

# Enrolled Senate Bill 258

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CHAPTER .....

## AN ACT

Relating to reallocation of moneys for transportation projects; amending section 64, chapter 865, Oregon Laws 2009; and declaring an emergency.

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

**SECTION 1.** Section 64, chapter 865, Oregon Laws 2009, as amended by section 3, chapter 55, Oregon Laws 2012, is amended to read:

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

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

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|---|----------------|
| (a) U.S. Highway 26 at the<br>Glencoe Road Interchange                              | \$ 32 million  |
| (b) Interstate 84 at the<br>257th Avenue Interchange                                | \$ 24 million  |
| (c) State Highway 212: Sunrise<br>Corridor, Phase I, Units 1,<br>2 and 3            | \$ 100 million |
| (d) U.S. Highway 26 at the Shute<br>Road Interchange, Phase I                       | \$ 45 million  |
| (e) Interstate 5 at the Interstate<br>205 Interchange                               | \$ 11 million  |
| (f) U.S. Highway 26: 185th Avenue<br>to Cornell Road                                | \$ 20 million  |
| (g) Interstate 205 and State<br>Highway 213 at the Washington<br>Street Interchange | \$ 22 million  |
| (h) Interstate 84 at the Hood<br>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] <b>\$ 53 million</b>
(m) Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7	[\$ 80 million] <b>\$ 70 million</b>
(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
(u) Interstate 5 Sexton truck climbing lanes	\$ 10 million
(v) Interstate 84 at the U.S. Highway 97 Interchange	\$ 19 million
(w) U.S. Highway 97: Crooked River Bridge to Redmond	\$ 2 million
(x) State Highway 140: Klamath Falls to the Nevada state line	\$ 23 million
(y) Murphy Road at the U.S. Highway 97 Interchange	\$ 25 million
(z) U.S. Highway 97: Redmond reroute, Phase II	\$ 5 million
(aa) Chico Road reconstruction in Baker County	[\$ 1 million] <b>\$ 621,083</b>
(bb) Chandler Lane reconstruction in Baker County	[\$ 4.6 million] <b>\$ 2,427,758</b>
(cc) Interstate 84 Spring Creek climbing lane in Union County	\$ 5.7 million
(dd) Northwest Washington Avenue in Malheur County	\$ 4.5 million
(ee) Pierce Road improvements in Union County	\$ 5 million

(ff) State Highway 82 alternate route in Wallowa County	\$ 5 million
(gg) Westland Road in Umatilla County	\$ 1.1 million
(hh) State Highway 207 and State Highway 206 intersections	\$ 0.5 million
(ii) Vehicle chain-up areas east of Pendleton on Interstate 84	\$ 4.7 million
(jj) Izee-Paulina Highway in Grant County	\$ 4.5 million
(kk) Monroe Street and U.S. Highway 20 Intersection in Harney County	\$ 0.9 million

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

(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.

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

(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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[(a) Baker County	\$ 4.5 million]
<b>(a) Baker County</b>	<b>\$ 7,051,159</b>
(b) Grant County	\$ 1.1 million
(c) Harney County	\$ 4.1 million
(d) Malheur County	\$ 5.8 million
(e) Union County	\$ 1.3 million
(f) Umatilla County	\$ 2.5 million
(g) City of Nyssa	\$ 1 million
(h) City of Heppner	\$ 3 million
(i) City of Milton-Freewater	\$ 3 million
(j) City of Ontario	\$ 1.2 million
(k) Port of Umatilla	\$ 4.5 million
(L) Port of Morrow	\$ 10.7 million

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**SECTION 2. This 2013 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2013 Act takes effect on its passage.**

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**Passed by Senate February 14, 2013**

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Robert Taylor, Secretary of Senate

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Peter Courtney, President of Senate

**Passed by House March 13, 2013**

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Tina Kotek, Speaker of House

**Received by Governor:**

.....M,....., 2013

**Approved:**

.....M,....., 2013

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John Kitzhaber, Governor

**Filed in Office of Secretary of State:**

.....M,....., 2013

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Kate Brown, Secretary of State