

REVENUE: Revenue statement issued

FISCAL: Minimal fiscal impact, no statement issued

Action:	Do Pass
Vote:	7 - 3 - 0
Yeas:	Bailey, Bentz, Berger, Boone, Edwards D., Gilman, Schaufler
Nays:	Kahl, Weidner, Beyer
Exc.:	0
Prepared By:	Patrick Brennan, Administrator
Meeting Dates:	5/18, 5/27

WHAT THE MEASURE DOES: Directs the Department of Transportation to collaborate with other governmental entities to implement tolling on the I-5 and I-205 bridges that cross the Columbia River. Directs the department to develop a rate structure that allows for congestion price indexing and to submit the rate structure to the Oregon Transportation Commission by January 1, 2011.

ISSUES DISCUSSED:

- Ongoing joint effort with federal government, State of Washington and local governments
- Potential impact of crossing project on construction trades
- Impact of tolling on traffic congestion
- Proposed amendments to measure
- Washington legislation requiring tolling study

EFFECT OF COMMITTEE AMENDMENT: No amendment.

BACKGROUND: The Columbia River Crossing (CRC) project is studying a replacement to the existing Interstate 5 bridge over the Columbia River to relieve congestion, improve safety and freight mobility and to increase travel options on the interstate while meeting the needs of nearby communities. The CRC is a bridge, transit and highway improvement project spanning five miles of I-5 from State Route 500 in Vancouver, Washington, to Columbia Boulevard in Portland. In July 2008, local project partners selected as the Locally Preferred Alternative (LPA) a 12-lane replacement bridge with light rail, pedestrian and bicycle lanes. The current preliminary capital cost estimate of implementing the LPA is between \$3.1 and \$4.2 billion, measured in year-of-expenditure dollars; design and construction are scheduled to take place between 2010 and 2017.

The Oregon and Washington departments of transportation (ODOT and WASHDOT, respectively) anticipate that tolling will need to be part of any funding plan for the CRC project. Several factors will be taken into account when determining the exact cost of the toll, including the cost of the approved project, the amount of revenue provided by other sources, the types of activities funded by the toll, and public opinion. The Draft Environmental Impact Statement analyzed four different "build" alternatives with sample toll amounts for study purposes only, allowing for potential revenue and traffic reduction estimation. The one-way toll amounts, measured in 2017 dollars (when the bridge is scheduled to open) ranged from \$1.31 to \$3.28, with vehicles traveling during non-peak hours paying a lower toll.

Senate Bill 580-A directs ODOT to collaborate with other governmental units at the state, federal and local level to implement tolling on I-5 and I-205 bridges spanning the Columbia River. The department is to submit a proposed rate structure that includes congestion pricing to the Oregon Transportation Commission by January 1, 2011.

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