Financial Plan contains savings to fund this project.
 - b. Pendleton Section project on I-84 in Umatilla County (Region 5). Estimated construction cost is \$9,150,000. Funding for this and the following project will come from the Interstate Maintenance Program and has the added benefit of ensuring the obligation of all federal funds for the current fiscal year.
 - c. La Grande – North Powder project on I-84 in Union County (Region 5). Estimated construction cost is \$17,500,000. *(See note above regarding how this project will be funded.)*
5. Increase in project authorization for the Willamette River (Boones) Bridge (Wilsonville) project on I-5 (Pacific Highway), Contract No. 12065, in the amount of \$750,000 (18.91%). This will bring the total project authorization to \$4,715,565.77. Funding for the increase will come from Bridge Program funds.
6. Designate Oregon Route numbers to four more state highways that do not currently have route designations in Region 1. The proposed route numbers and descriptions are:

a. Swift Highway No.120
Over the Swift Highway from its beginning at the Union Pacific Railroad overcrossing on N. Portland Road in Portland, thence northeasterly to N. Marine Drive, thence southeasterly to the end of the Swift Highway at the Swift-Union Interchange with Pacific Highway East, ORE99E, and Pacific Highway, I-5, in north Portland.
b. Timberline Highway No. 173
Over the Timberline Highway from Timberline Lodge, southwesterly to its junction with the Mt. Hood Highway, US26, about one mile east of Government Camp.
c. Hood River Highway No. 281
Over the Hood River Highway from its junction with the Historic Columbia River Highway, US30 and ORE35, in Hood River, southerly via Parkdale to its junction with the Mt. Hood Highway, ORE35, at the community of Mt. Hood.
d. Odell Highway No. 282
Over the Odell Highway from its junction with Hood River Highway, ORE281, approximately four miles south of the City of Hood River, southeasterly via Odell to the end of the Odell Highway at the Mt. Hood Highway, ORE35, approximately six miles south of the City of Hood River.

7. Abandonment and Retention Resolution No. 727, transferring Boones Ferry Road (State Highway 141, Beaverton – Tualatin Highway) from the Tualatin River Bridge (Milepoint 8.91) to Norwood Road (Milepoint 11.52) to the City of Tualatin. The City agrees to assume project management responsibilities as well as jurisdiction of this roadway segment and ODOT agrees to pay \$2,581,065 to the City of Tualatin. *(Note: This transfer is in conjunction with the Oregon Transportation Investment Act.)*
8. Emergency temporary rule that provides a uniform process for exceptions to length restrictions on individual highways.

Chair Corey declared a conflict of interests and abstained from voting on the following two items in number two above: a possible conflict with the Highway 320 (Thielson Road) Preservation (OTIA) item, and a conflict with the North Butter Creek (Vinson) Bridge item.

Commissioner Achterman moved approval of the Consent Calendar, and the motion passed unanimously with the above-noted abstentions by Chair Corey.



Chair Corey confirmed the next two Commission meeting dates:

- Tues., August 20 and Wed., August 21, 2002, in Klamath Falls.
- Wed., September 18, 2002, in Lincoln City, followed by the Annual OTC Workshop the afternoon of September 18 and all day Thurs., September 19, 2002, in Otter Rock.



Mike Marsh, Exec. Dep. Director for Central Services, and Mazen Malik, ODOT Economic & Financial Analysis Manager, gave the ODOT Economic and Revenue Forecast Presentation. (*Background and PowerPoint materials in General Files, Salem.*)



Craig Greenleaf, Dep. Director for Transportation Development, and Del Huntington, ODOT Access Management Unit manager, requested Commission approval for the Department to initiate rulemaking proceedings for Access Management Administrative Rules, Chapter 734, Division 51, and take two months to work on mapping and designations of STAs and UBAs (Urban Business Areas) together with expressway designations to bring back for Commission approval. (*Background and PowerPoint materials in General Files, Salem.*)

Chair Corey invited public testimony from the following:

Bob Russell, President of the Oregon Trucking Association, Inc.
Jacob Brostoff, 1,000 Friends of Oregon
Andrea Fogue, League of Oregon Cities
Art Schlack, Association of Oregon Counties

Commissioner Achterman moved approval of department recommendations to initiate rulemaking proceedings for Access Management Administrative Rules, including staff recommendations for fee levels, and the motion passed unanimously. Commissioner Papé was absent.

Additional public testimony was received from:

Mark Whitlow, Retail Task Force
Ken Deaner, Architect, member of AMAC



Chair Corey adjourned the formal meeting at 2:40 p.m.



