HB 2017 Review

Joint Committee on Transportation
Oregon Department of Transportation
February 4, 2021
Roadmap

• How did we get here?
• What did we do?
• What comes next?
Four Key Themes

Preserve and Enhance
Transportation Options
Transparency and Accountability
Congestion Relief
## Sources & Distribution of HB 2017 Revenue

<table>
<thead>
<tr>
<th>Source</th>
<th>Distribution</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NEW</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 0.1% Payroll "Transit" Tax | Statewide Transportation Improvement Fund (STIF) | • Expand and/or improve transit options  
 • Increased connectivity |
| $15 Bike Excise Tax | Connect Oregon | Bike/Ped Projects |
| Light vehicle dealer Privilege Tax | State Highway Fund | Dedicated projects, Connect Oregon Program, Charge Ahead |
| Light Vehicle Use Tax | | Increased investment |

| INCREASED | | |
| Weight-mile tax | | |
| Motor fuels tax | State Highway Fund | **Off-the-top**  
 • $10M/year (increasing to $15M in 2023) for Safe Routes to Schools  
 • $30M/year for I-5 Rose Quarter Improvement Project |
| DMV vehicle registration & title fees | | **Apportionment**  
 • 50% to ODOT (includes $10M/year for Safety)  
 • 30% to Counties  
 • 20% to Cities |
Preserve and Enhance
On Road Transportation System Investments

<table>
<thead>
<tr>
<th>DMV Title and Registration Fees Increases</th>
<th>Weight-mile Tax Increases</th>
<th>Light Vehicle Use Tax</th>
<th>Motor Fuels Tax Increases</th>
</tr>
</thead>
</table>

**STATE HIGHWAY FUND**

**OFF-THE-TOP**
- $10M/year SRTS (increase to $15M/2023)
- $30M/year I-5/Rose Quarter (2022)

**Apportionment**
- 30% to Counties
- 20% to Cities
- 50% to ODOT

**Targeted Investments [ODOT’s 50%]**
- $10M/year off-the-top for Safety
- 40% Bridges
- 30% Seismic
- 24% Preservation and Culverts
- 6% Maintenance and Safety
Highway Projects Included in HB 2017
Completed or In Construction Projects

I-84: Graham Road Improvements

I-205: Corridor Bottleneck & Active Traffic Management

OR 211: Improvements from OR 213 to Molalla Ave

OR 126: Florence-Eugene Hwy EIS

OR 18: Newberg-Dundee Bypass, Phase II

OR 214: Safety Improvements Silverton

OR 38: Scottsburg Bridge Replacement

Southern Oregon Seismic Triage

Tom McCall Road Roundabout
I-84 Graham Road Improvements

• Replaced the I-84 bridges over Graham Road in Troutdale
  • Raised bridges to accommodate truck traffic
  • Constructed third lane on Graham Road
  • New sidewalk and bike lane on east side of Graham Road
• Contractor: Carter and Company Inc.
• Construction Cost: $18.7M
• Schedule:
  • Start: Feb 2019
  • Completion: Dec 2020
OR 214 at Jefferson Street (Silverton)

- Enhanced pedestrian crossing on OR 214 at Jefferson Street in Silverton
  - Pedestrian island, rectangular rapid flashing beacon, improved lighting, and changed lane configuration
- Contractor: CPM Development Corp.
- Construction Cost: $750K
- Schedule:
  - Start: July 2020
  - Completion: Dec 2020
<table>
<thead>
<tr>
<th>Projects To Come</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 26 (SE Powell Blvd): Jurisdiction Transfer, Phase I, II, &amp; III</td>
</tr>
<tr>
<td>OR 217 SB and NB</td>
</tr>
<tr>
<td>I-5 @ Aurora-Donald Interchange, Phase I</td>
</tr>
<tr>
<td>US 20: Safety Upgrades, Albany to Corvallis</td>
</tr>
<tr>
<td>OR 99E: American Drive to South City Limits</td>
</tr>
<tr>
<td>OR 58: Passing Lanes West of Oakridge</td>
</tr>
<tr>
<td>OR 22: Center Street Bridge Seismic Retrofit</td>
</tr>
<tr>
<td>US 26: Pedestrian Improvements Meadow Lakes Ave to Combs Flat Road</td>
</tr>
<tr>
<td>US 97: Lower Bridge Way to NW 10th Street</td>
</tr>
<tr>
<td>US 97: Cooley Road Mid-term Improvements</td>
</tr>
<tr>
<td>US 20: Freight Mobility Enhancements, Burns to Ontario</td>
</tr>
<tr>
<td>OR30: Hughes Lane Intersection Enhancements and Cedar Street/Hughes Lane Intersection Enhancements</td>
</tr>
</tbody>
</table>
U.S. 20: Safety Upgrades (Albany to Corvallis)

