

REVENUE: Revenue statement issued

FISCAL: Fiscal statement issued

Action:	Do Pass as Amended, Be Printed Engrossed, and Be Referred to the Committee on Ways and Means
Vote:	6 - 4 - 0
Yeas:	Doherty, Gorsek, Lively, McKeown, Nathanson, Read
Nays:	Bentz, Cameron, Davis, Parrish
Exc.:	0
Prepared By:	Patrick Brennan, Administrator
Meeting Dates:	2/12, 2/13

WHAT THE MEASURE DOES: Amends Chapter 4, Oregon Laws 2013 to clarify total cost of Interstate 5 (I-5) bridge replacement project, excluding I-5 improvements and interchange improvements north of State Route 14 in Washington, may not exceed \$2.9 billion. Amends Chapter 4, Oregon Laws 2013 to delete reference to State of Washington regarding payment of bond costs for project and to revise conditions under which Oregon Department of Transportation (ODOT) may request State Treasurer issue bonds to finance project. Authorizes issuance of \$125 million in bonds to pay costs associated with right of way acquisition once certain conditions are met. Specifies penalties for failure to pay toll for using I-5 bridge. Designates as Class B violation knowingly operating or permitting operation of vehicle on tollway if vehicle owner owes toll for previous use of tollway or owes civil penalty or administrative fee related to failure to pay toll. Authorizes issuance of citation by mail for failure to pay toll or for knowingly operating or permitting operation of vehicle on tollway under certain circumstances. Requires ODOT to seek and secure intergovernmental agreement with State of Washington for tolling and collection of tolls. Authorizes immobilization or impoundment of vehicle in response to final order issued under either violation. Specifies studies to be conducted by ODOT in relation to project. Directs Oregon Transportation Commission to establish Mobility Council to provide input on active management of mobility for all modes of transportation using I-5 and Interstate 205 bridges, including management of potential diversion to Interstate 205. Exempts interstate bridges operated by another state or by local government of another state from property tax in Oregon if other state provides similar exemption for interstate bridges operated by State of Oregon or local government in Oregon, retroactive to January 1, 2008. Declares emergency, effective upon passage.

ISSUES DISCUSSED:

- History of the I-5 bridge replacement project
- Comparison of measure to House Bill 2800 (2013)
- Oregon-only project compared to Oregon-Washington project
- Bi-state legal agreements required for project
- Toll rate setting and toll collection
- Failure to enact enabling legislation for project by Washington Legislature
- Economic impact of project
- Environmental impact of project
- Traffic diversion projections
- Project financing and financial viability
- Likelihood of federal funding to help cover project costs
- Alternatives to proposed bridge replacement project
- Costs of congestion in bridge influence area
- Seismic risks

EFFECT OF COMMITTEE AMENDMENT: Replaces original measure.

2/14/2014 8:51:00 AM

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

BACKGROUND: The Interstate 5 bridge replacement project is a bridge, transit, highway, bicycle, and pedestrian improvement project originally proposed by the Oregon Department of Transportation (ODOT), the Washington State Department of Transportation (WSDOT), and federal and local agencies. The project proposes to replace the existing two highway spans on Interstate 5 across the Columbia River with two new spans, along with new interchanges on both the Oregon and Washington sides of the river and extension of light rail public transit into Vancouver, Washington.

Following passage of House Bill 2800 (2013), authorizing Oregon's participation in and funding for the project, the State of Washington failed to enact legislation to authorize funding. Since that time, the project has been revised to focus on a segment of the I-5 corridor, beginning at the State Route 14 interchange in south Vancouver and extending to just north of Columbia Boulevard in north Portland. The project's stated intent is to improve safety, reduce traffic congestion, increase mobility of motorists, freight traffic, transit riders, bicyclists and pedestrians, and to mitigate seismic risks.