

**B-Engrossed**  
**Senate Bill 1543**

Ordered by the Senate February 28  
Including Senate Amendments dated February 16 and February 28

Printed pursuant to Senate Interim Rule 213.28 by order of the President of the Senate in conformance with pre-session filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Senate Interim Committee on Business, Transportation and Economic Development)

**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.

Requires Oregon Transportation Commission to make annual report to legislative committees about funding available for certain transportation projects.

Specifies transportation projects to which moneys remaining from completed transportation projects must be reallocated.

Prohibits maritime pilot licensee or trainee from piloting vessel on Coos Bay bar pilotage ground or Yaquina Bay bar pilotage ground if licensee or trainee, or family member of licensee or trainee, has financial interest in boat or equipment used to assist vessel in entering or exiting bay.

**Allocates, for biennium beginning July 1, 2011, moneys to Multnomah County for specified transportation projects. Increases biennial limitation on expenditures from fees, moneys or other revenues, including Miscellaneous Receipts and federal funds received as reimbursement from United States Department of Transportation, but excluding lottery funds and other federal funds, collected or received by Department of Transportation for purpose of making allocations.**

Declares emergency, effective on passage.

**A BILL FOR AN ACT**

1  
2 Relating to transportation; creating new provisions; amending section 64, chapter 865, Oregon Laws  
3 2009; limiting expenditures; and declaring an emergency.

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

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

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

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

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

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

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

20 (2) The following amounts are allocated for the projects listed below:

**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.

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(a)	U.S. Highway 26 at the Glencoe Road Interchange.....\$	32 million
(b)	Interstate 84 at the 257th Avenue Interchange.....\$	24 million
(c)	State Highway 212: Sunrise Corridor, Phase I, Units 1, 2 and 3.....\$	100 million
(d)	U.S. Highway 26 at the Shute Road Interchange, Phase I.....\$	45 million
(e)	Interstate 5 at the Interstate 205 Interchange.....\$	11 million
(f)	U.S. Highway 26: 185th Avenue to Cornell Road.....\$	20 million
(g)	Interstate 205 and State Highway 213 at the Washington Street Interchange.....\$	22 million
(h)	Interstate 84 at the Hood River Interchange.....\$	10 million
(i)	State Highway 43 at the Sellwood Bridge Interchange . \$	30 million
(j)	State Highway 6 at U.S. Highway 101.....\$	27 million
(k)	State Highway 99W: Newberg and Dundee Bypass, Phase I.. \$	192 million
(L)	Interstate 5 at the State Highway 214 Interchange.....\$	43 million
(m)	Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7.....\$	80 million
(n)	Beltline Highway at Delta Highway.....\$	2 million
(o)	Interstate 5 at Kuebler Road, Phase I.....\$	15 million
(p)	Interstate 5 at Kuebler Road, Phase II (Mill Creek)....\$	4 million
(q)	State Highway 42, county line curves.....\$	10 million
(r)	State Highway 62: Corridor Solution, Phase II.....\$	100 million
(s)	Interstate 5 at the Fern Valley Road Interchange.....\$	25 million
(t)	Interstate 5 Sutherlin truck climbing lanes.....\$	4.1 million

1	(u) Interstate 5 Sexton truck	
2	climbing lanes .....	\$ 10 million
3	(v) Interstate 84 at the U.S.	
4	Highway 97 Interchange.....	\$ 19 million
5	(w) U.S. Highway 97: Crooked	
6	River Bridge to Redmond.....	\$ 2 million
7	(x) State Highway 140:	
8	Klamath Falls to the Nevada	
9	state line .....	\$ 23 million
10	(y) Murphy Road at the U.S.	
11	Highway 97 Interchange.....	\$ 25 million
12	(z) U.S. Highway 97: Redmond	
13	reroute, Phase II .....	\$ 5 million
14	(aa) Chico Road reconstruction	
15	in Baker County .....	\$ 1 million
16	(bb) Chandler Lane reconstruction	
17	in Baker County .....	\$ 4.6 million
18	(cc) Interstate 84 Spring Creek	
19	climbing lane in	
20	Union County .....	\$ 5.7 million
21	(dd) Northwest Washington Avenue	
22	in Malheur County .....	\$ 4.5 million
23	(ee) Pierce Road improvements	
24	in Union County .....	\$ 5 million
25	(ff) State Highway 82 alternate route	
26	in Wallowa County .....	\$ 5 million
27	(gg) Westland Road in Umatilla	
28	County.....	\$ 1.1 million
29	(hh) State Highway 207 and State	
30	Highway 206 intersections.....	\$ 0.5 million
31	(ii) Vehicle chain-up areas east	
32	of Pendleton on Interstate	
33	84.....	\$ 4.7 million
34	(jj) Izee-Paulina Highway in	
35	Grant County .....	\$ 4.5 million
36	(kk) Monroe Street and U.S.	
37	Highway 20 Intersection	
38	in Harney County .....	\$ 0.9 million