Steven H. Corey, Chairman

Stuart Foster, Member

John W. Russell, Member

Gail Achterman, Member

Randy Papé, Member

Aravinda Crocker, Commission Support

OREGON TRANSPORTATION INVESTMENT ACT II
Listing of Modernization Projects (Lane Capacity and Interchanges) Approved for Funding

Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 1								
City of Hillsboro	JPACT	US 26	New	City of Hillsboro, US 26/NW Cornelius Pass Rd Interchange Improvements	Build new ramps. Widen Cornelius Pass Road to improve traffic flow at interchange. Intel providing leverage funds of \$500,000	\$4,700,000	\$1,800,000	\$2,900,000
City of Portland	JPACT	Foster Rd (local)	New	City of Portland, SE 162nd Ave and Foster Rd Improvements	Improve intersection by providing left-turn refuges on Foster Road and a left-turn lane on SE 162. Upgrade traffic signal	\$4,575,000	\$3,075,000	\$1,500,000
Washington County	JPACT	US 26	New	Washington County, US 26 (Sunset Highway) Murray Blvd - Cornell Rd	Add a lane in each direction and widen shoulders.	\$6,370,634	\$1,650,000	4,720,634
City of Gresham	JPACT	US 26	New	City of Gresham, Powell Blvd (174th to Burnside)	Build 5-lane road between 174th and Burnside. Enable transfer of jurisdiction from state to city of Gresham.	\$11,250,000	\$6,000,000	5,250,000
City of Molalla		OR 211 / 213	New	City of Molalla, Hwy 211/Hwy 213 Intersection Improvements	Improve intersection by providing left-turn lanes on all approaches and northbound and westbound right-turn lanes.	\$1,227,170	\$75,000	1,152,170
Clackamas County	JPACT	Sunnyside Rd (local)	New Phase	Sunnyside Rd - 142nd to 152nd Widening	Purchase right of way to widen local street. OTIA I funded Phase 2 with \$8,443,375; and local funds provided an additional \$13,256,625	\$8,000,000	\$6,100,000	1,900,000
REGION 1 TOTALS						\$36,122,804	\$18,700,000	\$17,422,804

OREGON TRANSPORTATION INVESTMENT ACT II
Listing of Modernization Projects (Lane Capacity and Interchanges) Approved for Funding

Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 2								
Tillamook County	NWACT	US101	New	US 101 at Long Prairie Road (Tillamook County)	Construct left-turn lanes and wider shoulders	\$ 902,000		\$ 902,000
City of Seaside	NWACT	US101	New Phase	US 101: Pacific Way - Dooley Bridge (Seaside) Phase 4	Widen highway to accommodate 2 travel lanes in each direction. Include traffic control and access management features to increase capacity and safety. OTIA 2001 funded previous phases with \$12,102,000	\$ 3,395,000		\$ 3,395,000
City of Dallas	MWVACT	OR 223	New	OR 223: Kings Valley Highway @ Dallas-Rickreall Hwy (Dallas)	Realign and widen intersection	\$ 2,171,000	\$ 221,000	\$ 1,950,000
Clackamas and Marion Counties	MWVACT	Arndt Road/OR-99E	New	Arndt Road Improvements, Marion and Clackamas County Partnership [Wilsonville-Hubbard Highway (Hwy 51) to ORE 99E]	Signalize and widen Arndt Rd/Airport Rd intersection; add signal, SB dual left-turn lanes and WB right-turn lane at Hwy 51 intersection; signal interconnection; widen Arndt Rd.	\$ 6,444,000	\$ 2,226,294	\$ 4,217,706
City of Tangent	CWACT	OR 99E	New	ORE 99E, N Lake Creek Drive to Tangent Drive (Tangent)	Widen existing highway, by adding a center turn lane and building a raised median island and crosswalk.	\$ 612,000	\$ 30,000	\$ 582,000
Newport	CWACT	US 101 at NE 52nd St	New	US 101 at NE 52nd Street (Newport)	Install traffic signal	\$ 409,000		\$409,000
City of Sweet Home	CWACT	ORE 228	New	ORE 228: Sweet Home (west city limit) - US 20 (Sweet Home)	Widen highway to 2-lane urban section; includes curbs, gutters, sidewalks, storm drainage improvements, bikepaths, and preservation overlay	\$ 825,000		\$ 825,000
Corvallis	CWACT	OR 99E	New	ORE 99W, Elks Drive - Circle Boulevard (Corvallis)	Provide additional northbound and southbound travel lanes; signalize crosswalks at all intersections	\$ 800,000	\$ 100,000	\$ 700,000
Lebanon	CWACT	US 20	New	US 20: Reeves Parkway - UPRR (Lebanon)	Construct urban section, including center-turn lane at Reeves Parkway; includes curbs, gutters, sidewalks, shoulders and storm drainage improvements.	\$ 2,827,000		\$ 2,827,000
ODOT Area 5	Lane	OR 126	New	ORE 126, Badger Mt/Cougar Pass Passing Lanes (Lane County)	Extend existing eastbound and westbound passing lanes	\$ 1,187,000		\$ 1,187,000
REGION 2 TOTAL						\$ 19,572,000	\$ 2,577,294	\$ 16,994,706

