

Senate Bill 38

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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**.

Directs Oregon Transportation Commission to reallocate moneys for transportation projects under certain circumstances.

Declares emergency, effective on passage.

A BILL FOR AN ACT

Relating to reallocation of moneys for transportation projects; amending ORS 367.620 and 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, section 1, chapter 11, Oregon Laws 2013, section 1, chapter 344, Oregon Laws 2015, and section 1, chapter 38, Oregon Laws 2016, is amended to read:

Sec. 64. (1) Except as provided in subsection (3)(e)(A) of this section, 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	\$	21 million
(b) Interstate 84 at the 257th Avenue Interchange.....	\$	27,669,288
(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.....	\$	53,947,687
(e) Interstate 5 at the Interstate 205 Interchange.....	\$	7,330,712
(f) U.S. Highway 26: Cornelius Pass Road to Cornell Road	\$	22,052,313
(g) Interstate 205 and State Highway 213 at the Washington		

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	Street Interchange.....	\$	22 million
2	(h) Interstate 84 at the Hood		
3	River Interchange.....	\$	10 million
4	(i) State Highway 43 at the		
5	Sellwood Bridge Interchange..	\$	30 million
6	(j) State Highway 6 at U.S.		
7	Highway 101	\$	27 million
8	(k) State Highway 99W: Newberg		
9	and Dundee Bypass, Phase I...	\$	192 million
10	(L) Interstate 5 at the State		
11	Highway 214 Interchange	\$	49.5 million
12	(m) Interstate 5 at Beltline		
13	Highway, Units 3, 4, 5,		
14	6 and 7	\$	64 million
15	(n) Beltline Highway at		
16	Delta Highway	\$	8 million
17	(o) Interstate 5 at Kuebler		
18	Road, Phase I	\$	18.5 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		
26	Valley 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	\$	621,083
44	(bb) Chandler Lane reconstruction		
45	in Baker County	\$	2,427,758

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

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

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

31 (c) When the commission determines that the project described in subsection (2)(m) of this sec-
32 tion is completed, the commission shall reallocate any amount remaining from the allocation made
33 under subsection (2)(m) of this section to the project described in subsection (2)(n) of this section.

34 (d) When the commission determines that the project described in subsection (2)(L) of this sec-
35 tion is completed, the commission shall reallocate any amount remaining from the allocation made
36 under subsection (2)(L) of this section to the project described in subsection (2)(j) of this section.

37 **(e) Except as provided in paragraphs (a) to (d) of this subsection, when the commission**
38 **determines that a transportation project listed in subsection (2) of this section is complete,**
39 **the commission shall reallocate any amount remaining from the allocation for the completed**
40 **transportation project:**

41 **(A) To transportation projects selected by the commission that are not listed in sub-**
42 **section (2) of this section and that leverage federal grant funds; or**

43 **(B) To transportation projects listed in subsection (2) of this section that are located**
44 **within the same region as the completed transportation project. For purposes of this sub-**
45 **paragraph, the regions are as follows:**

1 (i) Region one consists of Clackamas, Hood River, Multnomah and Washington Counties.

2 (ii) Region two consists of Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk,
3 Tillamook and Yamhill Counties.

4 (iii) Region three consists of Coos, Curry, Douglas, Jackson and Josephine Counties.

5 (iv) Region four consists of Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake,
6 Sherman, Wasco and Wheeler Counties.

7 (v) Region five consists of Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and
8 Wallowa Counties.

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

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16	(a) Baker County \$ 7,051,159
17	(b) Grant County..... \$ 1.1 million
18	(c) Harney County..... \$ 4.1 million
19	(d) Malheur County..... \$ 5.8 million
20	(e) Union County \$ 1.3 million
21	(f) Umatilla County..... \$ 2.5 million
22	(g) City of Nyssa..... \$ 1 million
23	(h) City of Heppner \$ 3 million
24	(i) City of Milton-Freewater \$ 3 million
25	(j) City of Ontario..... \$ 1.2 million
26	(k) Port of Umatilla..... \$ 4.5 million
27	(L) Port of Morrow..... \$ 10.7 million
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29
30 **SECTION 2.** ORS 367.620 is amended to read:

31 367.620. (1) The principal amount of Highway User Tax Bonds issued under ORS 367.615 shall
32 be subject to the provisions of ORS 286A.035.

33 (2) Highway User Tax Bonds may be issued under ORS 367.615 for the purposes described in
34 ORS 367.622 in an aggregate principal amount sufficient to produce net proceeds of not more than
35 \$500 million.

36 (3)(a) Highway User Tax Bonds may be issued under ORS 367.615 for bridge purposes described
37 in section 10 (1), chapter 618, Oregon Laws 2003, in an aggregate principal amount sufficient to
38 produce net proceeds of not more than \$1.6 billion.

39 (b) Highway User Tax Bonds may be issued under ORS 367.615 for modernization purposes de-
40 scribed in sections 10 (2) and 11, chapter 618, Oregon Laws 2003, in an aggregate principal amount
41 sufficient to produce net proceeds of not more than \$300 million.

42 (c) Highway User Tax Bonds may be issued under ORS 367.615 for the purposes described in
43 section 64, chapter 865, Oregon Laws 2009, in an aggregate principal amount sufficient to produce
44 net proceeds of not more than \$840 million. The proceeds from bonds issued as described in this
45 paragraph that are not required for the purposes described in section 64, chapter 865, Oregon Laws

1 2009, shall be allocated to transportation projects, as defined in ORS 367.010[, *that are approved by*
2 *the Legislative Assembly by law*].

3 (d) The Department of Transportation, with the approval of the State Treasurer, may designate
4 the extent to which a series of bonds authorized under this subsection is secured and payable on a
5 parity of lien or on a subordinate basis to existing or future Highway User Tax Bonds.

6 **SECTION 3. This 2017 Act being necessary for the immediate preservation of the public**
7 **peace, health and safety, an emergency is declared to exist, and this 2017 Act takes effect**
8 **on its passage.**

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