HB 2017
CONDITIONAL FUELS TAX INCREASE ACCOUNTABILITY REPORT

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

Submitted to:

Interim Joint Committee on Transportation

December 1, 2023

By:

Oregon Transportation Commission

Oregon Department of Transportation

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The Conditional Fuels Tax Increase Report (Report), required under Section 45 of HB 2017 (2017), is one of the most critical transparency and accountability measures included in the Transportation Funding Package. The legislation makes subsequent fuels tax increases, anticipated to increase by two cents every two years through 2024, contingent upon the submission of this Report to the legislature by December 1, 2019, 2021 and 2023.

The legislature specified several areas for the Oregon Transportation Commission (Commission, OTC) and the Oregon Department of Transportation (Department, ODOT) to prioritize and focus efforts on including program implementation, local reporting, and project delivery. The Commission and ODOT have and continue to work diligently to ensure all requirements are met through a deliberate and precise approach to implementing HB 2017. With the submission of this Report, the Commission and the Department affirm to the legislature that all statutory conditions required to trigger the third and final two-cent motor fuels tax increase, effective January 1, 2024, have been satisfied.

Julie Brown
Oregon Transportation Commission, Chair

Kris Strickler
Oregon Department of Transportation, Director

EXECUTIVE SUMMARY

House Bill 2017, the Transportation Funding Package passed by the 2017 Oregon Legislature, established a historical investment in Oregon's transportation system. Once fully phased in, the total investment will be more than $5.3 billion through the first ten years across all modes of transportation in the state.[1]

The legislation included increases to the motor fuels tax; vehicle title and registration fees; and the weight-mile tax on heavy trucks. HB 2017, also created new sources of revenue, establishing a 0.5 % privilege tax on new vehicle purchases, a 0.1% employee payroll tax (transit tax), and a $15 tax on purchases of new bicycles costing $200 or more. Combined with significant investments in transportation from the federal level as a result of the recently passed Infrastructure Investment and Jobs Act, these new and increased taxes and fees will fund improvements to our state's transportation system and strengthen Oregon's economy by reducing congestion, increasing transportation options, and enhancing safety throughout the transportation system.

The motor fuels tax increased by four cents on January 1, 2018. At full implementation of the funding package, the motor fuels tax will increase by an additional 6 cents (for a total increase of 10 cents) in two-cent increments (effective January 01 of 2020, 2022 and 2024) if the Oregon Transportation Commission (OTC) and the Oregon Department of Transportation (ODOT, the Department) meet the reporting requirements set-forth in Section 45 of HB 2017.

[1] $5.3 billion reflects the total actual and forecasted revenue from all new and increased taxes and fees in HB 2017 through full implementation (FY2018-FY2027)

CONDITIONS TRIGGERING JANUARY 1, 2024 FUELS TAX INCREASE

Section 45 of HB 2017 contains several conditions and reporting requirements, spanning across almost all implementation efforts. In the months following the passage of HB 2017, the Commission and Department focused on developing pathways to meet all of the legislative requirements in the funding package to ensure all conditions triggering each fuels tax increase would be met by the statutory deadlines.

All of the conditions and reporting requirements found in Section 45 have been organized into three comprehensive sections within this report:

- **1.0 Certification of Compliance and Completion,** confirming the Department's implementation of certain requirements in HB 2017 and certifying completion of specifically named projects;
- **2.0 Portland Metro Area Congestion Relief Projects**, providing required work-effort and project progress and status information;
- **3.0 State Transportation Projects,** providing required project progress and status information.

Each of the three sections contains information that addresses and/or satisfies one or more of the Section 45 condition requirements, grouped together to provide the most cohesive response.

For a complete list of the conditions as they appear in statute and the corresponding report section and page number where responsive information can be found, see Appendix B.

1.0 CERTIFICATION OF COMPLIANCE AND COMPLETION

Section 1.0 addresses the Section 45 conditions requiring the OTC certify completion of specific bodies of work or projects, and full implementation of initiatives in compliance with the legislation.

1.1 STATE OF TRANSPORTATION SYSTEM NEEDS

The Transportation Funding Package increased the motor fuels tax by four cents on January 01, 2018 and includes three subsequent two-cent increases, subject to reporting and accountability conditions being met (effective January 01, 2020, 2022, and 2024). Revenue from each two-cent increase is split evenly between local governments (30% counties, 20% cities) and ODOT, after required amounts have been taken off the top for the Safe Routes to Schools Program and the I-5 Rose Quarter Improvement Project. [2]

This subsection serves as verification that the Commission has identified sufficient shovel-ready highway construction projects and highway maintenance and operations uses, sufficient to justify the January 01, 2024, two-cent fuels tax increase (as required under (45(2)(a)(C)).

[2] $10 million per year, increasing to $15 million per year in 2023, is taken off the top for the Safe Routes to Schools Program and beginning in 2022 $30 million per year will also be taken off the top for the I-5 Rose Quarter Improvement Project.

Total Annual Forecasted Revenue from January 01, 2024 Fuels Tax Increase[3]: $ 17.3M (ODOT's 50%)[4]

HB 2017 allocates 6% of ODOT's 50% share of revenue to the maintenance of the state highway system and the remaining 94% of ODOT's 50% share of revenue to shovel-ready highway projects. HB 2017 further prescribes how that 94% of ODOT's 50% share of revenue is to be spent across three highway construction project work-types: 40% to bridge, 30% to seismic, and 24% to preservation/culvert projects.

6% allocated for highway maintenance and operational uses: $ 1.0M

ODOT's highway maintenance and operations program encompasses the daily activities of maintaining, preserving, repairing, or restoring existing state highways. This portion of the revenue will be distributed across ODOT Regions to fund daily maintenance activities including: surface and shoulder repairs, drainage, replacing signs, signals and other regulatory features, winter maintenance practices (snow and ice removal), bridge maintenance, incident response, and emergency repairs within their respective geographic areas. Maintenance activities may also include roadside vegetation control and access management, as necessary, to keep Oregon's highway system safe and usable for travelers.

94% for shovel-ready highway projects: $ 16.3M

- ***40% to bridge projects: $ 6.9M***
- ***30% to seismic projects: $ 5.2M***
- ***24% to preservation/culvert projects: $ 4.2M***

To comply with this requirement, the Oregon Transportation Commission worked with ODOT staff and local partners to identify shovel-ready highway projects that the Commission would expect to fund with the fuels tax increase revenue.

The list of shovel-ready highway projects the Commission expects to fund with the increased fuels tax revenue can be found in Appendix A.[5] These projects were incorporated into the 2024-2027 Statewide Transportation Improvement Program (STIP) so ODOT could begin project development and ensure timely project delivery, pending the conditional fuels tax increase going into effect.

[3] All estimates in this section are based on the total anticipated revenue from the April 2023 ODOT State Revenue Forecast. The total additional revenue anticipated from the January 01, 2024 two-cent increase is $51.5M for the 2023-2025 biennium, based on 18-months of collection.

[4] 50% of the total funds collected are apportioned, 20% to cities and 30% to counties after off-the-top allocations are made.

[5] As required under section 45(2)(b)(A), Appendix A contains the list of shovel-ready highway projects the Commission expects to undertake with the revenue that will become available as a result of the increase.

1.2 ANTICIPATED BOND ISSUANCE

This subsection serves as verification that the Commission has identified the amount of bonds necessary to be issued to complete shovel-ready highway projects scheduled to commence after January 1, 2024.[6]

As part of the funding package, the legislature authorized ODOT to issue up to $480 million in Highway User Tax Revenue bonds for specific highway projects, identified in Section 71d. In addition to the $480 million, the legislature dedicated $30 million per year, off the top of the State Highway Fund, beginning in January 2022, for the Interstate 5 (I-5) Rose Quarter Improvement project. HB 3055 passed in the 2021 Session expanded the use of the $30 million per year to include the I-205 Improvements Project, Tolling Program, and Boone Bridge Seismic Improvement Project. Additionally, this $30 million per year dedication can be used as a cash contribution to these projects, or to pay debt service, effectively increasing ODOT's bonding authority under the measure to between $900 million and $1 billion.

The Commission reviewed how ODOT managed prior bonding programs including the Oregon Transportation Improvement Act (OTIA) and the Jobs and Transportation Act (JTA) programs. Issuing bonds at the right time, considering ODOT's cash position and the market conditions, helps to maximize the bond investment and cost-effectiveness. ODOT is careful to time the issuance of its bond sales so as to not run afoul of IRS rules by issuing bonds too early, thereby incurring potential arbitrage costs or other penalties, or too late, negatively affecting ODOT's cash position.

Bonded-For Projects Identified in Section 71d of HB 2017

ODOT has finished construction on a number of the statutorily-dedicated projects identified in section 71d of HB 2017, and is in design or construction phases of the remaining projects. The first round of bonds were sold in September 2020 funding $240 million, and a second set of bonds were sold in June 2023 for the remaining $240 million. This completes the authorized bonding for the projects identified in section 71d of HB 2017.

I-5 Rose Quarter Improvement Project

Section 71a of HB 2017 dedicates $30 million each year starting January 1, 2022 for the I-5 Rose Quarter Project. These funds can be used to finance the project both on a pay-go

[6] Satisfying condition (45(2)(b)(B)).

basis and by leveraging the funds through the issuance of bonds. In the 2021 Legislative session, the Legislature expanded the use of this dedicated funding to include:

- *The Interstate 205 Improvements: Stafford Road to Oregon 213 Project;*
- *The Interstate 5 Boone Bridge and Seismic Improvement Project; and*
- *The Implementation of the toll program established under ORS 383.150 (HB 3055 (2021)).*

Following statutory requirements, ODOT submitted a cost-to-complete report on the I-5 Rose Quarter Improvements Project in January 2020. After the Hybrid 3 highway cover design concept was considered and endorsed by the OTC in September 2021 (see page 17), ODOT received direction to develop a conceptual finance plan for the Rose Quarter project by December 1, 2021.