- Phase One – Proposed Safety Upgrades
  - U.S. 20 at Granger Avenue and Independence Highway
  - Buffered lanes, acceleration lanes, striping and signing, widening shoulders, rumble strips
- Phase Two – Proposed Safety Upgrades
  - Conifer Boulevard to Merloy Avenue
  - Center turn lane, multiuse path section
- Total Funding for Phase 1 and 2: $28.2M
- Schedule:
  - Phase 1: Design through 2021, construction beginning early 2022
  - Phase 2: Design through 2022, construction beginning early 2023
Connect Oregon Intermodal Facilities

- Two dedicated HB 2017 projects
- Treasure Valley: $26M
- Millersburg: $25M
- Currently: In design phase
- January 2021: OTC approved construction funding
Transportation Options
Statewide Transportation Improvement Fund (STIF)

2020 Actual Funding, in millions of dollars

*Updated Feb. 2021 based on revenue received plus interest accrual less directed transfers (STF)

- Formula, $86.8
- Discretionary, $4.6
- Tech. Resource Center and Admin, $1.4
- Intercity, $2.6
STIF Program

Formula Fund
Allocations for enhanced and expanded transit services with approved plan

Discretionary & Intercommunity Fund
Grant awards to transit providers based on investment priorities
STIF Projects

Yachats, Florence, and Eugene service expansion

Clackamas County planning to launch four new shuttle services

Wheeler County paid drivers
Safe Routes to Schools (SRTS) – Grant Programs

$10m annually, increasing to $15m in 2023

- **Infrastructure** Grant Program: Street Safety Projects
  - 87.5% (minimum)

- **Rapid Response** Grant Program: Address urgent needs or systemic safety issues
  - 10% (maximum)

- **Project Identification** Grant Program: Help communities identify eligible projects
  - 2.5% (maximum)
Safe Routes to School Projects

- Albany: Sidewalk and safe crossings
- Milwaukie: Pedestrian and bicycle routes and safe crossings
- Springfield: Flashing beacons and center medians
Strengthened Role of the OTC
Transparency, Accountability and Performance Website

Project Information
Find out the details about individual transportation projects, as well as budget and schedule data for completed state projects.
Learn more>

Road & Bridge Condition
Learn about the condition of city, county and state-owned roads and bridges across Oregon.
Learn more>

Related Links
Read ODOT internal audit reports, explore city and county funding sources and expenditures, and look at how ODOT is doing against defined performance measures.
Learn more>

Please direct questions or comments about the Transparency, Accountability and Performance pages to the transparency team.
HB 2017
CONDITIONAL MOTOR FUELS TAX INCREASE
ACCOUNTABILITY REPORT

Thanks to Keep Oregon Moving, the historic HB 2017 funding package, we now have a statewide view of state and local government bridge and pavement conditions.

**BRIDGES**

- 95% National Bridge Inventory bridges in fair or better condition statewide
  - State-Owned NBI bridges in fair or better condition (2,794 bridges) - 98%
  - City-Owned NBI bridges in fair or better condition (641 bridges) - 94%
  - County-Owned NBI bridges in fair or better condition (3,433 bridges) - 92%

**PAVEMENT**

- 90% Federal-aid System Roadways in fair or better condition statewide
  - State-Owned FAS miles in fair or better condition (9,000 total miles) - 90%
  - City-Owned FAS miles in fair or better condition (2,196 total miles) - 85%
  - County-Owned FAS miles in fair or better condition (4,856 total miles) - 90%

