



Legislative Fiscal Office
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Bill Title: Relating to the interstate bridge replacement program.

Government Unit(s) Affected: Department of Administrative Services, State Treasurer, Debt Management, Bonding, Department of Transportation, Judicial Department

Summary of Fiscal Impact

Costs related to the measure are anticipated to be minimal - see explanatory analysis.

Measure Description

The measure updates the Interstate 5 bridge replacement statutes, including those related to tolling and bonding. The measure permits the Oregon Transportation Commission (OTC) to enter into agreements with Washington State relating to the bridge replacement project. Toll revenues from the project may only be used for highway purposes. The measure also stipulates toll revenues are not subject to ORS 295.001 to 295.108 which relate to deposits of public funds and securities, as long as any revenues are fully collateralized in accordance with potential agreements with the State of Washington, subject to approval by the State Treasurer. The measure retains the requirement that tolls may only be set by the OTC and adds the specification that the Commission must keep tolls at rates sufficient to meet obligations to the holders of tollway project revenue bonds. The measure also permits tollway project revenue bonds to be used to reimburse the Oregon Department of Transportation (ODOT) for any eligible costs related to establishment and ongoing operation of a tollway or tollway project.

The measure establishes the Interstate 5 Bridge Toll Account, separate and distinct from the General Fund and State Highway Fund. Funds in the account are continuously appropriated to ODOT for the Interstate 5 bridge replacement project. Moneys in the fund may be transferred to the existing Toll Program Fund to pay costs or provide funds for specific purposes related to the Interstate 5 bridge replacement project. There are no other uses for this account outlined in statute.

The measure finally specifies that tolls are the responsibility of the registered owner of a motor vehicle, and authorizes ODOT to impose civil penalties for any unpaid tolls. ODOT may enter into agreements to enforce payment of tolls through information sharing and refusal to issue or renew a vehicle registration until a toll is paid. Administrative fees imposed for the failure to pay tolls are exempted from ORS 291.055, which outlines the process for fee establishment and changes. Prior requirements related to Interstate 5 bridge replacement tolling that are outlined in section 8, chapter 4, Oregon Laws 2013, are repealed.

Fiscal Analysis

Department of Transportation

The current finance plan for the Interstate 5 bridge replacement project considers tolling and has authorized bonding as part of the plan. The measure modifies certain provisions to tolling, however the Department assumes much of the administrative work related to tolling will be managed by the State of Washington. While ODOT has the authority to establish a toll program, conduct related rulemaking, and enter agreements with other state governments and inter-governmental entities, the fiscal impact of the measure's changes are

FISCAL IMPACT OF PROPOSED LEGISLATION**Measure: HB 2931 - A**

anticipated to be minimal as ODOT already has systems in place for registration holds that would result from unpaid toll violations.

The measure is estimated to have a minimal fiscal impact on all other entities.

Relevant Dates

The measure takes effect on January 1, 2026.