The first set of bonds utilizing a portion of the $30 million were sold in December 2022, generating $242 million in net bond proceeds. This sale utilized approximately $16 million worth of the annual revenue. Proceeds were primarily used to cover accrued Rose Quarter expenses. ODOT anticipates selling the second and final set of bonds during the 2025-2027 biennium.

1.3 UNIFORM STANDARDS & INFRASTRUCTURE CONDITION REPORTING

HB 2017 required the Commission and ODOT to work with cities and counties to develop uniform standards to describe and report the condition of pavement and bridges owned by state and local governments. HB 2017 further required regular reporting to the Legislature on the condition of roadways and ensuring public accessibility to those reports.

The set of uniform standards for the consistent description and reporting of the condition of the transportation infrastructure (pavement and bridges) owned by the state, counties, and cities was developed in coordination with local government partners, and adopted by the Commission in February 2018 as required under ORS 184.657(1). (Process for HB 2017 Section 11 Reporting –Pavement and Bridge Conditions).

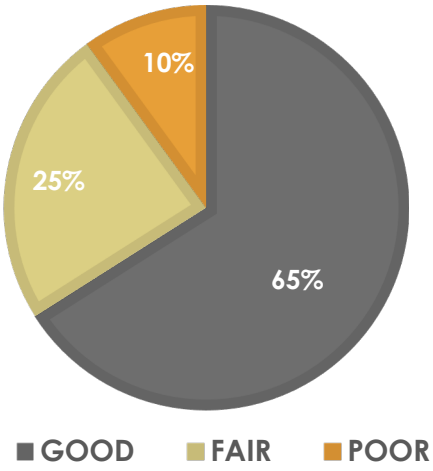
By February 1, 2023, all cities and counties in Oregon submitted completed reports, as required under ORS 184.657[7], using the adopted uniform standards and established reporting process. The submitted reports, received by ODOT, have been posted to the Department's Transparency, Accountability, and Performance website as required under ORS 184.657(3) (Local Government Bridge & Pavement Condition Reports), and no cities nor counties will have payments from the State Highway Fund withheld due to non-reporting, as required under ORS 184.657(4). In addition, ODOT reported its pavement and bridge conditions as required.

[7] Per ORS 184.657(2), every city and county is required to submit a condition report to the Department of Transportation (ODOT) by February 1, of odd-numbered years.

Statewide Pavement Conditions

Reported pavement conditions are based on ODOT, city and county data for paved federal-aid system roads, within their respective jurisdictional responsibilities, using the OTC-adopted conditions (good, fair, and poor). The federal-aid highway system includes the roads that carry most traffic and nearly all trucks; it does not include residential streets and lower-volume roads. Limiting the reporting requirement to paved federal-aid system roads focuses this report on the roadways of highest significance and excludes unimproved, gravel, brick, or stone roadways from the reporting requirement.

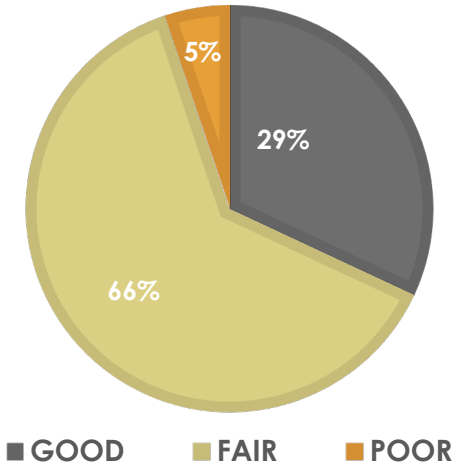
*Condition of Paved Federal-aid System Road-miles – **Statewide***



Bridge Conditions

Every city and county also reported bridge conditions for bridges on the National Bridge Inventory (NBI), bridges that are more than 20 feet long and open to the public, within their jurisdictional responsibility.

*Condition of NBI Bridges – **Statewide***



Determining whether a specific bridge is in good, fair or poor condition under the OTC-adopted bridge condition-descriptions is dependent upon the lowest condition rating for the deck, superstructure, and substructure. The 2023 Oregon Transportation Infrastructure Condition Report lists 95% of Oregon bridges as "fair" or better. However, due to the age of our bridges many will decline into poor condition over time. A recently completed analysis shows that over the next ten years the new HB 2017 funding is expected to slow but not stop that decline.

Compiling both state and local government bridge and roads (pavement) condition data in one report creates the first true statewide view, providing the OTC and legislature with the opportunity to better understand the impact of HB 2017 investments on the state's transportation infrastructure over time.

1.4 REGISTRATION & TITLE FEE INCREASES

The first increase to Oregon vehicle registration, title, and trip permit fees took effect January 1, 2018. Oregon residents with vehicle tags expiring on or after January 1 saw the new registration fees in their renewal reminders. The fee for a two-year passenger vehicle registration renewal – DMV's most common vehicle transaction – increased from $86 to $112. This increase was in effect until December 31, 2019. On January 1, 2020, a new, tiered fee program went into effect, with higher MPG vehicles paying higher registration fees. A final set of increases took effect beginning January 1, 2022.

The Department of Transportation is implementing the increases to vehicle registration fees as described in ORS 803.422 and vehicle title fees as described in ORS 803.091. To find additional information on specific fee-increases, visit www.OregonDMV.com and click on the link titled "Fees."

1.5 CONTINUOUS IMPROVEMENT ADVISORY COMMITTEE

HB 2017 established the Continuous Improvement Advisory Committee (CIAC), composed of OTC members, ODOT employees, and transportation stakeholders. This subsection serves as verification that the CIAC has reviewed and reported to the OTC on all transportation projects costing $50 million or more and completed by May 31, 2023, and that all recommendations for improvement made by the CIAC to the OTC by May 31, 2023 have been implemented or plans for implementation have been developed.[8] At its November 2023 meeting, the OTC approved the biennial report to the Joint Committee on Transportation about the CIAC's activities as required under HB 2017 Section 10. This report demonstrates how the OTC and CIAC have met all the CIAC's requirements of Section 10 and Section 45.

[8] Satisfying conditions (45(2)(a)(A and B)); requirement modified by HB 2592 (2019)

2.0 PORTLAND-METRO AREA CONGESTION RELIEF

2.1 CONGESTION RELIEF PROJECTS IN THE PORTLAND METRO AREA

Daily traffic congestion is negatively impacting the quality of life in the growing Portland region. Oregon's economy depends on a functional transportation system in the Portland metro area. Oregon is a trade-dependent state, relying heavily on exports from our farms, forests and factories to create jobs.

Congestion in the Portland metro area has steadily increased in the past decade and the city now ranks 12th in the U.S. for traffic congestion.

The population growth trajectory in the Portland metro area is anticipated to accelerate in the coming decades, with 23% population growth from 2.5 million to more than 3 million residents between 2018 and 2040, followed by a 43% increase to 3.5 million residents by 2060.[9]

[9] Census Reporter, 2018.

Significant population and employment growth in the region are straining the region's roadways and increasing congestion. The quality of our transportation infrastructure and availability of funds are not keeping pace with this regional population and jobs growth. Key system challenges facing the region include:

- **System operations:** Population growth will place additional stress on already overloaded highways and aging infrastructure. Bottlenecks increase travel time and safety challenges. Insufficient multimodal transportation operations limit access and connectivity.
- **Seismic resiliency:** Much of the region's infrastructure is at risk of failing in a significant earthquake and needs updating.
- **Climate:** Transportation emissions are Oregon's largest single source of greenhouse gas emissions.
- **Economic prosperity:** Allowing the system to continue on its current trajectory will negatively impact Oregon's economy.

While system needs continue to grow in scope and cost, challenges exist to funding identified projects and programs. ODOT has a structural funding issue that has failed to keep pace with the evolving needs of a multimodal, statewide transportation system. As cars get more fuel efficient and consumers shift to electric vehicles, there is a decline in the fuels tax revenue ODOT collects.

ODOT's Urban Mobility Strategy is envisioned to address these issues for the Portland Metro region by implementing congestion pricing, eliminating highway bottlenecks, and making multimodal investments across the regional transportation network. The Oregon Toll Program is critical to delivering this strategy as it can function as a tool to both manage congestion through the use of variable-rate tolls and also provide revenue for congestion relief improvements. Together, the investments from HB 2017 and efforts identified in the Urban Mobility Strategy can modernize the regional transportation system, increasing access, safety, and reliability for everyone moving to and through the Portland region.

2.2 URBAN MOBILITY STRATEGY ESTABLISHED TO ADVANCE COHESIVE APPROACH

ODOT's Urban Mobility Strategy was created through the direction of the Oregon Transportation Commission that a comprehensive approach to reducing congestion and improving mobility will result in the collaborative implementation of ODOT's core projects in the Portland metro area in a way that centers equity and climate goals.

These projects improve safety, update bridges and roads to withstand seismic events, and implement tolls as a new sustainable revenue source to modernize and maintain the region's infrastructure.

The Urban Mobility Strategy projects include:

- Interstate 205 Improvements Project[10]
- Interstate 5 Rose Quarter Improvement Project
- I-5 Bridge Replacement Program (Department liaison)
- Oregon Toll Program
    - I-205 Toll Project
    - Regional Mobility Pricing Project[11]

The Urban Mobility Office is committed to implementing these projects in a way that meets ODOT's safety, equity, climate and congestion relief goals.

- Oregon 217: Auxiliary Lanes Project
- I-5 Boone Bridge Seismic Replacement Project

Currently, the OR 217 Project and I-205 Abernethy Bridge project are in construction.

This year has brought big changes to the Urban Mobility Strategy implementation timeline. In May 2023, ODOT received direction from Gov. Tina Kotek to pause toll collection until 2026. This came as a response to concerns from legislators and Clackamas County residents regarding equity and possible diversion of drivers onto local streets. The delay in toll revenue, combined with increased project scopes and high construction costs due to inflation and supply chain challenges, has impacted the timeline of delivery for projects within the Urban

[10] I-205 Stafford Road to OR 99E, Widening and Seismic Upgrades (Project K-number 19786); formerly known as the I-205 Improvements Project.

