

Senate Bill 258

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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 **as introduced**.

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:

(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	

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	River Interchange	\$ 10 million
2	(i) State Highway 43 at the	
3	Sellwood Bridge Interchange	\$ 30 million
4	(j) State Highway 6 at U.S.	
5	Highway 101	\$ 27 million
6	(k) State Highway 99W: Newberg	
7	and Dundee Bypass, Phase I	\$ 192 million
8	(L) Interstate 5 at the State Highway	
9	214 Interchange	[\$ 43 million]
10		\$ 53 million
11	(m) Interstate 5 at Beltline	
12	Highway, Units 3, 4, 5,	
13	6 and 7	[\$ 80 million]
14		\$ 70 million
15	(n) Beltline Highway at	
16	Delta Highway	\$ 2 million
17	(o) Interstate 5 at Kuebler	
18	Road, Phase I	\$ 15 million
19	(p) Interstate 5 at Kuebler	
20	Road, Phase II (Mill Creek)	\$ 4 million
21	(q) State Highway 42, county	
22	line curves	\$ 10 million
23	(r) State Highway 62: Corridor	
24	Solution, Phase II	\$ 100 million
25	(s) Interstate 5 at the Fern Valley	
26	Road Interchange	\$ 25 million
27	(t) Interstate 5 Sutherlin	
28	truck climbing lanes	\$ 4.1 million
29	(u) Interstate 5 Sexton truck	
30	climbing lanes	\$ 10 million
31	(v) Interstate 84 at the U.S.	
32	Highway 97 Interchange	\$ 19 million
33	(w) U.S. Highway 97: Crooked	
34	River Bridge to Redmond	\$ 2 million
35	(x) State Highway 140:	
36	Klamath Falls to the Nevada	
37	state line	\$ 23 million
38	(y) Murphy Road at the U.S.	
39	Highway 97 Interchange	\$ 25 million
40	(z) U.S. Highway 97: Redmond	
41	reroute, Phase II	\$ 5 million
42	(aa) Chico Road reconstruction	
43	in Baker County	[\$ 1 million]
44		\$ 621,083
45	(bb) Chandler Lane reconstruction	

1	in Baker County	[<i>\$ 4.6 million</i>]
2		\$ 3.6 million
3	(cc) Interstate 84 Spring Creek	
4	climbing lane in	
5	Union County	\$ 5.7 million
6	(dd) Northwest Washington Avenue	
7	in Malheur County	\$ 4.5 million
8	(ee) Pierce Road improvements	
9	in Union County	\$ 5 million
10	(ff) State Highway 82 alternate route	
11	in Wallowa County	\$ 5 million
12	(gg) Westland Road in Umatilla	
13	County	\$ 1.1 million
14	(hh) State Highway 207 and State	
15	Highway 206 intersections	\$ 0.5 million
16	(ii) Vehicle chain-up areas east	
17	of Pendleton on Interstate	
18	84	\$ 4.7 million
19	(jj) Izee-Paulina Highway in	
20	Grant County	\$ 4.5 million
21	(kk) Monroe Street and U.S.	
22	Highway 20 Intersection	
23	in Harney County	\$ 0.9 million

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

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

33 (4) Prior to June 1, 2010, in addition to the projects listed in subsection (2) of this section, if
 34 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:

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40	<i>[(a) Baker County</i>	<i>\$ 4.5 million]</i>
41	(a) Baker County	\$ 5,878,917
42	(b) Grant County	\$ 1.1 million
43	(c) Harney County	\$ 4.1 million
44	(d) Malheur County	\$ 5.8 million
45	(e) Union County	\$ 1.3 million

1	(f) Umatilla County	\$	2.5 million
2	(g) City of Nyssa	\$	1 million
3	(h) City of Heppner	\$	3 million
4	(i) City of Milton-Freewater	\$	3 million
5	(j) City of Ontario	\$	1.2 million
6	(k) Port of Umatilla	\$	4.5 million
7	(L) Port of Morrow	\$	10.7 million

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

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