OREGON TRANSPORTATION INVESTMENT ACT II
Listing of Modernization Projects (Lane Capacity and Interchanges) Approved for Funding

Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 3								
SWACT	Douglas	OR 42	New	OR 42: Glenhart to Lookingglass Road (Winston)	Constructs 3-lane roadway from Lower Lookingglass Creek to Glenhart Avenue; adds sidewalks on south side from Snow to Glenhart and eliminates ditches; improves sidewalk on North side; examines accesses to be consolidated or closed to improve safety.	\$ 3,250,000	\$ 150,000	\$ 3,100,000
SWACT	Curry	US 101	New	US 101: 13th Street to Seabird Drive (Bandon)	Constructs 3-lane roadway from 13th Street to Seabird Drive; adds sidewalk; examines accesses to be consolidated or closed to improve safety	\$ 3,830,000		\$ 3,830,000
REGION 3 TOTALS						\$7,080,000	\$150,000	\$6,930,000

OREGON TRANSPORTATION INVESTMENT ACT II
Listing of Modernization Projects (Lane Capacity and Interchanges) Approved for Funding

Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 4								
ODOT	COACT	US 20	New Phase	US 20, 10th Street - Providence (Phase 2)	Widen to 4 Lanes; include Access Management Plan and Bike/Ped Facilities. OTIA I funded Phase I with \$3,500,000; the City funded an additional \$1,400,000.	\$2,700,000		2,700,000
ODOT	COACT	OR 126	New Phase	OR 126 - Highland/Glacier Couplet (Phase 2)	Add 2 lanes; includes Access Management Plan and Bike/Ped Facilities. OTIA I funded Phase I with \$3,500,000; the City funded an additional \$1,300,000.	\$1,537,229		1,537,229
ODOT	SCOACT	OR 39	New	Klamath Falls-Malin Hwy 50 @ South Klamath Falls Hwy 424	Install a traffic signal and build left-turn lanes and tapers to current standards.	\$762,771		762,771
REGION 4 TOTALS						\$5,000,000	\$0	\$5,000,000

OREGON TRANSPORTATION INVESTMENT ACT II
Listing of Modernization Projects (Lane Capacity and Interchanges) Approved for Funding

Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 5								
Cities of La Grande and Island City, Union County:		McAlister Road, Cove Avenue, 26th Street, and Buchanan Lane (Local)	New Phase	OR 82 Alternative Route Modernization (Phase II)	Modernize the local street system connecting with Oregon Highway 82 so that 26th Street, 27th Street, Cove/Buchanan and McAlister Road become an alternate travel route to the state highway. [New phase brings project up to appropriate standards.] OTIA I funded Phase I with \$3,000,000; Cities of La Grande and Island City, and Union County funded an additional \$947,995.	\$2,000,000	\$1,000,000	1,000,000
City of Boardman	BMACT	Main Street (Local)	New	City of Boardman Main Street Rail Overcrossing	Replace structure.	\$1,272,500	\$472,500	800,000
Oregon Department of Transportation		OR-207	New	Elm Avenue @ Diagonal Road	Reconfigure existing intersection. Remaining \$828,300 would original from Region 5 2004-07 STIP allocations.	\$1,700,000		1,700,000
REGION 5 TOTALS						\$4,972,500	\$1,472,500	\$3,500,000
Grand Total All Regions						\$ 72,747,304	\$ 22,899,794	\$ 49,847,510

OREGON TRANSPORTATION INVESTMENT ACT II
Listing of Pavement Preservation Projects Approved for Funding

