

A-Engrossed
Senate Bill 258

Ordered by the Senate February 11
Including Senate Amendments dated February 11

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.

Reallocates moneys for transportation projects.
Declares emergency, effective on passage.

A BILL FOR 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
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

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	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		\$ 53 million
14	(m) Interstate 5 at Beltline	
15	Highway, Units 3, 4, 5,	
16	6 and 7	[\$ 80 million]
17		\$ 70 million
18	(n) Beltline Highway at	
19	Delta Highway	\$ 2 million
20	(o) Interstate 5 at Kuebler	
21	Road, Phase I	\$ 15 million
22	(p) Interstate 5 at Kuebler	
23	Road, Phase II (Mill Creek)	\$ 4 million
24	(q) State Highway 42, county	
25	line curves	\$ 10 million
26	(r) State Highway 62: Corridor	
27	Solution, Phase II	\$ 100 million
28	(s) Interstate 5 at the Fern Valley	
29	Road Interchange	\$ 25 million
30	(t) Interstate 5 Sutherlin	
31	truck climbing lanes	\$ 4.1 million
32	(u) Interstate 5 Sexton truck	
33	climbing lanes	\$ 10 million
34	(v) Interstate 84 at the U.S.	
35	Highway 97 Interchange	\$ 19 million
36	(w) U.S. Highway 97: Crooked	
37	River Bridge to Redmond	\$ 2 million
38	(x) State Highway 140:	
39	Klamath Falls to the Nevada	
40	state line	\$ 23 million
41	(y) Murphy Road at the U.S.	
42	Highway 97 Interchange	\$ 25 million
43	(z) U.S. Highway 97: Redmond	
44	reroute, Phase II	\$ 5 million
45	(aa) Chico Road reconstruction	

1	in Baker County	[\$ 1 million]
2		\$ 621,083
3	(bb) Chandler Lane reconstruction	
4	in Baker County	[\$ 4.6 million]
5		\$ 2,427,758
6	(cc) Interstate 84 Spring Creek	
7	climbing lane in	
8	Union County	\$ 5.7 million
9	(dd) Northwest Washington Avenue	
10	in Malheur County	\$ 4.5 million
11	(ee) Pierce Road improvements	
12	in Union County	\$ 5 million
13	(ff) State Highway 82 alternate route	
14	in Wallowa County	\$ 5 million
15	(gg) Westland Road in Umatilla	
16	County	\$ 1.1 million
17	(hh) State Highway 207 and State	
18	Highway 206 intersections	\$ 0.5 million
19	(ii) Vehicle chain-up areas east	
20	of Pendleton on Interstate	
21	84	\$ 4.7 million
22	(jj) Izee-Paulina Highway in	
23	Grant County	\$ 4.5 million
24	(kk) Monroe Street and U.S.	
25	Highway 20 Intersection	
26	in Harney County	\$ 0.9 million

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

33 (b) When the commission determines that the project described in subsection (2)(f) of this section
34 is completed, the commission shall reallocate any amount remaining from the allocation made under
35 subsection (2)(f) of this section to the project described in subsection (2)(d) of this section.

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

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

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2	[(a) Baker County	\$	4.5 million]
3	(a) Baker County	\$	7,051,159
4	(b) Grant County	\$	1.1 million
5	(c) Harney County	\$	4.1 million
6	(d) Malheur County	\$	5.8 million
7	(e) Union County	\$	1.3 million
8	(f) Umatilla County	\$	2.5 million
9	(g) City of Nyssa	\$	1 million
10	(h) City of Heppner	\$	3 million
11	(i) City of Milton-Freewater	\$	3 million
12	(j) City of Ontario	\$	1.2 million
13	(k) Port of Umatilla	\$	4.5 million
14	(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.
