

SENATE AMENDMENTS TO SENATE BILL 1543

By COMMITTEE ON BUSINESS, TRANSPORTATION AND ECONOMIC DEVELOPMENT

February 16

1 In line 2 of the printed bill, after the semicolon insert “creating new provisions; amending sec-
2 tion 64, chapter 865, Oregon Laws 2009;”.

3 Delete lines 4 through 25 and insert:

4 **“SECTION 1. On or before November 1 of each year, the Oregon Transportation Com-
5 mission shall submit a report to the interim legislative committees related to transportation
6 issues. The report must include the following components:**

7 **“(1) The amount of funding available for reallocation as a result of completion of the
8 transportation projects described in section 64, chapter 865, Oregon Laws 2009, for less than
9 the amounts originally allocated for the projects.**

10 **“(2) A list of transportation projects, ranked in order of priority by the commission, from
11 the list of projects described in section 64, chapter 865, Oregon Laws 2009, that require ad-
12 ditional funding to be completed.**

13 **“SECTION 2. Section 1 of this 2012 Act becomes operative on July 1, 2012.**

14 **“SECTION 3.** Section 64, chapter 865, Oregon Laws 2009, is amended to read:

15 **“Sec. 64.** (1) Proceeds of the bonds, as defined in ORS 367.010, authorized under ORS 367.620
16 (3)(c) may be used to finance all or any portion of the projects as listed in subsection (2) of this
17 section. The **Oregon Transportation** Commission shall determine the order of completion for the
18 projects listed in subsection (2) of this section.

19 **“(2) The following amounts are allocated for the projects listed below:**

20 **“** _____

- 21
- 22 (a) U.S. Highway 26 at the
- 23 Glencoe Road Interchange.....\$ 32 million
- 24 (b) Interstate 84 at the
- 25 257th Avenue Interchange\$ 24 million
- 26 (c) State Highway 212: Sunrise
- 27 Corridor, Phase I, Units 1,
- 28 2 and 3.....\$ 100 million
- 29 (d) U.S. Highway 26 at the Shute
- 30 Road Interchange, Phase I.....\$ 45 million
- 31 (e) Interstate 5 at the Interstate
- 32 205 Interchange\$ 11 million
- 33 (f) U.S. Highway 26: 185th Avenue
- 34 to Cornell Road\$ 20 million
- 35 (g) Interstate 205 and State

1	Highway 213 at the Washington	
2	Street Interchange	\$ 22 million
3	(h) Interstate 84 at the Hood	
4	River Interchange	\$ 10 million
5	(i) State Highway 43 at the	
6	Sellwood Bridge Interchange .	\$ 30 million
7	(j) State Highway 6 at U.S.	
8	Highway 101.....	\$ 27 million
9	(k) State Highway 99W: Newberg	
10	and Dundee Bypass, Phase I..	\$ 192 million
11	(L) Interstate 5 at the State Highway	
12	214 Interchange	\$ 43 million
13	(m) Interstate 5 at Beltline	
14	Highway, Units 3, 4, 5,	
15	6 and 7.....	\$ 80 million
16	(n) Beltline Highway at	
17	Delta Highway	\$ 2 million
18	(o) Interstate 5 at Kuebler	
19	Road, Phase I.....	\$ 15 million
20	(p) Interstate 5 at Kuebler	
21	Road, Phase II (Mill Creek)....	\$ 4 million
22	(q) State Highway 42, county	
23	line curves	\$ 10 million
24	(r) State Highway 62: Corridor	
25	Solution, Phase II.....	\$ 100 million
26	(s) Interstate 5 at the Fern Valley	
27	Road Interchange	\$ 25 million
28	(t) Interstate 5 Sutherlin	
29	truck climbing lanes.....	\$ 4.1 million
30	(u) Interstate 5 Sexton truck	
31	climbing lanes	\$ 10 million
32	(v) Interstate 84 at the U.S.	
33	Highway 97 Interchange.....	\$ 19 million
34	(w) U.S. Highway 97: Crooked	
35	River Bridge to Redmond.....	\$ 2 million
36	(x) State Highway 140:	
37	Klamath Falls to the Nevada	
38	state line	\$ 23 million
39	(y) Murphy Road at the U.S.	
40	Highway 97 Interchange.....	\$ 25 million
41	(z) U.S. Highway 97: Redmond	
42	reroute, Phase II	\$ 5 million
43	(aa) Chico Road reconstruction	
44	in Baker County.....	\$ 1 million
45	(bb) Chandler Lane reconstruction	

