

**SB 1021 A STAFF MEASURE SUMMARY**

**Joint Committee On Transportation**

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**Action Date:** 05/20/19

**Action:** Do pass with amendments. Refer to Ways and Means by prior reference. (Printed A-Eng).

**Senate Vote**

**Yeas:** 5 - Bentz, Beyer, Boquist, Frederick, Gelser

**House Vote**

**Yeas:** 7 - Evans, Findley, Lewis, McKeown, McLain, Noble, Witt

**Fiscal:** Fiscal impact issued

**Revenue:** No revenue impact

**Prepared By:** Patrick Brennan, LPRO Analyst

**Meeting Dates:** 5/15, 5/20

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**WHAT THE MEASURE DOES:**

Directs Department of Transportation to study design, cost, and preliminary engineering of Interstate 5 Boone Bridge project, and report to the Legislative Assembly by February 1, 2021. Allocates \$3.5 million from General Fund to Department to conduct study and preliminary engineering. Declares emergency, effective on passage.

**ISSUES DISCUSSED:**

- Congestion at Boone Bridge is an economic barrier and safety hazard
- Seismic risk associated with Boone Bridge

**EFFECT OF AMENDMENT:**

Replaces the measure.

**BACKGROUND:**

In 2018, the Oregon Department of Transportation (ODOT) adopted the I-5 Wilsonville Facility Plan, which outlined issues regarding congestion, plans to improve the system, and implementation recommendations. This region of I-5 is a primary route for regional, interstate, and international freight movement and connects the rest of the state to the Portland metropolitan area. The plan identified a bottleneck on I-5 southbound in the City of Wilsonville and that the Boone Bridge requires seismic upgrades. It is estimated that over 129,000 vehicles per day pass through Wilsonville on I-5, 62,000 vehicles cross the Boone Bridge going south, and between 2011 and 2015 there were 148 automobile accidents on this segment of the highway. Interstate 5 is considered a critical route for Oregon emergency response and is classified as a Tier 1 Seismic Lifeline route. ODOT performed a Phase 1 retrofit to the Boone Bridge in 1998 but the bridge will require a Phase II seismic retrofit to meet current standards.

Senate Bill 1021-A allocates \$3.5 million to the Oregon Department of Transportation to study the design, cost, and preliminary engineering of seismic upgrades and auxiliary lanes on the Boone Bridge.