[11] Referred to as "Value Pricing" or "Congestion Pricing" when tolling is used specifically to address congestion.

Mobility Strategy. These changes have been outlined in the Urban Mobility Strategy Finance Plan, which was submitted to the governor July 1, 2023.

ODOT remains committed to providing solutions for congestion, improving safety, reducing greenhouse gases and addressing aging infrastructure in the Portland metro region.

This section provides a comprehensive overview and status reports on these projects and ongoing efforts satisfying two reporting requirements.[12]

[12] This section is intended to satisfy three reporting requirements as directed in Chapter 750 (2017 OL) Sec. 45(2)(b)(C-D)

2.3 INTERSTATE 5: ROSE QUARTER IMPROVEMENT PROJECT

Current Project Scope and HB 2017 Allocation

Currently, I-5 between I-84 and I-405 is the 28th worst truck bottleneck[13] in the nation. It also features:

- *Some of the highest traffic volumes in Oregon with 12 hours of traffic congestion each day.*
- *A crash rate 3.5 times higher than the statewide average.*
- *A lack of full shoulders in key areas for crashes to clear and emergency vehicles to access.*
- *Nearby local streets lacking neighborhood connections and undersized or incomplete pedestrian and bicycle facilities.*

The I-5 Rose Quarter Improvement Project will add auxiliary lanes and shoulders that smooth traffic flow and improve operations to make local and regional travel more predictable and safer for people driving and transporting goods. It includes street improvements to enhance safety and access for people walking, rolling, riding transit and driving on local streets. The project will support the regional economy, future economic development and a more connected and equitable Albina community with a highway cover that reconnects local streets.

Since this report was last submitted in 2021, ODOT has been working to advance the design and evaluation of the Hybrid 3 highway cover design concept as directed by the Oregon Transportation Commission in September 2021. The Hybrid 3 design is expected to deliver the greatest community benefit by maximizing developable land on the highway cover, restoring the local street grid, and creating vibrant community connections, while also minimizing new property impacts. It was developed through an Independent Cover Assessment planning process with robust community involvement.

With the Hybrid 3 highway cover design concept, the key elements of the project include:

- New ramp-to-ramp lanes (also called auxiliary lanes) along I-5 that allow drivers to enter the highway without having to merge into through traffic, reducing frequent crashes.
- Full outside shoulders along I-5 to create space for disabled vehicles to move out of through traffic, allow emergency vehicles to travel more quickly, and keep people moving.
- A multi-block highway cover over I-5 to provide new neighborhood connections and community spaces. The preliminary Hybrid 3 highway cover design concept supports

[13] American Transportation Research Institute, 2023.

development of buildings on top of the highway cover up to three, and possibly up to six, stories and promotes neighborhood connectivity, revitalization and community access.
- A new east-west overcrossing at N Hancock Street to provide a direct, walkable, rollable and drivable connection across I-5 to N Flint Street. The existing north-south overcrossing at N Flint Avenue will also remain, maintaining the local street grid and supporting a vibrant street environment.
- Relocating the I-5 southbound off-ramp south of Weidler at NE Wheeler Avenue and maintaining the existing location of the I-5 southbound on-ramp so that both I-5 ramp terminals are south of the Broadway and Weidler corridors. This change allows for a cover orientation that supports local street connections and larger parcels for development.
- A new "flyover" structure for I-5 southbound off ramp eastbound traffic that would route approximately 2/3 of vehicles to the east of I-5 (away from the Moda Center), reducing the potential for conflicts between cars and trucks and people walking, biking or rolling in the area.
- Bicycle/pedestrian improvements that include restoring the Clackamas Crossing pedestrian/bike-only bridge over I-5 from the original Environmental Assessment project design, including a new bike/pedestrian ramp over N Wheeler Avenue to access the Moda Center.

The project's environmental review phase continues. ODOT, with the Federal Highway Administration (FHWA), published a Supplemental Environmental Assessment on November 15, 2022, that includes the project design changes associated with Hybrid 3. The 50-day public comment period closed on January 4, 2023, with over 900 comments received. The new flyover and restoration of the Clackamas Crossing are design refinements developed in response to public comments. A decision document from FHWA is anticipated in early 2024.

ODOT and the City of Portland are actively collaborating and working with the community to design a future highway cover plan area that reconnects the Albina neighborhood and reflects community values. The process to design the highway cover centers the Black and historic Albina community through guidance from the project's Historic Albina Advisory Board and other public engagement. The cover design process includes the development of preferred opening day and longer-term development concepts, street and path design, and options for governance and financing, followed by formation of a Community Framework Agreement to guide future development. ODOT is leading the highway cover structure design process as part of project development, while the City of Portland is leading the Community Framework Agreement process to determine the long-term development uses for the highway cover.

HB 2017 and HB 3055 Allocation and Funding

In HB 2017, the Oregon Legislature authorized $30 million per year to the I-5 Rose Quarter Improvement project beginning in January 2022. A subsequent bill passed by the legislature during the 2021 session, HB 3055, provided flexibility to use the funds originally allocated for the I-5 Rose Quarter Improvement Project for other projects within ODOT's Urban Mobility Strategy. With HB 3055, a portion of the HB 2017 funds originally directed to the I-5 Rose Quarter Improvement Project were programmed to the I-205 Improvements Project to initiate construction on the Abernethy Bridge, as this project was closer to construction readiness. Directing this funding toward the I-205 Abernethy Bridge construction is intended only to advance the project to construction, not as a permanent funding source. Consistent with HB 2017 (2017) and HB 5045 (2017), toll revenues collected from the I-205 Toll Project are intended to fund the I-205 Abernethy Bridge construction.

In May 2023, Governor Tina Kotek directed a pause on toll collection until January 2026 and an updated Urban Mobility Strategy Finance Plan by July 2023. The plan identified current available funding provided by HB 2017 is sufficient only to advance the following milestones for the I-5 Rose Quarter Improvement Project:

- Finalize the project's Supplemental Environmental Assessment, anticipating a decision document from the FHWA in early 2024.
- Complete design of Early Work Package (EWP) A.
- Complete design of EWP B.
- Advance EWP C toward final design.
- Advance the main construction package (including the highway cover) to 30% design.

The Finance Plan also identified a lack of complete funding for I-5 Rose Quarter project construction. While revenues from HB 2017 remain available, they are no longer sufficient to fully construct the project. Multiple sources of funding are anticipated to be needed. ODOT submitted a grant application to the U.S. Department of Transportation in late September 2023 under the Reconnecting Communities and Neighborhoods Program to fund ongoing project development.

Next Steps

With the available funding defined in the June 2023 Urban Mobility Strategy Finance Plan, ODOT will focus the project team's work over the next several years on advancing project design to ready the project for construction, including positioning for funding opportunities, collaborating with the community and project partners to develop a plan for the highway cover, and completing the environmental process.

2.4 OREGON 217: AUXILIARY LANES PROJECT

Baseline Project Scope and HB 2017 Allocation

HB 2017 provided $97.2 million toward two congestion relief projects on Oregon Highway 217 (OR 217); for efficiency and public information sharing these two distinct projects were bundled into a single project: Oregon 217 Auxiliary Lanes Project. The project includes building new auxiliary lanes southbound from Beaverton-Hillsdale Highway (OR 10) to OR 99W and northbound from OR 99W to Scholls Ferry Road. The total cost of the project is $158.8 million.

The project addresses tight interchange spacing on this highly traveled corridor with 120,000 vehicles a day. This combination has led to high crash rates and travel delays along this section of OR 217. The project addresses these long-standing bottlenecks by building auxiliary lanes. Auxiliary lanes decrease conflicts, improve safety and the flow of traffic and ultimately allow the existing lanes to work more efficiently.

ODOT also will address a key bottleneck location at the Allen Boulevard and Denney Road interchanges by adding a new frontage road. Freight also heavily relies on OR 217 with an average of 4,000 truck trips a day due in part to the hazardous materials restrictions inside the US 26 Vista Ridge Tunnel. To accomplish these improvements, project work includes:

- Adding a southbound auxiliary lane from Beaverton-Hillsdale Highway to OR 99W.
- Adding a northbound auxiliary lane from OR 99W to Scholls Ferry Road.
- Replacing the southbound Allen Boulevard on-ramp and southbound Denny off-ramp with a frontage road.
- Replacing the Hall Boulevard overpass between OR 99W and Pfaffle Road.
- Making targeted bike/ped improvements including widening the Hall Boulevard overpass between Scholls Ferry Road and Cascade Avenue to build bike lanes and sidewalks in both directions.
- Building four sound walls.
- Widening two ramps: southbound Denny Road on-ramp and northbound OR 99W off-ramp.

- Undergoing bridge work, including repaving bridge surfaces, adding protective screening and improving and retrofitting bridge railings on the Allen Boulevard, Denney Road and Scholls Ferry Road overpasses

Current Status

The project began construction in late 2021 and will continue through 2025. To minimize construction conflicts and improve design efficiencies, the northbound and southbound auxiliary lane projects along with bridge elements from three other projects were combined. The project features improvements for people who bike, walk or roll along parallel facilities in the region with an added work value of $17 million. This amount includes additional funds from the Statewide Bridge Program as well as from local agency partners.

As of October 2023, the project is at the halfway point of construction and staying on schedule. To date, the following work is complete:

- Four new sound walls constructed.
- The Allen Boulevard southbound off-ramp, the Denney Road southbound on-ramp and the OR 99W northbound off-ramp widened.
- Six new retaining walls built (three remain).
- Bridge railing retrofit and new protective screening on the Denney Road and Allen Boulevard overpasses finished.
- Seven new cantilever signs installed (two remain).