County	Applicant	ACT	Highway	Project Name	Description	Transfer Jurisdiction	Estimated Project Cost	Leverage / Local Funds Provided	OTIA Funding Awarded
Region 1									
Multnomah	Multnomah County & City of Gresham (joint proposal replacing separate proposals above)	JPACT	US 30 Bypass	Sandy Blvd (US30B) (East of 162nd to 207th)	Widen roadway to provide 6-ft shoulders in three sections. Add guardrail at selected locations. Install traffic signal at 207th. Overlay pavement in needed segments	<input checked="" type="checkbox"/>	\$ 1,346,000		\$ 1,346,000
Washington	City of Forest Grove	JPACT	ORE 8	Forest Grove Highway 8 (Spur) Rehabilitation Project	Overlay pavement on Hwy 8 to prepare roadway for transfer to the city of Forest Grove.	<input checked="" type="checkbox"/>	\$ 2,525,422	50,000	\$ 2,475,422
Total Region 1							\$ 3,871,422	\$ 50,000	\$ 3,821,422
Region 3									
Jackson	ODOT	RVACT	ORE 66	OR 66: Siskiyou Blvd - South City Limits (Ashland)	Pave highway; Jurisdictional transfer of portion of project (0.76 miles, Siskiyou Blvd to railroad tracks) upon completion of project.	<input checked="" type="checkbox"/>	\$ 1,500,000		\$ 1,500,000
Total Region 3							\$ 1,500,000		\$ 1,500,000
Grand Total All Regions							\$ 5,371,422	\$ 50,000	\$ 5,321,422

**OREGON TRANSPORTATION INVESTMENT ACT II
Listing of State Bridge Projects Approved for Funding**

ODOT Region	County	Highway	Project Name	State Bridge Number	State Bridge Bond Score (SBBS)	Total Project Cost w/inflation	Bond \$ Needed	Notes	
3	Douglas	I-5	Sutherlin Creek & County Rd, I-5 SB	07628A	73.7	\$ 3,707,488	\$3,707,488	Insufficient load capacity	
3	Douglas	I-5	I-5 NB Over Wilbur-Umpqua Rd	07629B	73.5	\$ 1,666,242	\$1,666,242	Verified cracking	
3	Douglas	I-5	I-5 over OR 138 at Sutherlin	07565A	74.7	\$3,541,000	\$800,000	Verified cracking	
3	Douglas	I-5	Sutherlin Creek & County Rd, I-5 NB	07628	75.2	\$3,193,649	\$3,193,649	Verified cracking	
3	Douglas	I-5	I-5 over OR99 (Highway 234)	07714A	74.3	\$7,304,772	\$7,304,772	Verified cracking	
4	Wasco	I-84	I-84 (Hwy 2) Over US30 (Hwy 292) at The Dalles	08766	70.6	\$6,431,106	\$6,431,106	Verified cracking	
5	Umatilla	I-84	Umatilla River & UPRR & USRS Canal, I-84 EB	05209B	64.8	\$9,512,105	\$9,512,105	Verified cracking	
Total State Bridge Projects (73.5%)								\$32,615,362	

OREGON TRANSPORTATION INVESTMENT ACT II
Listing of Local Bridge Projects Approved for Funding

ODOT Region	City/County	Project Name	State Bridge Bond Score (SBBS)	Total Project Cost w/inflation	Leverage/Local Funding Provided	Bond \$ Needed	Total OTIA Funding Dollars	Notes
1	Multnomah County	Broadway Bridge Rehabilitation, Phase 7	Big Bridge NA	\$ 2,411,947		\$ 2,411,947	\$ 2,411,947	Supplements \$7 M in OTIA I for ongoing rehabilitation. Phase 7 (repainting above deck) will be combined with Phases 4, 5, and 6.
1	Washington County	Tualatin River Overflow (Rood Bridge Road)	51.9	\$ 5,120,954	\$ 393,000	\$ 4,727,954	\$ 7,139,901	OTIA will fund only portion of project; County will provide balance.
1	City - St. Helens	Milton Way Bridge Replacement	51.8	\$ 624,340		\$ 624,340	\$ 7,764,241	No project matching funds have been committed at the current time
5	Umatilla County	Dry Creek (Steen Road)	51.6	\$ 622,650	\$ 33,500	\$ 589,150	\$ 8,353,391	County will provide road approach work estimated at \$33,500
2	Tillamook County	Earl Bridge	50.8	\$ 145,772		\$ 145,772	\$ 8,499,163	Full capacity use will enhance ability for further business growth
5	Harney County	West Fork Silvies River (Greenhouse Lane)	50.5	\$ 480,123	\$ 36,100	\$ 444,023	\$ 8,943,186	County will provide road approach work estimated at \$36,100
5	Union County	Grande Ronde River (McKennon Lane)	50.2	\$ 1,694,296	\$ 21,600	\$ 1,672,696	\$ 10,615,882	County will provide road approach work estimated at \$21,600
4	Jefferson County	Trout Cr. Bridge (Gosner Road)	50.2	\$ 1,150,510	\$ 10,000	\$ 1,140,510	\$ 11,756,392	\$10,000 Work can begin as soon as Commission approval is received
Total Local Bridge Projects (26.5%)							\$ 11,756,392	