

## HB 2098 -4, -7 STAFF MEASURE SUMMARY

### Joint Committee On Transportation

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

**Meeting Dates:** 4/20, 4/27, 5/4, 5/18

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#### WHAT THE MEASURE DOES:

*Please refer to "Effect of Amendment" section below.*

#### ISSUES DISCUSSED:

- Project's importance to regional economy
- Transit options for project
- Opportunity for significant federal investment
- Environmental impacts of traffic and traffic congestion
- Cost estimates for project
- Adding road lanes and "induced demand"
- Freight mobility
- Effect of proposed amendments
- Project labor agreements
- Tolls for project and in general
- Alternatives for funding and financing
- Active transportation opportunities on current bridge and proposed replacement
- Impact of project on surrounding communities

#### EFFECT OF AMENDMENT:

-4 Replaces the original measure. Sets maximum cost of Interstate 5 Bridge Replacement Project at \$6.3 billion and allows for adjusting maximum cost for inflation beginning January 2025 . States legislative intent to support the project through investment of \$1 billion over next four biennia through issuance of general obligation bonds authorized under Article XI, section 7 of the Oregon Constitution, to be repaid by General Fund obligations. Directs that moneys from toll revenues or from the federal government be used to directly fund the project; repay other borrowings for the project; or b pledged to lower the cost of other borrowings for the project. Directs Department of Transportation to report annually by February 1 regarding progress of the project until January 2041. Adds requirements for biennial Highway Cost Allocation Study and requires Department of Administrative Services to prepare and submit a report with analysis of at least the three most recent iterations of the Study to the Joint Committee on Transportation by September 15 2024. Reiterates legislative intent to fully fund the Interstate 5 Rose Quarter Project during the 2024 and 2025 legislative sessions. Adds requirement for recommendations for legislation to required report on alternative fuel vehicles required by House Bill 2017 (2017). Directs the Joint Committee on Transportation to study the adequacy of funding provided by House Bill 2017 (2017) and complete the study by September 15, 2024. Repeals sections of House Bill 2800 (2013). Adds emergency clause.

***FIS: Indeterminate fiscal impact on measure w/the -4 amendment***

***RIS: Revenue impact statement issued on measure w/the -4 amendment***

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borrowings for the project; or be pledged to lower the cost of other borrowings for the project. Permits Department of Transportation to take action or undertake analysis to determine most appropriate delivery model for project if necessary to secure federal funds to finance a portion of project. Repeals sections of House Bill 2800 (2013). Adds emergency clause.

***FIS: Indeterminate fiscal impact on measure w/the -7 amendment***

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**BACKGROUND:**

The Interstate 5 bridge over the Columbia River is one of two bridges that connects the Portland metropolitan area with the City of Vancouver in Washington, along with the Glenn Jackson Bridge that carries Interstate 205. The facility is comprised of two separate spans; the northbound span was constructed in 1917 and originally carried two-way traffic; the southbound span was added in 1958. Each span currently carries three lanes of automobile traffic, and includes a narrow pedestrian walkway. Both also include a lift span designed to allow larger vessels to cross below the bridge, with a few hundred crossings occurring annually.

In 1999, the Oregon Department of Transportation and the Washington State Department of Transportation initiated a feasibility and needs assessment for the Interstate 5 corridor, followed by the governors of both states appointing a 26-member I-5 Transportation and Trade Partnership Task Force the following year. The task force recommended a series of improvements, including mass transit service, improved vehicle and transit capacity, bi-state land use accord, and transportation demand and system management. A 39-member Columbia River Crossing Task Force was then appointed to identify specific problems and possible solutions. That group's purpose and need statement identified six specific problems: growing travel demand and congestion; impaired freight mobility; limited public transportation operation, connectivity, and reliability; traffic safety; substandard bicycle and pedestrian facilities; and seismic vulnerability.

After two years of separate legislative work on both sides of the river, both Oregon and Washington brought legislation in 2013 to fund a replacement bridge. While the Oregon Legislative Assembly enacted House Bill 2800, the Washington State Legislature did not enact legislation, causing the project to come to a halt. The process was restarted in 2017 when Washington enacted legislation to create a bi-state committee to shepherd development of a new proposal, eventually resulting in two separate committees joining together in a series of meetings over the next three years to oversee the development.

House Bill 2098, with the -2 amendment, proposes to fund Oregon's share of the cost of a replacement Interstate 5 Bridge over the Columbia River through issuance of general obligation bonds over the next four biennia. The measure also includes reporting requirements, adjustments to the biennial Highway Cost Allocation Study, and further commitment to fund the Interstate 5 Rose Quarter Project in 2024 and 2025.