



**DATE:** February 17, 2016

**TO:** Senate Committee on Business and Transportation

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

**SUBJECT:** HB 4048 – Jobs and Transportation Act Reallocations

## INTRODUCTION

House Bill 4048 reallocates dollars between three projects identified in the 2009 Jobs and Transportation Act.

## 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.

ODOT is now more than six 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.

The 2012 Legislature passed Senate Bill 1543, requiring the Oregon Transportation Commission to 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.

## WHAT THE BILL DOES

The I-5 at OR 214 project (Woodburn interchange) is expected to have about \$7 million remaining when the project is fully closed out.

Since the project is substantially complete, HB 4048 reallocates \$3.5 million to the I-5 at Kuebler, Phase I project immediately. HB 4048 also authorizes the Oregon Transportation Commission to reallocate the remaining dollars when the project is fully closed out (expected to also be about \$3.5 million) to the OR 6 at US 101 project in Tillamook.

The reallocation and authorization were recommended by the Oregon Transportation Commission in its 2015 report to the legislature, and follow the legislature's previous practice of reallocating any unused dollars within the same ODOT region as originally allocated.

**SUMMARY**

HB 4048 reallocates dollars from the Woodburn interchange project to the I-5 at Kuebler, Phase I and the OR 6 at US 101 project in Tillamook. The reallocations were recommended by the Oregon Transportation Commission and follow previous practices by the legislature to keep the dollars in the same ODOT region as they were originally allocated.