Community Engagement

- ODOT has actively engaged the community on this project since 2018, including: Five public in-person and online open houses with the purpose of educating people on the project elements, gathering information on how people travel in the area, voting on whether to build sound walls, building project awareness and communicating about traffic impacts during construction.
- Two live webinars at the start of construction.
- Presentations to/having conversations with neighborhood associations in the vicinity.
- In-person and phone canvassing in order to build relationships with project neighbors and keep people informed.
- Tabling at local public events to raise awareness of the project to people outside the immediate project area.

- One-on-one meetings with key partners, business organizations, special interest groups and community-based organizations.
- Project newsletters mailed to neighbors and emailed to a wide range of community partners, along with frequent updates to the project website.
- Use of social media, traditional media and advertising.
- Engaging underserved and non-English speaking people and groups through canvassing, community-based organization outreach and Spanish-speaking staff.
- Collaborating closely with local agencies to reduce overlap and conflicts with other public projects in the area as well as coordinating outreach between communication teams.

During construction, the project team keeps the public informed of the construction and traffic impacts through project website and e-newsletters updates, social media, print and digital advertising, neighborhood association and community briefings, videos, canvassing and tabling at community events. In addition, ODOT works closely with our jurisdictional partners to coordinate and amplify messaging.

Next Steps

The project is in active construction through 2025. ODOT continues widely sharing traffic and construction impact information. The following work is in progress or starting soon:

- Continuing to build the new auxiliary lanes.
- Completing a new frontage road along southbound OR 217 connecting the Allen Boulevard and Denney Road interchanges.
- Widening the Hall Boulevard overpass in Beaverton for new sidewalks and bicycle lanes. Structural work is underway with completion slated for 2024.
- A new 12 ½ foot sidewalk on the Denney Road overpass to accommodate two-way bicycle and pedestrian traffic, with completion slated for 2024.
- Bridge railing retrofit and new protective screening on the Scholls Ferry Road overpass.
- Replacing the Hall Boulevard overpass in Tigard. This work is scheduled for 2024.
- New stormwater system installation is ongoing.
- Final paving and striping in 2025 at the end of the project.

2.5 INTERSTATE 205: BOTTLENECK & ACTIVE TRAFFIC MANAGEMENT PROJECTS

Baseline Project Scope and HB 2017 Allocation

The first two projects completed on I-205, the Corridor Bottleneck Project and Active Traffic Management Project, were funded by HB 2017 at $15.5 and $15.2 million respectively. These projects were designed to improve travel reliability by:

- Building auxiliary lane segments between US 26 (Southeast Powell Boulevard) and I-84, providing more room for traffic to merge safely onto I-205; and
- Installing Active Traffic Management (ATM) systems between the Glenn Jackson Bridge and Johnson Creek Boulevard, to provide travelers with real-time traffic information. The ATM system includes installation of new signs, vehicle detection and related infrastructure.

Bottlenecks historically occur in this area due to crashes and operations, particularly associated with the on and off ramps. These conditions contributed to this area being one of the top 10 percent crash sites in the state. New auxiliary lanes help vehicles get on and off the freeway safely and efficiently, which reduces recurring bottlenecks, crashes and helps traffic flow more reliably.

Current Status

The new auxiliary lanes are open for traffic and the project is complete. The auxiliary lane along I-205 southbound from I-84 to Powell Boulevard opened in the spring 2019 and the auxiliary lane along I-205 northbound from I-84 to Northeast Killingsworth Avenue opened in summer 2019. The final auxiliary lane segment from Southeast Powell Boulevard to I-84 opened in October 2019. The ATM signs were installed and are operational, providing drivers with real-time traffic information so they can make informed and safe travel decisions.

2.6 INTERSTATE 205 IMPROVEMENTS PROJECT

Baseline Project Scope and HB 2017 Allocation

The I-205 Improvements Project includes widening and seismic retrofitting of the Abernethy Bridge, interchange improvements, and I-205 corridor widening and active traffic management improvements between Stafford Road and OR 213. The project reduces congestion by improving traffic reliability and safety through the corridor. The project will also address the existing bottleneck as this is the only section of I-205 that has only two through lanes in each direction. The corridor to the north and the south of this segment has three continuous through lanes in each direction.

I-205 is a designated north-south interstate freight route. This area of I-205 facilitates the movement of more than $34 million in commodities and serves more than 8,000 freight vehicles daily. Congestion on I-205 affects the ability to deliver goods on time, which results in increased costs and uncertainty for businesses. With the implementation of tolling and construction of the missing third lane, by 2045, daily hours of congestion will drop from approximately 14 hours to 2 hours once the improvements are built.

The seismic improvement components of the project will substantially increase system reliability in the region. This segment is the designated Tier 1 Seismic Lifeline route for the entire Willamette Valley, as it will be the only functioning route allowing transportation to keep flowing across the Willamette River between Oregon and Washington following a major Cascadia earthquake. The improved Abernethy Bridge will be the first earthquake ready freeway crossing over the Willamette River in the Portland region.

Current Status

The I-205 Improvements Project will be constructed in phases. Design work has been completed and construction is underway for the first phase at the Abernethy Bridge (Phase 1A).

- Phase 1A includes Abernethy Bridge widening and seismic retrofit as well as interchange improvements at OR43 and OR99E. Phase 1A design was completed in late 2021. A contractor was selected for construction in May 2022, with work beginning in July 2022. Below is a complete list of the improvements in Phase 1A:
    - Earthquake-ready improvements to the Abernethy Bridge
    - Replacing the I-205 northbound on-ramp from OR 43 with a roundabout

    - Reconfiguring the on- and off-ramps at OR 99E
    - Improvements for people who walk, bike and roll on OR 43, Clackamette Drive and OR 99E
    - Installing a sound wall near I-205 southbound Exit 9
- Future work includes all remaining work aside from the Phase 1A work currently under construction. The next phase of the project will involve construction of toll gantries at the Abernethy Bridge. The timeline for future construction is contingent on funding availability. Design has been partially completed for a second phase; components of Phase 2 include:
    - Add a third through lane northbound and southbound from Stafford Road to OR99E (approximately 7 miles);
    - Construct northbound auxiliary Lane from OR 99E to OR 213;
    - Widen and seismically retrofit the following bridge pairs on the I-205 mainline: Blankenship Road; 10th Street; and Main Street;
    - Replace the following bridge pairs on the I-205 mainline: Borland Road; Tualatin River; and Woodbine;
    - Replace the following bridge overcrossings of I-205: Sunset Avenue; and West A Street;
    - Remove the existing Broadway Street bridge overcrossing;
    - Remove the rock slope adjacent to the I-205 northbound direction for freeway widening;
    - Construct three soundwalls;
    - Construct 15 new sign structures (sign bridge and cantilever);
    - Continuously Reinforced Concrete Pavement (CRCP) on I-205;
    - Additional Active Traffic Management (ATM) elements throughout the project limits.
    - Implement tolling at Tualatin River Bridges.
- Phase 3 includes ATM improvements through the corridor. This part of the project was completed on time and budget at the end of 2020.

Approval of HB 3055 allowed ODOT to finance construction of Phase 1A with interim financing tools, with the understanding that toll revenue payback will occur once tolling is implemented on the Abernethy Bridge. The I-205 Toll Project at the Abernethy Bridge is anticipated to begin in early 2026, pending completion of federal environmental reviews and approval. Following the implementation of tolls on the Abernethy Bridge, ODOT's Regional Mobility Pricing Project will place tolls on I-205 as well as I-5 in the Portland metro area. That project seeks to provide congestion management through variable-rate tolling

and also raise revenue for bottleneck relief projects on the corridors. More information about the Oregon Toll Program projects is available in Section 2.9 of this report.

The capital construction associated with the I-205 Improvements Project is designated as a "Major Project" by FHWA; a cost and risk analysis, project management plan and financial plan are required prior to construction. The first phase of the independent cost evaluation was conducted in mid-2019 and a cost/risk workshop was held to update cost estimate for the full project in late 2020. In August 2021 a similar workshop was conducted to refine the cost estimate for Phase 1A prior to preparing the financial plan for FHWA. In August 2021, $375 million was programmed in the Statewide Transportation Improvement Program for construction of this phase. Due to several contributing factors, including a rapid increase in the national construction cost index, inflation, and the onset of the war in Ukraine, the bid prices were significantly higher than programmed. ODOT successfully negotiated with the best value contractor to reduce the contract cost to $495 million, by deferring some scope elements, adjusting some specification language, and reallocating risk. ODOT awarded the contract and began construction in time to start work during the allowable in-water work window. The OTC addressed programmed additional funds, including $101 million state funds, and $19 million in local funds related to partner agency water line and sewer line improvements that are being constructed concurrently.

In December 2018, FHWA approved the NEPA classification for this project as a Categorical Exclusion (CE). Permitting work continues and ODOT received the U.S. Coast Guard Permit for the permanent Abernethy Bridge structure in 2021. Design work includes right-of-way, which was initiated in January 2019 and is now complete. In 2022 the CE was re-evaluated to only include the work related to the Phase 1A Abernethy Bridge construction. The work related to the highway widening was removed.

At this time a separate environmental analysis is evaluating tolling at or near the Abernethy Bridge. Prior to construction of future phases, additional environmental review will be required.

Community Engagement

Coordination with the cities of Oregon City and West Linn and communication to the local communities continues – through presentations to City Councils, open houses and newsletters. Conversations with Oregon City and West Linn include discussions about construction, including detours, easements, noise, and other issues, and coordination with upcoming local transportation and wastewater projects in the area. Construction easements were approved by the cities in fall 2021.

Public outreach and communication has been ongoing throughout the project to keep the local communities and general public informed of the latest construction impacts. In order to reach diverse communities, project updates are distributed in multiple languages. Thousands of people have been engaged through community tabling efforts, door-to-door outreach, and presentations to community groups. Since 2021, the project team has conducted 15 public events and participated in 28 presentations to partner organizations and local groups. In 2023, the project team has had close to 1,000 in-person interactions to share information about the project.

