

SB 1021 -1 STAFF MEASURE SUMMARY

Joint Committee On Transportation

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Sub-Referral To: Joint Committee On Ways and Means

Meeting Dates: 5/15, 5/20

WHAT THE MEASURE DOES:

Mandates Department of Transportation to add an auxiliary lane on Interstate 5 across from Boone Bridge and make seismic improvements to Boone Bridge.

ISSUES DISCUSSED:

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

EFFECT OF AMENDMENT:

-1 Replaces original measure. Directs Department of Transportation to study design, cost, and preliminary engineering of Interstate 5 Boone Bridge project. Allocates \$3.5 million from General Fund to Department of Transportation to conduct study and preliminary engineering. Declares emergency, effective on passage.

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 the I-5 is a primary route for regional, interstate, and international freight movement and connects the rest of the state to the Portland Metro. The plan has identified a bottleneck on I-5 southbound in the City of Wilsonville and 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. The I-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 directs the Department of Transportation add a south auxiliary lane on Interstate 5 near the City of Wilsonville and make seismic improvements to Boone Bridge.