

ASSOCIATION OF UNIT OWNERS OF RIVERHOUSE (aka RIVERHOUSE)  
685 N. Tomahawk Island Drive  
Portland, Oregon 97217

The Joint Committee on the I-5 Bridge Replacement Project  
Salem, OR 97301

February 11, 2013

Subject: HB 2800, Interstate 5 Bridge Replacement Project

Dear Senator Lee Beyer, Co-Chair,  
Senator Bruce Starr, Co-Chair,  
Representative Cliff Bentz-, CXo-Chair,  
Representative Tobias Read, Co-Chair, and  
Members of the Joint Committee:

I am the Riverhouse Representative (49 condominium owners) to the Hayden Island neighborhood Association of HINooN. I serve on various committees and participate on the CRC#Community Oversight and Review committee (CRC#COR).

My comments for today's hearing are based on information available to us as of this date and do not constitute our final decision concerning any action with respect to the CRC project.

The following comments on HB 2800 are offered:

- Much of the HB 2800 , particularly Section 7 thru Section 10 address the issue of Tolls and Tolling. The purpose of tolling seems to be many. Among them: meeting debt serve requirements; paying for maintenance and project operation; and, fund any repair services and reserves.
- Section 2 states it is in the interest of the State of Oregon to undertake the bridge replacement project to include "*(4) Multimodel improvements to facilitate travel in the bistate corridor.*" Implicit in this provision is that it would include light rail as published in the local newspapers quoting various public officials.

The concern is, if light rail is successful in relieving vehicular traffic in the bistate corridor, where does the replacement revenue to come from to make up the shortfall from decreased tolls? Possibly increased toll fees? Additional State or local taxes? Where?

- Section 10 (3) (a) thru (c), exempts certain vehicles from tolling, or provides for reduced tolling to government institutions or “...members of a category of persons eligible by the commission...”

It is suggested that the residents of Hayden Island be exempt from tolling along with emergency vehicles on an emergency call.

- Section 9 (4) defines “Private entity” raising the concern that tolling rights might be sold to a private entity to allow the collections of tolls to be privatized by a foreign or domestic entity.

This should be discouraged.

- Section 16 (2) (b) states that the rules shall require consideration of “the probable impact of the proposed tollway project on local environmental, aesthetic and economic conditions on the economy and on the economy of the state in general.”

Hayden Island has been subjected to an OLCC and OSL policy of saturation licensing of liquor and video machine operations. It has resulted in the Hayden Island neighborhood experiencing a degradation of its community livability. Crime statistics have increased, diverting local police resources to solve and monitor a state government induced problem in what has been labeled Lottery Row located in the shadow of the expected bridge footprint. The community believes it to be caused by the protracted time involved in the CRC process. It is suggested that the October 24, 2011 letter sent to Ms. Heather Wills, CRC Environmental Manager, be reviewed on behalf of the Hayden Island Community, both business and residents, needs related to the CRC Project.

#### **CONCLUSION:**

Based on information available as of this date, we encourage continued efforts to build this project in a single phase, with a reduced Hayden Island footprint and at a cost that reduces taxpayers impact in meeting the debt service requirements for this project.

It is appropriate for the footprint of this project to be conducive to a healthy Hayden Island community. And if there is to be a toll, it must be in an amount that does not overburden other alternative bridge facilities.

Sincerely,

Martin G. Slapikas  
Riverhouse Representative to HINooN

Cc: Ron Schmidt, Chairman, HINooN  
Marianne Thompson, Chair, Riverhouse