Next Steps

ODOT will focus on completing construction of the Abernethy Bridge and adjacent interchanges. This phase of construction is anticipated to be complete in late 2025, and the I-205 Toll Project will follow in early 2026 to pay for roughly half the cost of the project, with the remainder paid for with transportation funds collected statewide.

With the rising costs of construction and toll revenue delayed to 2026, ODOT has indefinitely postponed Phase 2 of the I-205 Improvements Project, which includes adding a missing third lane and seismic upgrades to a total of eight bridges.

2.7 OR-18: NEWBERG-DUNDEE BYPASS, PHASE II

Baseline Project Scope and HB 2017 Allocation

The full concept is an 11-mile bypass around the cities of Newberg and Dundee and is intended to reduce congestion and improve traffic flow. The first piece of Phase 1 was completed in January 2018 and constructed a new bypass highway from OR 219 from Newberg to OR 99W south of Dundee. The rest of Phase 1 was completed in 2020 and built a new section of road that realigned Wilsonville Road to connect to OR 219 south of Wynooski Road.

HB 2017 provided $22.4 million for the project to deliver Phase 2 design plans to be shovel-ready. The OTC also transferred $10.3 million in savings from Phase 1 to Phase 2 to make protective right of way purchases and approved transferring any remaining savings from Phase 1 once it is completely closed out.

Phase 2 includes the acquisition of protective right of way, developing an access management strategy, identifying the utility relocations needed, and conducting noise studies to determine associated impacts. The design will propose a new two-lane roadway alignment that extends from the newly constructed Phase 1 at OR 219 to OR 99W east of Newberg. This will address traffic congestion and improve mobility and safety through Newberg and Dundee.

Status

Phase 2 design began in early 2020 and reached the Design Acceptance Package milestone in early 2022. The project underwent a value engineering (VE) study to help refine and validate the current design direction. The changes from the study include incorporating more of the final build into the OR 219 interchange to reduce throwaway, improve traffic flow, and minimize disruption to OR 219 during construction. The VE study also proposed bringing the bypass over NE Fernwood Road to reduce impacts to surrounding houses and avoid cutting off access to either side of the golf course. There were a number of other ideas from the study that will reduce the size of retaining walls and other property impacts.

In the 2021 Legislative session, HB 3011 allocated $32 million to partially construct a new OR 219 interchange and realign NE Wynooski Road.

The designs were completed in February 2023 for the OR 219 interchange and realignment of NE Wynooski Road. Upon completion of the Project Labor Agreement, the project will go into construction. The tentative bid date is February 2024. All right-of-way for this section of the bypass has been purchased and utilities are currently being relocated.

Community Engagement

The Newberg Dundee bypass project has conducted extensive community outreach starting with a steering committee that formed more than 15 years ago. Over time, there have been many public meetings, open houses and events centered around the effort. An ongoing newsletter and a webpage was created where updates and information can be shared with interested parties.

When Phase 1 was completed and Phase 2 kicked off, an update was sent out to the mailing list and a new webpage for the phase was created. In addition, Phase 2 was referenced in the outreach and communications created for the Phase 1 construction project.

Region management has continued engagement with the Yamhill County Parkway Committee and other jurisdictional partners throughout development in an effort to identify funding opportunities for the full build.

An outreach campaign that includes an interactive map showing the current alignment and any information that may have changed is being planned. The campaign will include a mass mailing to residents in Newberg.

The addition of funds from HB 3011 funded a construction phase prompting a number of public outreach events including an open house and continuous meetings with the local agencies to develop this subphase of the project.

Next Steps

Upon completion of the Project Labor Agreement, the project will go into construction. The tentative bid date is February 2024.

2.8 I-5: AURORA-DONALD INTERCHANGE, PHASE I

Baseline Project Scope and HB 2017 Allocation

Built in the 1960s, the functionally obsolete interchange is over capacity at peak times and has significant safety and operational issues. Approximately 32,000 vehicles use this interchange daily including passenger vehicles, freight, commercial, and farming. The interchange is home to several businesses including two busy truck stops that draw substantial large truck traffic, resulting in frequent slow acceleration and turning movements that impact county roads and I-5.

HB 2017 funds of $25 million for the Aurora-Donald interchange were added to $3.3 million of existing funds to develop an Interchange Area Management Plan (IAMP) and construct a Phase I project with stand-alone benefit to address the primary congestion concerns. Development will address immediate and long-term improvements and will be completed in phases.

The project will address overall traffic congestion for the interchange and safety issues related to the local connections to Ehlen Road, which are too close to the off-ramp terminals – they are only about 50 feet apart. In addition, the grade of Ehlen Road is below I-5, with significant horizontal and vertical curves which restrict sight distance at the ramp terminals, creating unsafe conditions.

The heavy traffic paired with the obsolete configuration of the interchange causes congestion on the north and south bound off-ramps extending onto I-5. In addition, both I-5 on-ramps have an uphill grade, which causes slow speed merging of trucks onto I-5 and vehicles closely following large trucks.

Since the project kicked off, the Region has added $41.3 million to fund construction, which will be done in two phases, 1A and 2.

For Phase 1A includes:

- Lengthen and widen northbound off-ramp.
- Build retaining wall and noise wall.
- Realign Bents Road to align with Bents Court at the existing Ehlen Road.
- Install signal at new Bents Road intersection with Ehlen Road.

For Phase 2 includes:

- Construct a new I-5 bridge to carry both northbound and southbound traffic over Ehlen Road.
- Reconstruct the I-5 travel lanes to match the new I-5 bridge.
- Realign I-5 southbound lanes east, into the median, to align with the new bridge structure.
- Construct a four-lane cross section on Ehlen Road, between the northbound and southbound I-5 ramps, with two new left-turn lanes to access the I-5 on-ramps and one through lane in each direction.

Status

The IAMP was completed and adopted by the Marion County Board of Commissioners in a public hearing on September 30, 2020. The IAMP planning process served as a project design development tool to analyze interchange area project needs, environmental considerations, conduct stakeholder outreach and explore alternative interchange design solutions along with its more traditional planning and policy focus within the IAMP study area.

The process of selecting a preferred design for the interchange started with 20 different interchange solutions. Through analysis and stakeholder engagement process, the solution chosen is called a Diverging Diamond Interchange and represents how the ramps and roads connect to I-5. The design realigns some of the county roads and private property accesses.

The project has designed Phase 2 to the Advanced Package milestone and funding was added in the draft 2024-2027 STIP for construction. Phase 1A has completed construction.

Community Engagement

ODOT worked closely with partners on the process to choose a preferred design and develop an IAMP. This included engaging Marion County, the City of Aurora, the City of Donald, the Mid-Willamette Valley Area Transportation Commission, the freight community, interested stakeholders and the directly impacted businesses and residents throughout development and at key project milestones.

An external partner work group of interchange area businesses and property owners met periodically during 2019 to share project progress and direction, review ODOT work, and to understand comments, questions, and concerns about proposed improvements to the interchange and the county roads. The meetings were open to everyone, but the direct invitation list was built from businesses and property owners in the area.

In addition, two public open houses were held to share project information and to gather feedback, specific comments and other concerns from the public about proposed improvements to the interchange and the county roads.

A detailed account of the outreach is outlined in the final IAMP documents housed on the project webpage.

Since adoption of the IAMP, project outreach has continued. Most recently, residents of the Aurora Acres RV Park participated in a voting process to determine if they were in support of a sound wall. They voted in favor and will be kept engaged as the project moves to construction.

In the Spring of 2022, the project team held on online open house to share expected construction impacts with the public.

Project outreach includes open houses before and after the project starts construction. ODOT is planning an online open house in September to present expected construction impacts that include ramp and road closures. This will allow us to address questions and concerns raised by users of this project area in advance of the start of construction. ODOT is hopeful that all the questions of the area businesses, residents, and the traveling public will be answered.

There will be broad outreach and updates during the four years of construction of the interchange. The messaging will be about upcoming stages, impacts, detours and other changes occurring as construction progresses.

Next Steps

With the additional funding received, Phase 2 will continue into final design. It will be bid in February 2024 and will complete construction in 2028.

2.9 OREGON TOLL PROGRAM

In late 2017, the Oregon Transportation Commission initiated the Value Pricing Feasibility Analysis (VPFA) based on direction from HB 2017 focused on Interstate 5 and Interstate 205. The VPFA produced the Commission's tolling application to FHWA in December 2018, which laid out a plan to pursue two tolling projects in the Portland metro region. The Oregon Toll Program is part of ODOT's long-term strategy to ease congestion and secure sustainable and dedicated revenue for highways, bridges and multimodal capital infrastructure investments. The benefits of tolling include but are not limited to:

- Improving travel times and reliability for highway users.
- Generating toll revenue for other congestion relief and corridor projects.
- Reducing greenhouse gas emissions and fuel consumption as traffic flows more freely.
- Promoting transit use as some road users switch travel modes; associated greenhouse gas emissions improvements with more transit use.
- Improving shipping time reliability; reducing truck travel times and freight cost savings.

The Oregon Toll Program is overseeing development of two toll projects:

- The **I-205 Toll Project** proposes tolls at the Abernethy Bridge on I-205 between West Linn and Oregon City. Toll revenues would help pay back a portion of the construction costs to make the Abernethy Bridge earthquake ready. The toll project is currently being evaluated for benefits and impacts under federal environmental review.
- The **Regional Mobility Pricing Project** proposes tolls on I-5 and I-205 to manage congestion and raise revenue to improve and maintain the transportation system. ODOT and FHWA are conducting an environmental analysis to identify the project's potential benefits and effects.

In addition to developing the toll projects, ODOT is also working to build a toll system that can serve current and future toll projects. This includes creating roadside and back-office systems that will allow the toll system to utilize all-electronic tolling.

ODOT has expanded the team of internal staff and program management with consultant resources to develop the Oregon Toll Program design standards and requirements. ODOT has procured contract resources with proven industry expertise, referred to as General Toll Consultants (GTC). This team helped ODOT issue two key requests for proposals in 2023 to

bring on expert toll vendor implementation firms to set up, operate and maintain the program's roadside systems, back-office systems, and customer service operations. These systems integration contractors will design, implement, operate, and maintain the toll technology systems under ODOT direction to meet the region's needs for a regional program across the Portland metro area.