Submitted to:
Joint Committee on Transportation
December 01, 2019
By:
Oregon Transportation Commission

Culvert connecting North Fork Clackamas River to North Fork Reservoir, Linn, Oregon

[Image: Culvert connecting North Fork Clackamas River to North Fork Reservoir, Linn, Oregon]
Strategic Action Plan Priorities

- Modern Transportation System
- Sufficient and Reliable Funding
- Equity
2021-2023 Strategic Outcomes

- Increase Our Workforce Diversity
- Implement a Social Equity Engagement Framework
- Reduce Our Carbon Footprint
- Electrify Oregon’s Transportation System
- Improve Access to Active and Public Transportation
- Reduce Congestion in the Portland Region
- More Dollars to Black, Indigenous, People of Color and Women Owned Businesses
- Implement Transformative Technologies
- Implement Large-scale Road Usage Charging
- Achieve Sufficient Funding
Congestion Relief
Congestion Relief in HB 2017
“All of the Above” Approach

Tolling

Bottleneck Relief

Transportation Options

Freight Rail
Comprehensive Congestion Management and Mobility Plan (Portland Region)
What are Tolls?

A Tolling Program Is:

- A congestion management tool
- A funding mechanism
- An evolving retail customer-oriented business
- A new set of driving rules and regulations
- An application of advanced (and advancing) technology
Where will tolls be implemented in Oregon?

Comprehensive Congestion Management and Mobility Plan (Portland Region)

- Current Toll Corridor
- Expanded Toll Corridor Limits
- Potential Toll Corridor Limits
- System Improvement Project

- Bus on Shoulder Pilot
- Active Traffic Management (ATM) Project
- TriMet Project
- Bike/Ped Crossing Project

I-205 Improvements and Seismic Upgrades
Willamette River Bike/Ped Crossing Study

- I-5 Bike/Ped Crossing
- I-5 Boone Bridge Bottleneck and Seismic Study
- French Prairie Bike/Ped Crossing
- Wilsonville I-5 Bike/Ped Crossing

- OR 217 Auxiliary Lanes
- TriMet SW Corridor (planned)
- I-5 Rose Quarter Improvement Project
- Flanders Bike/Ped Crossing
- Sullivan's Gulch Bike/Ped Crossing
- Portland International Airport
- NE Clackamas Bike/Ped Crossing

Sunset Hwy 1
THPRD Bike/Ped Trail Extension
N Going St
I-205 CTRAN/ODOT Bus on Shoulder Pilot
TriMet Red Line Doubletrack

Oregon Department of Transportation
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Program Cost Estimates (Millions)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
<th>2033</th>
<th>2034</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 Rose Quarter Improvement Project</td>
<td>$715-795</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Bridge Replacement Contribution</td>
<td>$750-1000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-205 Abernethy and Seismic Improvement Project Phase 1</td>
<td>$410-460</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-205 Abernethy and Seismic Improvement Project Phase 2</td>
<td>$190-240</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Programmatic Tolling Implementation</td>
<td>$300-400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-5 Boone Bridge and Seismic Improvement Project</td>
<td>$450-550</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW Corridor Light Rail Jurisdictional Transfer</td>
<td>$55</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operational Projects</td>
<td>$550-700</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Legend**
- Planning Phase
- Planning / Design Phase
- Design Phase
- Design / Construction Phase (Alternative Delivery)
- Construction Phase
- Design, Build, Test, and Implement Phase
- Toll Operations Phase

**Oregon Department of Transportation**

December 3, 2020
Will Oregon tolls be interoperable in the United States?
How are tolls collected?

Modern toll technology:
• Transponder
• License Plate Capture
When will tolls come to Oregon?

I-205 Toll Project

- Technical Analysis Begins 2021
- Draft Preferred Alternative 2021
- Publish Draft Environmental Assessment 2022
- Publish Toll Project Decision 2023
- Tolling on I-205 Begins 2025

I-5 and I-205 System-wide Toll Planning and Environmental Linkages (PEL)

- I-5 and I-205 System-wide PEL Begins Spring 2021
- Begin System-wide Environmental Review TBD
- Publish System-wide Toll Project Decision
- System-wide Tolling Expected to Begin 2027
Thank you.