

**FISCAL IMPACT OF PROPOSED LEGISLATION**

**Measure: HB 2099 - 10**

82nd Oregon Legislative Assembly – 2023 Regular Session

Legislative Fiscal Office

*Only Impacts on Original or Engrossed Versions are Considered Official*

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**Measure Description:**

Sets maximum cost of the Interstate 5 Bridge Replacement Project at \$6.3 billion over four biennia adjusted for inflation.

**Government Unit(s) Affected:**

Department of Administrative Services, Department of Transportation, Cities, Counties, Metro

**Summary of Fiscal Impact:**

Costs related to the measure are indeterminate but anticipated to be minimal at this time - See explanatory analysis.

**Analysis:** The measure caps the total cost of the Interstate 5 Bridge Replacement Project at \$6.3 billion adjusted for inflation each year beginning in 2025; establishes the legislative intent to provide \$1 billion in Article XI, Section 7 General Obligations (GO) bonds over the next four biennia to be repaid with General Fund resources; and establishes legislative intent that any federal or toll revenue must be used to fund the project directly or to lower or repay amounts borrowed for the project. While the measure establishes a limit on project costs, it does not provide GO bond authorization or appropriate funding for the project. The measure also permits the Oregon Department of Transportation (ODOT) to act or undertake an analysis to determine the most appropriate delivery model for the project, if necessary, to secure federal funds to finance a portion of the project. The measure takes effect on the 91st day after the Legislative Assembly adjourns sine die.

The fiscal impact of the measure is indeterminate because of the potential commitment to authorize General Fund supported GO bonds over the next four biennia. Issuance of bonds includes the associated cost of issuance and General Fund debt service, which would be estimated at the time of authorization. The measure otherwise has a minimal fiscal impact on ODOT and the Department of Administrative Services. The measure has no fiscal impact on cities, counties, and Metro.