Current Status

On May 4, 2023, Governor Kotek directed ODOT to delay toll collection until January 1, 2026, prepare an updated Urban Mobility Strategy finance plan, and provide more information on the agency's plans to address equity concerns and mitigate diversion.

While efforts around equity and diversion mitigation were well under way as a critical element of the toll program development, the Governor's direction allowed ODOT more time to better define the low-income program, integrate equity into rulemaking, continue our efforts to engage with partners and the public, and reflect their feedback in the toll program design. The finance plan was submitted to the Governor in July 2023, and the plan for equity and diversion mitigation are in development. The plan will be shared with the Oregon Transportation Commission on December 11 and delivered to the Governor by December 15, 2023.

ODOT and FHWA published the draft of the environmental assessment for the I-205 Toll Project in early 2023. The project's environmental assessment began in 2021 with an analysis of the build and no build alternatives following a public comment period in 2020. The detailed assessment describes ODOT's plans, benefits, and effects of tolling on I-205 from OR 213 to Stafford Road.

As described in Section 2.6 of this report, ODOT has indefinitely postponed Phase 2 of construction for the I-205 Improvements Project. This change for the construction project also changed the scope of the toll project. The agency initiated a Supplemental Environmental Assessment in summer 2023 to determine the benefits and effects of tolling only at the Abernethy Bridge. This Supplemental Environmental Assessment will analyze:

- The potential for additional diversion onto the surrounding street system, especially onto neighborhood streets designed for low speed, low volume conditions.
- Existing transit during peak periods to accommodate any shift in travel modes.
- Whether improved reliability on I-205 will make bus service on the highway a viable option to improve the currently limited public transportation options between West Linn, Oregon City and the I-5 corridor.

- Other potential environmental benefits and impacts of the tolling alternative.
- Equity and mobility strategies to ensure people of all demographics receive travel benefits.

Planning work for the Regional Mobility Pricing Project on I-5 and I-205 is under way to determine the type of tolling and end points to be studied under the federal environmental process. Work includes:

- Evaluation of toll options and start and end points of the tolled area.
- Assessment of the potential for diversion onto the surrounding street system, especially other major routes (such as SW Barbur Boulevard, NE Martin Luther King Jr. Boulevard, OR 99E, I-84, I-405, N/NE Columbia and Lombard corridors).
- Evaluation of existing and planned future transit service.
- Consideration of equity and mobility strategies to ensure all demographics receive travel benefits.

ODOT meanwhile is selecting toll vendors to design, implement, operate, and maintain the back-office, roadside technology and customer service technology needed to operate a modern toll system. Two requests for proposals for vendors were issued in 2023 and systems design work will begin in 2024.

Community Engagement

The project team has implemented an expansive community engagement program to inform and receive input from the public and transportation partners. The team has provided community engagement through individual briefings; in-person events; webinars; English- and Spanish-language online open houses; traveler surveys; community engagement liaison outreach to groups speaking Spanish, Russian, simplified and traditional Chinese, and Vietnamese; traditional and social media activities; and public committee meetings.

The primary goal of ODOT's toll program is to ensure that the benefits of tolling (reduced congestion and a modern transportation system) are shared across all demographics. ODOT is collaborating with community partners to work toward an equitable distribution of the benefits of reduced congestion. Community engagement has been – and will continue to be – a foundational part of this strategy. The Oregon Toll Program's Equity Framework is guiding the entirety of both projects, including the technical analysis, environmental review,

and community engagement strategies. The goals of the Toll Program's Equity Framework include:

- Gaining better outcomes for communities that were historically – and are currently – underrepresented and underserved by transportation projects.
- Focusing on inclusivity and being intentional when engaging communities in solutions.

Historically and currently underrepresented and underserved communities experience negative impacts from our existing transportation system due to past investment and development patterns. Many low-income communities were priced out of centrally located neighborhoods by high housing costs and are now living farther away from employment and services. These same individuals often have less flexibility with travel times and may not have access to other transportation options. The Toll Program's Equity Framework provides the foundation and direction for engagement of these underserved communities. Key to the framework is the establishment of the Equity and Mobility Advisory Committee (EMAC). EMAC advises the Commission by:

- Supporting the Oregon Toll Program in development and implementation of an equity framework to guide project development and public engagement.
- Providing input to ODOT at the start of the technical and environmental review process to ensure project development is grounded in the Equity Framework, including the development and refinement of performance measures to evaluate alternatives for I-205 and I-5 tolling.
- Providing input on mobility and equity strategies that should be considered as toll projects are developed, including:
    - Availability of transit and other transportation options;
    - Transportation needs of, and benefits for, BIPOC communities, people with disabilities, people experiencing low incomes, and people with limited English proficiency who live near or travel through the project areas;
    - Better understanding of neighborhood benefits and impacts near the tolled facilities (e.g. changes to cut-through traffic, pedestrian and bicycle options, transit access).
- Providing input on ODOT's equitable engagement plan that guides the ongoing engagement with communities that have been historically underrepresented in transportation planning.

- Supporting the implementation of the equitable engagement plan by hosting or cohosting meetings, events and/or other activities as determined by the engagement plan.

EMAC members provide an important link in regional public involvement and education by informing and assisting with outreach to their constituents and communities. Members help to identify partners and interest groups within their respective communities and networks and help facilitate contact and information sharing with those groups and individuals.

Other advisory groups include the Regional Toll Advisory Committee (RTAC), RTAC Staff Working Group, Statewide Toll Rulemaking Advisory Committee, Regional Modeling Group, RMPP Transportation Technical Report Working Group, Public Transportation Strategy Work Group and Project Management Group. ODOT's outreach also extends to other groups such as the State Freight Advisory Committee and ODOT's Driver and Motor Vehicles Division (DMV), among others.

Although comments are accepted all the time, ODOT has held two formal public comment periods for the I-205 Toll Project. The first was in 2020 as part of the initiation of the I-205 Toll Project environmental review process. Partners and community members weighed in on the project's purpose and need statement and toll alternative options. Comments from residents, agencies, jurisdictions, and other partners helped shape the final purpose and need and alternatives for I-205 Toll Project environmental analysis, which began in spring 2021. Then, in spring 2023, ODOT held a second public comment period for the project by releasing the draft Environmental Assessment for a 60-day public review and comment.

For the Regional Mobility Pricing Project, ODOT held a public comment period as part of the initiation of the project's environmental review process in winter 2022. Based on feedback received from 4,000 comments from across the region, ODOT developed additional toll system options for the I-5 and I-205 corridors prior to receive additional feedback before moving forward with the Environmental Assessment analysis, which is expected to be completed in 2024.

Next Steps

ODOT will continue developing the back office, customer service and roadside technology systems necessary to operate a modern toll system will ramp up in 2024 with experienced vendors in place to guide the work.

For the I-205 Toll Project, environmental review continues with the Supplemental Environmental Assessment expected to be complete in 2024, following thorough technical

analysis, existing policy and guidance, and community feedback. Tolls are expected to begin on I-205 in 2026.

Formal environmental review under federal law for the Regional Mobility Pricing Project is under way and the Environmental Assessment is anticipated to be released for public comment in 2024. Tolling is expected to begin on the regional toll project corridors (I-5 and I-205 from the Willamette River to the Columbia River) in 2026/2027.

ODOT is committed to implementing a modern tolling program that will raise the funds necessary to upgrade Portland's transportation system and reduce congestion to support Oregon's economy.

3.0 STATE TRANSPORTATION PROJECTS[14]

3.1 HB 2017 PROJECTS COSTING $20 MILLION OR MORE

The 2017 Funding Package statutorily directed nearly $750 million to specifically named projects across the state. This section of the report addresses two separate reporting requirements by providing the design, construction, financial status, and progress information on all named HB 2017 projects costing $20 million or more.[15]

STATUS OF HB 2017 PROJECTS COSTING $20 MILLION OR MORE

Project Name	Key Number	Phase	Expected CN Year	HB 2017 Allocation	Current Estimate	Expenditures To-Date
I-205: Corridor Bottleneck & Active Traffic Management Phases I, II	**21157**	**CN**	**2019**	**30.7M**	**29.8M**	**26,447,335**
OR 217: NB & SB Auxiliary Lanes	**18841**	**CN**	**2021**	**98M**	**158.8M**	**111,641,110**
US 26: Powell Boulevard Upgrade & Jurisdictional Transfer Phases II, & III	**21178**	**PE**	**2022**	**110M**	**119M**	**35,730,827**

[14] All tables in section 3.0 contain project information as of September 30, 2023, marking the end of the 2023 Federal Fiscal Year (FFY).

[15] Section 3.0 satisfies the reporting requirements described in Section 45(3)(b)(C) which requires the Commission to submit the "…design, construction, financial status, and progress of projects costing more than $20 million that are identified in this 2017 Act."

STATUS OF HB 2017 PROJECTS COSTING $20 MILLION OR MORE

Project Name	Key Number	Phase	Expected CN Year	HB 2017 Allocation	Current Estimate	Expenditures To-Date
Newberg-Dundee Bypass, Phase II (Design & Shovel-ready Prep)	19909 22523	PE	2024	22M	82.5M	33,142,543
I-5: Aurora-Donald Interchange, Phase I	19062 22505	PE	2021	25M	51M	25,686,381
US 20: Safety Upgrades Albany to Corvallis	21191 22302	PE	2021	20M	26.9M	21,318,892
Hwy 22: Center Street Bridge Seismic Retrofit	21705	ROW	2025	60M	100M	3,168,244
OR 38: Scottsburg Bridge Replacement	18578	CN	2019	40M	50.4M	48,498,029
Southern Oregon Seismic Triage	21296 21452	CN	2020	35M	37.3M	25,575,515
US 97: Lower Bridge Way to NW 10th Street (Terrebonne)	21162	PE	2021	20M	39.1M	7,026,399
US 97: Cooley Road Midterm Improvements	21229	PE	2022	50M	177.1M	102,591,741
Territorial Hwy Jurisdictional Transfer (Multiple)	21595	OTH	2022	20M	20M	20,000,000

3.2 OTHER STATE TRANSPORTATION PROJECTS IMPLEMENTED AFTER HB 2017[16]

Subsection 3.2 includes design, construction, financial status and progress information for state transportation projects that were added to the 2018-2021 and the 2021-2024 State Transportation Improvement Plans (STIPs) or had new phases added by OTC approved amendments to the 2018-2021 and 2021-2024 STIPs, after the effective date of the legislation.