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41 **(3)(a) When the commission determines that the project described in subsection (2)(e)**  
42 **of this section is completed, the commission shall reallocate any amount remaining from the**  
43 **allocation made under subsection (2)(e) of this section to the project described in subsection**  
44 **(2)(b) of this section.**

45 **(b) When the commission determines that the project described in subsection (2)(f) of**

**this section is completed, the commission shall reallocate any amount remaining from the allocation made under subsection (2)(f) of this section to the project described in subsection (2)(d) of this section.**

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

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11	(a) Baker County .....	\$ 4.5 million
12	(b) Grant County .....	\$ 1.1 million
13	(c) Harney County.....	\$ 4.1 million
14	(d) Malheur County.....	\$ 5.8 million
15	(e) Union County.....	\$ 1.3 million
16	(f) Umatilla County .....	\$ 2.5 million
17	(g) City of Nyssa .....	\$ 1 million
18	(h) City of Heppner.....	\$ 3 million
19	(i) City of Milton-Freewater.....	\$ 3 million
20	(j) City of Ontario .....	\$ 1.2 million
21	(k) Port of Umatilla .....	\$ 4.5 million
22	(L) Port of Morrow.....	\$ 10.7 million

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

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

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

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

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

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

**SECTION 7. (1) In addition to and not in lieu of any other allocation, there is allocated to Multnomah County, for the biennium beginning July 1, 2011, out of moneys described in section 2 (4), chapter 542, Oregon Laws 2011, the amount of \$5 million, which may be ex-**

1 **pended for the construction of State Highway 43 at the Sellwood Bridge Interchange.**

2 **(2) In addition to and not in lieu of any other allocation, there is allocated to Multnomah**  
3 **County, for the biennium beginning July 1, 2011, out of moneys described in section 2 (6),**  
4 **chapter 542, Oregon Laws 2011, the amount of \$9.5 million, which may be expended for**  
5 **project development and construction of Cornelius Pass Road.**

6 **SECTION 8. (1) Notwithstanding any other law limiting expenditures, the limitation on**  
7 **expenditures established by section 2 (4), chapter 542, Oregon Laws 2011, for the biennium**  
8 **beginning July 1, 2011, as the maximum limit for payment of expenses from fees, moneys or**  
9 **other revenues, including Miscellaneous Receipts and federal funds received as reimburse-**  
10 **ment from the United States Department of Transportation, but excluding lottery funds and**  
11 **federal funds not described in section 2, chapter 542, Oregon Laws 2011, collected or received**  
12 **by the Department of Transportation, is increased by \$5 million for the purposes set forth**  
13 **in section 7 (1) of this 2012 Act.**

14 **(2) Notwithstanding any other law limiting expenditures, the limitation on expenditures**  
15 **established by section 2 (6), chapter 542, Oregon Laws 2011, for the biennium beginning July**  
16 **1, 2011, as the maximum limit for payment of expenses from fees, moneys or other revenues,**  
17 **including Miscellaneous Receipts and federal funds received as reimbursement from the**  
18 **United States Department of Transportation, but excluding lottery funds and federal funds**  
19 **not described in section 2, chapter 542, Oregon Laws 2011, collected or received by the De-**  
20 **partment of Transportation, is increased by \$9.5 million for the purposes set forth in section**  
21 **7 (2) of this 2012 Act.**

22 **SECTION 9. This 2012 Act being necessary for the immediate preservation of the public**  
23 **peace, health and safety, an emergency is declared to exist, and this 2012 Act takes effect**  
24 **on its passage.**