



**DATE:** March 6, 2013

**TO:** House Committee on Transportation and Economic Development

**FROM:** Paul Mather  
ODOT Highway Division Administrator

**SUBJECT:** SB 258-A—JTA Reallocation

## INTRODUCTION

Senate Bill 258-A makes three reallocations of funds within the Jobs and Transportation Act and directs the Oregon Transportation Commission (OTC) to make a fourth reallocation. The Oregon Department of Transportation supports passage of SB 258-A.

## 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-A:

- 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
- Directs 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

Two of the transfers made by the bill are for ODOT projects; 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 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.

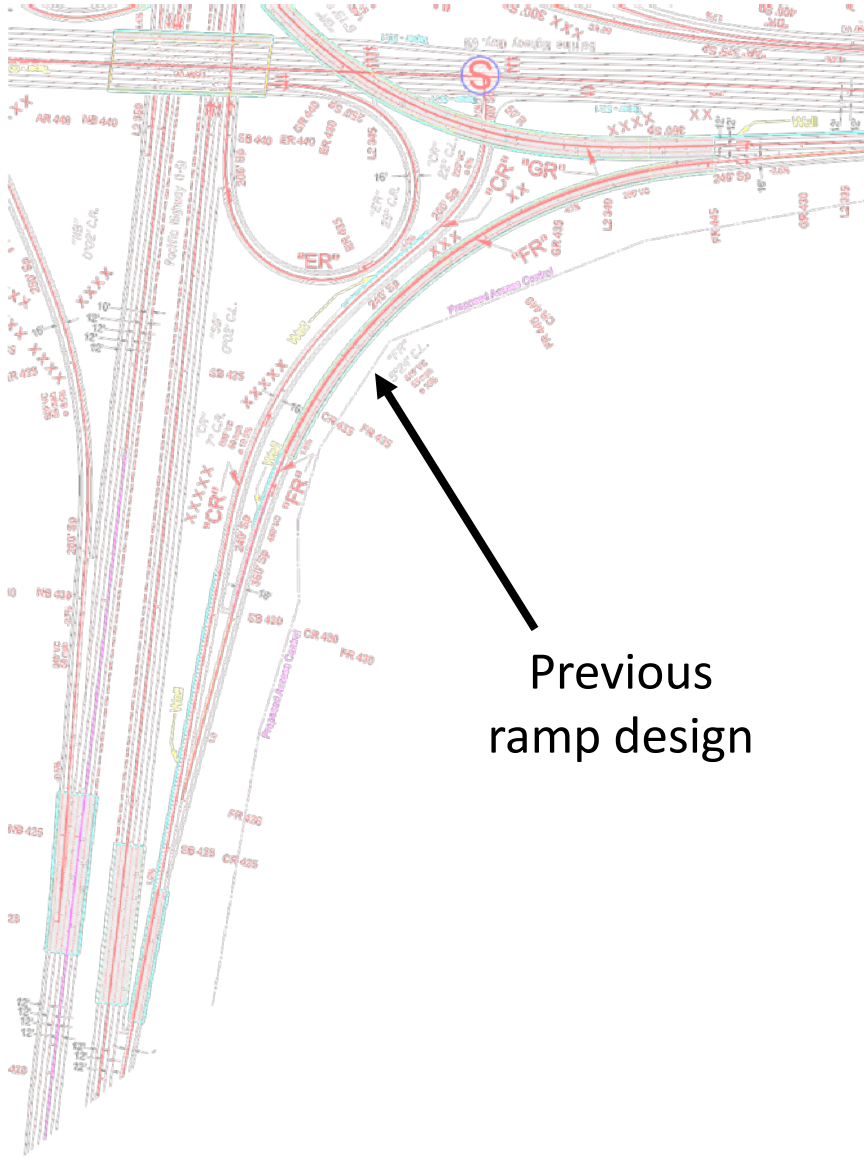
ODOT anticipates the U.S. 26/Glencoe Road project will have savings following completion of the project. While the bid for construction was lower than anticipated, construction is just beginning on the project, and it is too early to provide a certain amount. The state system portion of the U.S. 26 at 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**

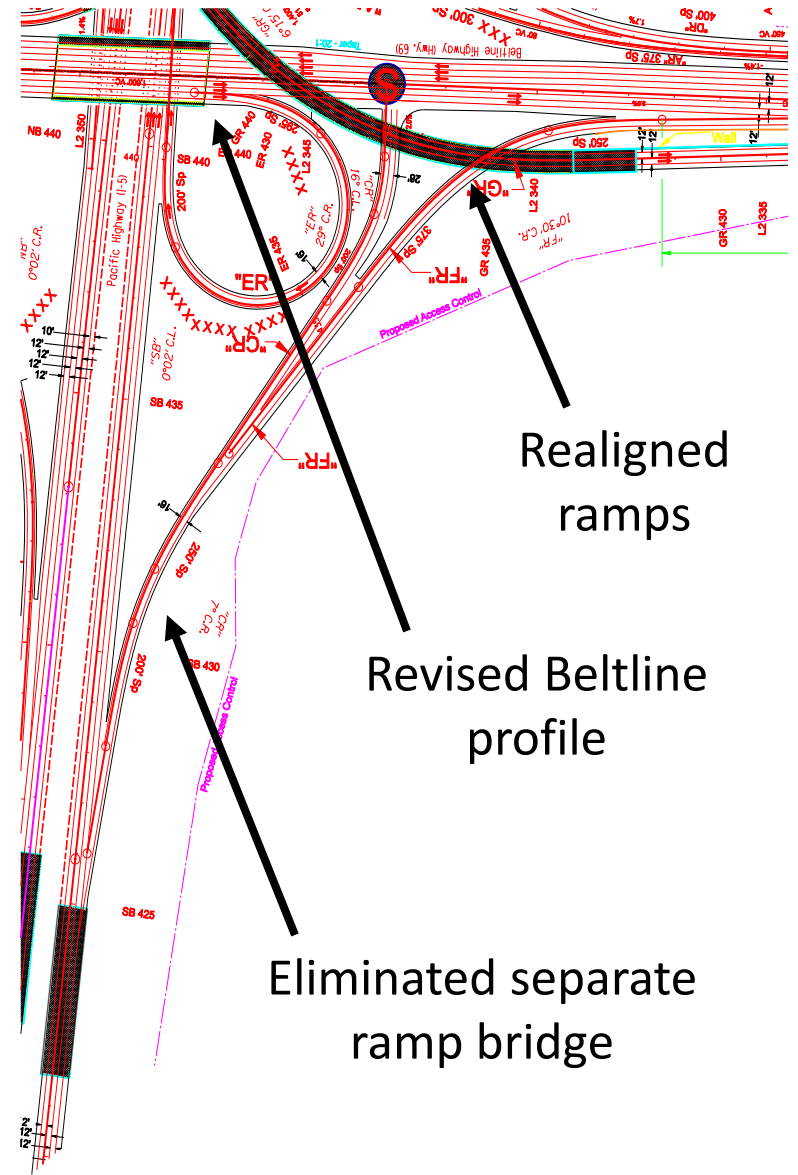
SB 258-A completes funding needed for the Woodburn Interchange project; ODOT supports its passage. The OTC will continue to make annual recommendation to the legislature about reallocating available JTA funds.

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