

# A-Engrossed Senate Bill 270

Ordered by the Senate February 26  
Including Senate Amendments dated February 26

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 Governor John A. Kitzhaber, M.D., 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.

Reallocates moneys for transportation projects listed in Oregon Jobs and Transportation Act of 2009.

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, and section 1, chapter 11, Oregon Laws 2013, 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		
	<i>[Glencoe Road Interchange.....</i>	<i>\$</i>	<i>32 million]</i>
	<b>Glencoe Road Interchange.....</b>	<b>\$</b>	<b>21 million</b>
(b)	Interstate 84 at the		
	<i>[257th Avenue Interchange.....</i>	<i>\$</i>	<i>24 million]</i>
	<b>257th Avenue Interchange.....</b>	<b>\$</b>	<b>27,669,288</b>
(c)	State Highway 212: Sunrise		
	Corridor, Phase I, Units 1,		
	2 and 3.....	<b>\$</b>	<b>100 million</b>
(d)	U.S. Highway 26 at the Shute		
	<i>[Road Interchange, Phase I.....</i>	<i>\$</i>	<i>45 million]</i>
	<b>Road Interchange, Phase I....</b>	<b>\$</b>	<b>53,947,687</b>
(e)	Interstate 5 at the Interstate		

**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	[205 Interchange .....	\$	11 million]
2	<b>205 Interchange .....</b>	<b>\$</b>	<b>7,330,712</b>
3	[(f) U.S. Highway 26: 185th Avenue]		
4	[to Cornell Road.....	\$	20 million]
5	<b>(f) U.S. Highway 26: Cornelius Pass</b>		
6	<b>Road to Cornell Road.....</b>	<b>\$</b>	<b>22,052,313</b>
7	(g) Interstate 205 and State		
8	Highway 213 at the Washington		
9	Street Interchange.....	\$	22 million
10	(h) Interstate 84 at the Hood		
11	River Interchange .....	\$	10 million
12	(i) State Highway 43 at the		
13	Sellwood Bridge Interchange .....	\$	30 million
14	(j) State Highway 6 at U.S.		
15	Highway 101.....	\$	27 million
16	(k) State Highway 99W: Newberg		
17	and Dundee Bypass, Phase I.....	\$	192 million
18	(L) Interstate 5 at the State Highway		
19	214 Interchange.....	\$	53 million
20	(m) Interstate 5 at Beltline		
21	Highway, Units 3, 4, 5,		
22	[6 and 7.....	\$	70 million]
23	<b>6 and 7.....</b>	<b>\$</b>	<b>64 million</b>
24	(n) Beltline Highway at		
25	[Delta Highway.....	\$	2 million]
26	<b>Delta Highway .....</b>	<b>\$</b>	<b>8 million</b>
27	(o) Interstate 5 at Kuebler		
28	Road, Phase I.....	\$	15 million
29	(p) Interstate 5 at Kuebler		
30	Road, Phase II (Mill Creek) .....	\$	4 million
31	(q) State Highway 42, county		
32	line curves.....	\$	10 million
33	(r) State Highway 62: Corridor		
34	Solution, Phase II .....	\$	100 million
35	(s) Interstate 5 at the Fern Valley		
36	Road Interchange.....	\$	25 million
37	(t) Interstate 5 Sutherlin		
38	truck climbing lanes.....	\$	4.1 million
39	(u) Interstate 5 Sexton truck		
40	climbing lanes.....	\$	10 million
41	(v) Interstate 84 at the U.S.		
42	Highway 97 Interchange .....	\$	19 million
43	(w) U.S. Highway 97: Crooked		
44	River Bridge to Redmond .....	\$	2 million
45	(x) State Highway 140:		

1	Klamath Falls to the Nevada		
2	state line.....	\$	23 million
3	(y) Murphy Road at the U.S.		
4	Highway 97 Interchange.....	\$	25 million
5	(z) U.S. Highway 97: Redmond		
6	reroute, Phase II.....	\$	5 million
7	(aa) Chico Road reconstruction		
8	in Baker County.....	\$	621,083
9	(bb) Chandler Lane reconstruction		
10	in Baker County.....	\$	2,427,758
11	(cc) Interstate 84 Spring Creek		
12	climbing lane in		
13	Union County.....	\$	5.7 million
14	(dd) Northwest Washington Avenue		
15	in Malheur County.....	\$	4.5 million
16	(ee) Pierce Road improvements		
17	in Union County.....	\$	5 million
18	(ff) State Highway 82 alternate route		
19	in Wallowa County.....	\$	5 million
20	(gg) Westland Road in Umatilla		
21	County.....	\$	1.1 million
22	(hh) State Highway 207 and State		
23	Highway 206 intersections.....	\$	0.5 million
24	(ii) Vehicle chain-up areas east		
25	of Pendleton on Interstate		
26	84.....	\$	4.7 million
27	(jj) Izee-Paulina Highway in		
28	Grant County.....	\$	4.5 million
29	(kk) Monroe Street and U.S.		
30	Highway 20 Intersection		
31	in Harney County.....	\$	0.9 million

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

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

40 *[(c)]* **(3)(a)** When the commission determines that the project described in subsection (2)(a) of this  
 41 section is completed, the commission shall reallocate any amount remaining from the allocation  
 42 made under subsection (2)(a) of this section to the project described in subsection (2)(d) of this sec-  
 43 tion.

44 **(b) When the commission determines that the project described in subsection (2)(d) of**  
 45 **this section is completed, the commission shall reallocate any amount remaining from the**

1 allocation made under subsection (2)(d) of this section to the project described in subsection  
2 (2)(f) of this section.

3 (c) When the commission determines that the project described in subsection (2)(m) of  
4 this section is completed, the commission shall reallocate any amount remaining from the  
5 allocation made under subsection (2)(m) of this section to the project described in subsection  
6 (2)(n) of this section.

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

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- 14 (a) Baker County .....\$ 7,051,159
- 15 (b) Grant County .....\$ 1.1 million
- 16 (c) Harney County.....\$ 4.1 million
- 17 (d) Malheur County.....\$ 5.8 million
- 18 (e) Union County .....\$ 1.3 million
- 19 (f) Umatilla County .....\$ 2.5 million
- 20 (g) City of Nyssa .....\$ 1 million
- 21 (h) City of Heppner.....\$ 3 million
- 22 (i) City of Milton-Freewater...\$ 3 million
- 23 (j) City of Ontario .....\$ 1.2 million
- 24 (k) Port of Umatilla .....\$ 4.5 million
- 25 (L) Port of Morrow.....\$ 10.7 million

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28 **SECTION 2. This 2015 Act being necessary for the immediate preservation of the public**  
29 **peace, health and safety, an emergency is declared to exist, and this 2015 Act takes effect**  
30 **on its passage.**

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