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
US20 at Tumalo	14892	OPERAT	PE	2023	2,720,000	2,750,925
OR217: OR10-OR99W	18841	OPERAT	PE	2021	134,420,839	111,641,050
I-5: California State Line-Ashland	18873		CN	2019	32,496,043	
I-5: Roberts Creek Rd-S. Umpqua River	18967		CN	2018	31,803,875	
I-5 Aurora-Donald Interchange Phases 1A and 2	19062	MODERN	CN	2021	27,985,380	25,258,985
OR141 (Hall Blvd): Scholls Fry Rd-Locust	19267	ADAP	PE	2022	8,014,128	6,806,341
OR18 McMinnville S. Yamhill River Br.	19389	BRIDGE	CN	2021	36,777,508	28,620,323
US97: S Century Drive to USFS boundary	19451	MODERN	Com plete	2020	13,662,399	13,125,201

[16] Section 3.2 satisfies the reporting requirements described in Section 45(3)(b)(D) which requires the Commission to submit the design, construction, financial status and progress of projects on "… any other state transportation projects implemented after the effective date of this 2017 Act."

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
OR569: Beltline at Delta Highway interchange	19490	MODERN	CN	2019	20,883,953	20,565,868
US101: Yaquina Bay Bridge (Newport) painting	19654	BRIDGE	Com plete	2018	2,541,880	2,541,880
US20 PME: UPRR-Eddyville Phase 7	19682	OPERAT	PE	2021	750,000	582,862
I-205: OR224(Sunrise Expressway) - Sunnybrook Blvd	19721	MODERN	Com plete	2018	7,691,122	7,604,201
I-205: I-5-OR213, Phase 1	19786	MODERN	PE		65,262,305	56,501,529
I-5: Kuebler Blvd to Delaney Rd widening	19929	MODERN	PE	2023	9,686,769	8,890,789
US97: Midland Hwy - California state line	20023	PRESRV	Com plete	2019	5,429,947	5,306,276
I-5: Garden Valley Blvd-Roberts Creek	20106		CN	2021	21,975,591	
US101B: Lewis and Clark River Bridge (Warrenton)	20107	BRIDGE	PE	2021	1,667,280	75,480
US101: Yaquina Bay Bridge	20109	BRIDGE	CN	2019	30,702,589	
OR36: Indian Creek Bridge	20118	BRIDGE	PE	2021	2,195,111	1,965,612

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
I-84: I-205–Marine Dr	20410	PRESRV	CN	2022	16,688,929	9,453,172
OR22: Joseph St. - Golf Club Rd.	20418	PRESRV	Com plete	2019	5,214,798	4,307,094
US20: Ellsworth St (Willamette) Bridge	20428	BRIDGE	PE	2023	736,000	417,336
OR99W: I-5 – McDonald Street	20435		CN	2022	32,030,267	
US197: The Dalles Bridge (Columbia)	20442	BRIDGE	CN	2020	39,124,369	
OR99W: Tualatin River northbound bridge	20471	BRIDGE	Com plete	2020	1,472,936	1,472,936
I-84 pavement: Meacham-Kamela	20530	PRESRV	PE	2021	54,711,657	45,021.620
US97: OR58-California Border	20535		CN	2021	28,429,557	
I-84 Frontage Rd: Meacham Creek & UP Railroad	20539	BRIDGE	PE	2024	7,362,000	1,066,623
I-84 Eastbound over US395 (Emigrant Avenue Interchange)	20540	BRIDGE	Com plete	2020	26,421	26,421
OR34: Van Buren Bridge (Corvallis)	20688	BRIDGE	PE	2023	71,633,000	23,604,522

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
US30: Troutdale (Sandy River) Bridge	20703	BRIDGE	Com plete	2019	1,744,208	1,684,180
US26: MP99 - Kahneeta Junction	20853	PRESRV	Com plete	2018	4,107,141	4,107,141
Oregon salt pilot phase 2: bridge deck testing & sealing	21076	BRIDGE	Com plete	2018	819,476	819,476
Maint. triggered curb ramps and pedestrian signals	21144	ADAP	CN	2019	6,200,000	5,492,868
I-5: Boone (Willamette River) Bridge	21218	BRIDGE	PE	2021	3,450,000	47,217
US26: Little Humbug Creek Bridge	21224	BRIDGE	PE	2023	5,564,024	1,149,059
US26: Hayward Rd. - NW Mountaindale Rd.	21236	PRESRV	PE	2021	4,100,000	3,707,618
US20: Harney County line - Black Canyon	21265	PRESRV	PE	PRESRV	18,747,825	17,518,018
Southern Oregon Seismic Br. Retrofit	21296	BRIDGE	CN	2022	24,393,310	22,096,656
Southern Oregon Signal Upgrades	21308	SAFETY	Com plete	2018	2,090,360	2,090,360

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Inner Powell Blvd cost to upgrade study	21315	OPERAT	PL	2021	303,934	303,934
OR260: Lower River Road	21318	OPERAT	Com plete		6,400,000	6,400,000
US101: Garrison Slough - Cemetery Lp Rd (Port Orford)	21323	PRESRV	PE	2021	5,295,000	3,865,367
Union County Commute Options	21338	OP-TDM	OTH		60,486	55,424
OR58: Seismic Landslide Mitigation	21341	BRIDGE	PE	2024	2,600,000	1,073,061
OR126/US101: Spruce St - Siuslaw River Br (Florence)	21346	BIKPED	Com plete	2018	6,741,447	6,740,314
Pavement Density Pilot	21347	PRESRV	Com plete		62,500	62,500
Region 1 LED Conversion	21348	OP-SSI	CN	2019	20,000,000	17,667,444
ITS Database Server Upgrade	21349	OP-ITS	Com plete		144,628	144,628
Safe Routes to School Infrastructure SFY 19-20	21350	SAFETY	CN	2019	15,113,545	12,125,629

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Safe Routes to School infrastructure SFY 21-22	21351	SAFETY	CN	2021	32,483,053	6,702,158
US20: Hampton-Burns Chip Seal Project	21354	PRESRV	Complete	2019	3,011,899	3,011,899
2019 TOCS Maintenance	21355	OP-ITS	Complete		200,064	200,064
2020 TOCS Maintenance	21356	OP-ITS	Complete		250,000	250,000
2021 TOCS Maintenance	21357	OP-ITS	OTH		250,000	242,433
Vanpool and Rideshare Support	21359	OP-TDM	OTH		96,000	0
I-84: Cascade Locks-Idaho & I-82 Sign Upgrades	21360	FNLPLN	PE		1,600,000	1,520,806
OR203: Milk Creek-Catherine Creek Lane Realignment	21361	FNLPLN	PE		496,052	111,612
US730: Powerline Road Intersection Phase II	21363	MODERN	Complete		21,119	21,119
I-5 and I-205: Regional Mobility Pricing	21371	OPERAT	PL		63,250,000	31,239,837
I-5: Bridges over Leland Road	21372	BRIDGE	Complete	2020	751,474	751,474

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Region 3 ADA Scoping	21373	ADAP	PL		3,000,000	2,068,182
OR99W: Orrs Corner Road - Clow Corner Road	21374	MODERN	CN	2023	11,445,083	2,833,639
Display Event Images on TripCheck	21397	OP-ITS	Com plete		139,359	139,359
US20/OR-201: Vale to I-84 Chip Seal	21399	PRESRV	Com plete	2019	1,157,982	1,157,990
I-205: I-5 - OR213, Phase 3	21400	OP-ITS	Com plete	2019	5,283,342	5,283,342
OR99: Rogue Valley Intersection Improvements	21408	SAFETY	PE	2024	1,828,000	692,909
Region 4 ADA Scoping	21413	ADAP	PL		253,424	253,424
Region 5 ADA Scoping	21414	ADAP	Com plete		153,024	153,024
Bike-Ped Quick Fix Program FFY20	21418	BIKPED	OTH	2021	230,526	
Bike-Ped Quick Fix Program FFY21	21419	BIKPED	OTH	2021	500,000	
Network Critical Infrastructure Replacement	21421	OP-ITS	Com plete		595,094	595,094

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
DBE/Supportive Services FFY19	21422	SPPROG	Complete		35,971	35,971
ADA Program Research	21426	ADAP	OTH		3,000,000	1,213,848
Portland State Summer Transportation Program FFY19	21450	SPPROG	Complete		121,137	121,137
National Environmental Policy Act & Permitting System	21451	ENVIRO	OTH		1,250,000	53,022
Southern OR Seismic Slopes Stability	21452	OP-SLD	PE	2023	14,775,000	3,478,816
US30: Millard and Bennett Roads (St Helens)	21459	SAFETY	CN	2020	8,910,220	6,489,538
Road Usage Charge (RUC) and Automated Vehicles	21461	PLANNG	PL		3,050,000	1,894,718
2019 Response Plan System Maintenance	21463	OP-ITS	Complete		67,997	67,997
Region 2 Intelligent Trans. Systems improvements	21466	SAFETY	OTH		2,034,500	1,918,263
OR99E: Birdfoot Dr – Harrisburg	21467	PRESRV	Complete	2020	1,271,993	1,271,993

