

**REVENUE IMPACT OF  
PROPOSED LEGISLATION**  
75th Oregon Legislative Assembly  
2009 Regular Session  
Legislative Revenue Office

<b>Bill Number:</b>	<b>SB 580-A</b>
<b>Revenue Area:</b>	Transportation Fees
<b>Economist:</b>	Mazen Malik
<b>Date:</b>	4/27/09

**Measure Description:**

Requires the Oregon Department of Transportation to make every effort to enter into inter-governmental agreements necessary to implement tolling on Interstate 5 & 205 highway bridges crossing the Columbia River. Directs ODOT to collaborate on development, by January 1, 2011, of a tolling rate structure that allows for congestion indexing.

**Revenue Impact:**

The impact of tolling on the new bridge can produce significant amounts of revenue in the coming years, however, the amounts to be recovered by tolling are yet to be determined. The estimated \$4.2 billion Columbia River Crossing project involves a number of agreements with federal agencies, the state of Washington and local governments in Washington and Oregon. Although ODOT has the authority to toll, Agreements concerning tolling and congestion prices would still be required.

**Impact Explanation:**

The measure requires ODOT to develop a toll rate structure that allows for transportation demand management and to submit the rate structure to the Oregon Transportation Commission by January 2011.

The toll rate structure required by the bill would not be specific to the Columbia River Crossing project. However, the \$4.2 billion Columbia River Crossing project involves a number of agreements with federal agencies, the state of Washington, local governments in Washington State, and with local governments in Oregon. Toll revenues have been anticipated as a component of the project financing costs. While there will be agreements specific to tolling, they are not additional agreements attributable to SB 580.

It is not clear how much of the costs are meant to be recovered or raised by tolling, and whether the tolls will continue after the construction is complete in order to recover maintenance and other costs. It is also likely that the toll schedule can be changed to account for congestion charges after paying for the project.

The states of Oregon and Washington must request approval from the federal government to toll the bridges across the Columbia River. The federal government pre-empts state or local government tolling on any highway built with federal funds, including interstate highways, but allows tolling to finance the replacement of bridges.

**Creates, Extends, or Expands Tax Expenditure:**      Yes  No