

B-Engrossed
House Bill 2278

Ordered by the House June 6
Including House Amendments dated March 12 and June 6

Ordered printed by the Speaker pursuant to House Rule 12.00A (5). Pre-session filed (at the request of Governor Theodore R. Kulongoski for Department of Transportation)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

Authorizes issuance of lottery bonds for transportation projects funded from Multimodal Transportation Fund. Specifies allocation of lottery bond proceeds. Modifies elements Oregon Transportation Commission must consider when selecting projects to be funded with moneys from fund.

Requires, from July 1, 2007, to July 1, 2013, each recipient of moneys from fund to pay, in addition to any other fees or payments required for grants or loans from fund, specified percentage of recipient's total project costs to Department of Transportation. Directs department to use additional moneys received to conduct statewide multimodal study of transportation system.

Declares emergency, effective July 1, 2007.

A BILL FOR AN ACT

1
2 Relating to financing for transportation projects; creating new provisions; amending ORS 367.084;
3 and declaring an emergency.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1. (1) Pursuant to ORS 286.560 to 286.580, for the biennium beginning July 1,**
6 **2007, the State Treasurer may issue lottery bonds to finance grants and loans for transpor-**
7 **tation projects as provided in ORS 367.080 to 367.086.**

8 **(2) The use of lottery bond proceeds pursuant to this section is authorized based on the**
9 **following findings:**

10 **(a) There is an urgent need to improve and expand publicly owned and privately owned**
11 **transportation infrastructure to support economic development in this state.**

12 **(b) A safe, efficient and reliable transportation network supports the long-term economic**
13 **development and livability of this state. A multimodal network of air, rail, public transit,**
14 **highway and marine transportation moves people and goods efficiently.**

15 **(c) Local governments and private sector businesses often lack capital and the technical**
16 **capacity to undertake multimodal transportation projects.**

17 **(d) Public financial assistance can stimulate industrial growth and commercial enterprise**
18 **and promote employment opportunities in this state.**

19 **(e) Public investment in transportation infrastructure will create jobs and further eco-**
20 **nomic development in this state.**

21 **(3) The aggregate principal amount of lottery bonds issued pursuant to this section may**
22 **not exceed the sum of \$100 million plus an additional amount established by the State**
23 **Treasurer to pay bond-related costs. The State Treasurer may issue lottery bonds pursuant**

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 to this section only at the request of the Director of Transportation.

2 (4) The net proceeds of the lottery bonds issued pursuant to this section shall be depos-
3 ited in the Multimodal Transportation Fund established by ORS 367.080.

4 **SECTION 2.** (1) To the extent that proposed transportation projects meet the qualifica-
5 tions established by the Oregon Transportation Commission by rule, the commission shall
6 allocate at least 10 percent of the net proceeds of the lottery bonds authorized by section 1
7 of this 2007 Act to each region described in this section. For purposes of this section, the
8 regions are as follows:

9 (a) Region one consists of Clackamas, Columbia, Hood River, Multnomah and Washington
10 Counties.

11 (b) Region two consists of Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook
12 and Yamhill Counties.

13 (c) Region three consists of Coos, Curry, Douglas, Jackson and Josephine Counties.

14 (d) Region four consists of Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake,
15 Sherman, Wasco and Wheeler Counties.

16 (e) Region five consists of Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and
17 Wallowa Counties.

18 (2) In addition to any other fees or payments required for grants or loans from the
19 Multimodal Transportation Fund, between July 1, 2007, and July 1, 2013, each recipient of
20 moneys from the fund shall pay two percent of the recipient's total project costs to the De-
21 partment of Transportation. The department shall use the funds received under this sub-
22 section to conduct a statewide multimodal study of the transportation system. The study
23 shall include an assessment of the infrastructure, capacity demand and constraints, devel-
24 opment of criteria for strategic investments and return on investment and identification of
25 potential funding sources and strategies. The department may not use the funds received
26 under this subsection for any components of the study if the department has other available
27 and eligible funds.

28 **SECTION 3.** ORS 367.084 is amended to read:

29 367.084. (1) The Oregon Transportation Commission shall select transportation projects to be
30 funded with moneys in the Multimodal Transportation Fund established by ORS 367.080.

31 (2)(a) Prior to selecting aeronautic and airport transportation projects, the commission shall
32 solicit recommendations from the State Aviation Board.

33 (b) Prior to selecting freight transportation projects, the commission shall solicit recommen-
34 dations from the Freight Advisory Committee.

35 (c) Prior to selecting public transit and rail projects, the commission shall solicit recommen-
36 dations from its public transit and rail advisory committees.

37 (d) **Prior to selecting marine projects, the commission shall solicit recommendations**
38 **from the Economic and Community Development Department.**

39 (3) In selecting transportation projects the commission shall consider:

40 (a) Whether a proposed transportation project reduces transportation costs for Oregon busi-
41 nesses **or improves access to jobs and sources of labor;**

42 *[(b) Whether a proposed transportation project benefits or connects two or more modes of trans-*
43 *portation;]*

44 (b) **Whether a proposed transportation project results in an economic benefit to this**
45 **state;**

1 (c) Whether a proposed transportation project is a critical link [*in a statewide or regional*]
2 **connecting elements of Oregon's** transportation system that will measurably improve utilization
3 and efficiency of the system;

4 (d) How much of the cost of a proposed transportation project can be borne by the applicant for
5 the grant or loan **from any source other than the Multimodal Transportation Fund; and**

6 [*(e) Whether a proposed transportation project creates construction and permanent jobs in this*
7 *state; and*]

8 [*(f)*] (e) Whether a proposed transportation project is ready for construction.

9 **SECTION 4. This 2007 Act being necessary for the immediate preservation of the public**
10 **peace, health and safety, an emergency is declared to exist, and this 2007 Act takes effect**
11 **July 1, 2007.**

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