

**REVENUE: Minimal revenue impact, no statement issued**

**FISCAL: Minimal fiscal impact, no statement issued**

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<b>Action:</b>	Do Pass as Amended, Be Printed Engrossed, and Be Referred to the Committee on Ways and Means
<b>Vote:</b>	6 - 0 - 0
<b>Yeas:</b>	Atkinson, Burdick, Edwards, Girod, Starr, Beyer
<b>Nays:</b>	0
<b>Exc.:</b>	0
<b>Prepared By:</b>	Patrick Brennan, Administrator
<b>Meeting Dates:</b>	2/7, 2/14

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**WHAT THE MEASURE DOES:** Directs the Oregon Transportation Commission to report annually to the legislative committees on transportation regarding funding available for transportation projects outlined in section 64 of House Bill 2001 (2009). Directs the Commission to reallocate any unspent balance from I-5/I-205 interchange project upon completion to I-84 interchange at 257<sup>th</sup> Avenue project. Directs the Commission to reallocate any unspent balance from U.S. Highway 26, 185<sup>th</sup> to Cornell Road project upon completion to U.S. 26 and Shute Road interchange project. Prohibits licensees and trainees from piloting a vessel on the Coos Bay bar pilotage ground or Yaquina Bay pilotage ground if the individual or an immediate family member has any financial interest in a boat or equipment assisting the vessel in entering or exiting the bay. Allows owning stock in a corporation registered on a national securities exchange that owns tugboats in operation on either pilotage ground. Directs the State Marine Board to adopt rules allowing prohibited individuals to pilot vessels in emergencies and to fix rates for doing so. Sets operative date for pilotage provisions on January 1, 2013. Declares an emergency, effective on passage.

**ISSUES DISCUSSED:**

- Provisions of amendments

**EFFECT OF COMMITTEE AMENDMENT:** Replaces the original measure.

**BACKGROUND:** House Bill 2001 (2009), also known as the Jobs and Transportation Act (JTA), instituted increases in motor vehicle fuel taxes (and corresponding weight-mile taxes) and vehicle title and registration fees to pay for state highway modernization and maintenance. The measure provided for the bonding of expected future revenues from these increases, and section 64 of the measure made specific allocations to 37 separate projects throughout the state. However, because these allocated amounts are statutory, there is currently no way to reallocate excess funds from a project that, upon completion, comes in under budget. Senate Bill 1543-A requires that the Oregon Department of Transportation provide an annual report to the Legislative Assembly outlining the moneys available for reallocation and a prioritized list of projects that require additional funding for completion. The measure also specifies that upon completion, any unspent balance from the Interstate 5/Interstate 205 interchange is to be reallocated to the Interstate 84 interchange project at 257<sup>th</sup> Avenue, and that any unspent balance from the U.S. Highway 26 project at 185<sup>th</sup> to Cornell Road is to be reallocated to the U.S. 26 and Shute Road interchange project.

Senate Bill 1543-A also prohibits licensees and trainees of the Oregon Board of Maritime Pilots who hold a financial interest in a boat or equipment assisting vessels entering or exiting Coos Bay or Yaquina Bay from piloting a vessel on the Coos Bay or Yaquina Bay pilotage ground. An exception is made for emergency situations.

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*This summary has not been adopted or officially endorsed by action of the committee.*