

**75th OREGON LEGISLATIVE ASSEMBLY - 2009 Regular Session**  
**STAFF MEASURE SUMMARY**  
**Senate Committee on Business and Transportation**

**MEASURE: SB 580 A**  
**CARRIER: Sen. Starr**

**REVENUE: Revenue statement issued**

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

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<b>Action:</b>	Do Pass as Amended, Be Printed Engrossed, and Rescind the Subsequent Referral to the Joint Committee on Ways and Means
<b>Vote:</b>	4 - 0 - 1
<b>Yeas:</b>	George, Schrader, Starr, Metsger
<b>Nays:</b>	-
<b>Exc.:</b>	Verger
<b>Prepared By:</b>	Jim Stembridge, Administrator
<b>Meeting Dates:</b>	4/15, 4/22

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**WHAT THE MEASURE DOES:** Requires the Oregon Department of Transportation (ODOT) to make every effort to enter into inter-governmental agreements necessary to implement tolling on Interstate 5 and 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.

**ISSUES DISCUSSED:**

- Flexible financing, including pre-construction tolling
- Meetings with Congressional delegation
- Need for collaborative process and possible agreements with State of Washington and federal government
- Job creation
- Freight mobility, safety, traffic congestion, environmental, incident response
- Project alternatives, impact statements, and construction timeline
- I-205 corridor, and other peripheral highways
- Marketplace pricing, peak-hour tolls, and “sweet-spot” goal of 50 miles-per-hour

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

**BACKGROUND:** The Columbia River Crossing is described as a five-mile-long bridge, transit and highway improvement project for Interstate-5 connecting Vancouver, Washington with Portland, Oregon. According to the Oregon Department of Transportation, the project is designed to improve conditions on I-5 by: preventing combined northbound and southbound congestion; providing reliable high capacity transit service; improving safety on the I-5 bridge and highway; moving goods more efficiently; and providing safe and direct access across the Columbia River for pedestrians and bicyclists.

The total preliminary capital cost estimates for the project alternatives are \$3.1 billion to \$4.2 billion; design and construction are projected for 2010–2017.

4/28/2009 8:55:00 AM

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