1	in Baker County.....\$	4.6 million
2	(cc) Interstate 84 Spring Creek	
3	climbing lane in	
4	Union County.....\$	5.7 million
5	(dd) Northwest Washington Avenue	
6	in Malheur County.....\$	4.5 million
7	(ee) Pierce Road improvements	
8	in Union County.....\$	5 million
9	(ff) State Highway 82 alternate route	
10	in Wallowa County.....\$	5 million
11	(gg) Westland Road in Umatilla	
12	County.....\$	1.1 million
13	(hh) State Highway 207 and State	
14	Highway 206 intersections.....\$	0.5 million
15	(ii) Vehicle chain-up areas east	
16	of Pendleton on Interstate	
17	84.....\$	4.7 million
18	(jj) Izee-Paulina Highway in	
19	Grant County.....\$	4.5 million
20	(kk) Monroe Street and U.S.	
21	Highway 20 Intersection	
22	in Harney County.....\$	0.9 million

23 “

24
 25 **“(3)(a) When the commission determines that the project described in subsection (2)(e)**
 26 **of this section is completed, the commission shall reallocate any amount remaining from the**
 27 **allocation made under subsection (2)(e) of this section to the project described in subsection**
 28 **(2)(b) of this section.**

29 **“(b) When the commission determines that the project described in subsection (2)(f) of**
 30 **this section is completed, the commission shall reallocate any amount remaining from the**
 31 **allocation made under subsection (2)(f) of this section to the project described in subsection**
 32 **(2)(d) of this section.**

33 “[3] (4) Prior to June 1, 2010, in addition to the projects listed in subsection (2) of this section,
 34 if projects are recommended to the Oregon Transportation Commission by the applicable local area
 35 commission on transportation after consultation with the local governments listed in this subsection,
 36 the Oregon Transportation Commission may also approve and allocate funds to the following local
 37 governments for projects approved by the commission in the following amounts:

38 “

39		
40	(a) Baker County.....\$	4.5 million
41	(b) Grant County.....\$	1.1 million
42	(c) Harney County.....\$	4.1 million
43	(d) Malheur County.....\$	5.8 million
44	(e) Union County.....\$	1.3 million
45	(f) Umatilla County.....\$	2.5 million

1	(g) City of Nyssa	\$	1 million
2	(h) City of Heppner	\$	3 million
3	(i) City of Milton-Freewater.....	\$	3 million
4	(j) City of Ontario	\$	1.2 million
5	(k) Port of Umatilla	\$	4.5 million
6	(L) Port of Morrow.....	\$	10.7 million

7 “

8
9 **“SECTION 4. Section 5 of this 2012 Act is added to and made a part of ORS chapter 776.**

10 **“SECTION 5. (1)(a) Except as provided in paragraph (b) of this subsection, a licensee or**
11 **trainee may not pilot a vessel on the Coos Bay bar pilotage ground or the Yaquina Bay bar**
12 **pilotage ground if the licensee or trainee, or an immediate family member of the licensee or**
13 **trainee, has any financial interest in a boat or equipment assisting the vessel in entering or**
14 **exiting the bay.**

15 **“(b) The Oregon Board of Maritime Pilots shall adopt rules allowing a licensee or trainee**
16 **who is prohibited from piloting a vessel under paragraph (a) of this subsection to pilot the**
17 **vessel in an emergency, and fixing rates for pilotage under this paragraph.**

18 **“(2) This section does not prohibit a licensee or trainee from piloting a vessel if the**
19 **licensee or trainee, or an immediate family member of the licensee or trainee, owns stock**
20 **in a corporation registered on a national securities exchange that owns boats or equipment**
21 **assisting ships on the Coos Bay bar pilotage ground or the Yaquina Bay bar pilotage ground.**

22 **“SECTION 6. (1) Section 5 of this 2012 Act becomes operative on January 1, 2013.**

23 **“(2) The Oregon Board of Maritime Pilots may take any action on or before the operative**
24 **date specified in subsection (1) of this section to enable the board to exercise, on and after**
25 **the operative date specified in subsection (1) of this section, all the duties, functions and**
26 **powers conferred on the board by section 5 of this 2012 Act.**

27 **“SECTION 7. This 2012 Act being necessary for the immediate preservation of the public**
28 **peace, health and safety, an emergency is declared to exist, and this 2012 Act takes effect**
29 **on its passage.”.**

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