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
OR22: Golf Club Rd - MP 25.9	21468	PRESRV	Com plete	2020	1,422,374	1,422,374
OR7: I-84 Intchg Bike/Ped Improvements (Baker City)	21471	BIKPED	Com plete	2020	817,054	814,121
Oregon MPO Consortium Work Program SFY 2020	21473	PLANNG	PL		32,596	32,596
State Bridge Program - Advanced Investigations	21480	BRIDGE	PL		142,261	142,261
US95: Burns Junction - Blue Mountain	21481	PRESRV	Com plete		1,912,367	1,912,367
Region 4 Sign Upgrades Phase II	21482	OPERAT	PE	2023	250,000	151,721
US20: Mervin Samples - Greenwood (3rd St, Bend)	21483	OP-SSI	PE	2021	21,140,140	19,848,152
OR211/OR224/US26/ OR8 Curb Ramps	21488	ADAP	PE	2020	3,922,000	3,398,010
US20: 3rd St-15 St. (Greenwood, Bend)	21489	ADAP	PE	2024	6,426,900	1,201,499
OR99W/US101 Curb Ramps (Corvallis & Florence)	21490	ADAP	Com plete	2020	1,913,504	1,913,504

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
OR42/US101/OR42S/ OR542 Curb Ramps	21491	ADAP	PE	2020	1,500,000	1,360,198
OR99/I-5/OR238/ OR62 Curb Ramps	21492	ADAP	PE		2,170,000	1,973,998
Central Oregon Curb Ramps	21493	ADAP	PE	2020	3,975,000	3,478,015
Eastern Oregon Curb Ramps	21494	ADAP	Com plete		4,182,249	4,182,249
OR212/224 Arterial Management	21495	OP-ITS	PE	2022	2,800,000	1,768,370
Multimodal Integrated Corridor Mgt Architecture	21499	OP-ITS	Com plete		74,886	74,886
US97 Road Weather Management	21501	OP-ITS	PE	2021	3,362,461	3,221,132
City of Bend Colorado/Arizona Couplet ATSPM	21502	OP-ITS	Com plete		133,416	133,416
Unmanned Aerial Systems for Crash Reconstruction	21503	OP-ITS	Com plete		88,025	88,025
I-205: Johnson Crk-Glenn Jackson Br Eval.	21504	OP-ITS	OTH		50,000	49,317
STEM Connect Program	21506	SPPROG	Com plete		34,394	34,394

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Stages of Change Campaign Pilot	21508	OP-TDM	Com plete		897	805
OR62: Corridor Solutions Unit 2 Phase 4 (Medford)	21511	MODERN	PE	2021	2,448,000	2,274,366
US20: Philomath Couplet	21514	PRESRV	PE	2022	16,480,546	5,043,819
US395: Cape Horn to Dale Freight Improvements	21523	MODERN	PE		500,000	202,228
OR281 at Orchard Rd (Hood River)	21537	OP-SSI	PE	2024	2,522,473	1,099,535
I-5: Boone Bridge widening & seismic retrofit study	21541	OPERAT	PL		4,000,000	934,437
West Coast Electric Highway Upgrades	21544	SPPROG	PE	2022	3,900,591	14,405
I-5: Columbia River (Interstate) Bridge	21570	BRIDGE	PL		101,209,584	45,347,974
US95: Idaho State Line – McDermitt	21641	PRESRV	PE	2023	14,900,000	332,609
I-5: North Ashland-South Ashland	21675	PRESRV	CN	2023	11,316,808	2,746,714
I-84: Multnomah Falls Toothrock Tunnel-Cascade Lock	21684		CN	2022	22,936,816	

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
OR35: US26 overcrossing bridge	21711	BRIDGE	PE	2024	3,150,873	270,417
US101: Gold Beach (Rogue River) Bridge	21769		CN	2024	24,283,000	
Peer Exchange for ADA	21893	ADAP	Com plete		22,600	22,600
Landslide Monitoring Initiative	21919	SPPROG	Com plete		43,503	43,503
OR205: Junction of Steens Hwy-Roaring Springs Ranch	21966	PRESRV	PE	2023	6,942,184	3,749,326
Other Public Agency Bridge Inspection (21-23 biennium)	22061	PLANNG	PL		2,039642	1,148,185
Safe Routes to School Infrastructure 2023-24	22064		CN	2023	38,742,748	
State Bridge Program 2022-2024	22066		CN	2024	27,422,669	
Columbia Bottomlands mitigation	22075	ENVIRO	PE	2024	1,400,000	900,476
OR237/OR203(Union) /OR82/OR3 (Enterprise)ADA curb ramps	22076	ADAP	CN		4,909,996	4,879,867

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Oregon Interoperability Service Replacement	22081	OP-ITS	OTH		415,000	131,403
Southern Oregon Seismic Retrofit (Ph 2)	22083	BRIDGE	PE	2021	4,442,049	4,279,357
US26 Curb Ramps (Sandy)	22112	ADAP	CN	2020	2,869,550	2,580,461
OR211 & OR224 Curb Ramps (Molalla & Estacada)	22115	ADAP	PE	2021	3,994,000	2,507,852
OR8 Curb Ramps (Cornelius/Forest Grove)	22116	ADAP	CN	2020	2,433,896	2,168,287
OR99W: SE Chapman Pl-SW McKenzie Ave (Corvallis)	22117	ADAP	Com plete		2,001,379	1,960,556
US101: Munsel Lake Rd-OR126 Curb Ramps (Florence)	22118	ADAP	Com plete		4,172,889	4,037,006
Central OR Curb Ramps Phase 1	22121	ADAP	PE	2022	4,483,862	3,237,221
Central OR Curb Ramps Phase 2	22122	ADAP	PE	2022	8,422,805	6,644,192
Central OR Curb Ramps Phase 3	22123	ADAP	CN	2020	3,750,062	3,466,059
Union County Curb Ramps	22124	ADAP	CN	2020	5,757,155	5,193,464

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Malheur County Curb Ramps	22125	ADAP	CN	2020	6,449,735	6,412,478
OR542 Curb Ramps	22126	ADAP	PE	2022	1,479,791	1,193,183
OR238/OR62 Curb Ramps	22127	ADAP	PE	2021	3,008,810	2,676,401
OR42/US101/OR42S Curb Ramps	22143	ADAP	Com plete		4,828,853	4,189,189
OR99/I-5/OR234 Curb Ramps	22144	ADAP	Com plete		3,962,210	3,756,026
Portland Metro & Hood River Curb Ramps	22204	ADAP	PE		6,159,297	3,619,981
Region 2 ADA Curb Ramps	22205	ADAP	PE		8,400,000	5,577,979
Douglas & Coos County ADA Curb Ramps	22206	ADAP	PE		5,459,615	3,318,361
Jackson & Josephine County ADA Curb Ramps	22208	ADAP	PE		5,784,311	4,237,929
Klamath, Lake & Deschutes County Curb Ramps	22209	ADAP	CN	2022	20,101,644	11,348,027
Umatilla, Morrow, Baker & Wallowa County Curb Ramps	22210	ADAP	PE		9,651,027	9,652,978

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
US101: South Coast Slide Study	22228	PLANNG	PL		600,000	512,242
Road Weather Information System Modernization	22229	OP-ITS	OTH		630,000	439,789
Mult./Wash./Clack/ Hood River Curb Ramp Assessment	22245	ADAP	PE		2,000,000	1,538,191
Region 2 ADA Curb Ramp Scoping	22248	ADAP	PL		1,558,705	1,558,705
Southern OR Seismic Bridge Retrofit Ph 3	22290	BRIDGE	PE	2023	7,500,000	568,521
Road Usage Charge West	22293	PLANNG	PL		525,000	13,960
Emission Reduction Scenario Planning	22301	PLANNG	PL		3,500,000	290,356
US20: Conifer Blvd to Merloy Ave	22302	SAFETY	CN	2023	6,890,859	3,294,693
OR99: Front Street (Creswell)	22304	SAFETY	CN	2022	1,336,387	1,190,805
ADA Indefinite Delivery/Indefinite Quantity (ID/IQ)	22307	ADAP	PE	2024	8,137,857	56,337

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
I-5: Interstate Bridge Control Equipment (Portland)	22315	BRIDGE	PE	2024	1,000,000	67,204
I-5: Interstate Br. NB Electric Components (Portland)	22316	BRIDGE	PE	2022	1,000,000	59,732
K-5: Interstate Bridge Bearing Replacement	22317	BRIDGE	CN	2022	550,000	97,465
Region 2 Signal Improvements Area 1 & 3	22318	SPPROG	OTH		1,248,886	1,097,246
US97: Lava Butte to a Pine Multi-Use Path Planning Study	22324	PLANNG	PL		416,200	245,864
US101: Arizona Slide	22336	PLANNG	Com plete		520,941	520,941
US20: Corridor Culvert Repairs Phase 2	22358	CULVRT	PE	2024	1,850,000	215,840
OR99W: Chapman Crossing Illumination	22360	SAFETY	CN	2022	320,000	149,430
OR99W: Chapman Crossing Advanced Warning Light	22361	SAFETY	CN	2022	425,000	216,877

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
OR86: Guardrail Upgrades Final Phase	22383	SAFETY	PE	2024	5,392,000	149,301
OR99: Glenwood-Coleman Creek	22384	OPERAT	PE	2024	19,088,358	4,400,837
US101/OR38 Curb Ramps	22387	ADAP	CN	2022	7,144,536	5,805,013
I-5/OR138 Curb Ramps	22388	ADAP	CN	2021	2,347,192	1,984,396
OR99/I-5 Curb Ramps	22389	ADAP	CN	2022	7,780,778	6,679,829
I-5/OR99/OR238/ US199/OR62/OR140 Curb Ramps	22390	ADAP	CN	2022	5,601,068	4,143,778
US20/OR228 Curb Ramps (Sweet Home)	22391	ADAP	CN	2022	7,243,519	6,535,742
OR47/Territorial Rd Curb Ramps (Carlton/Veneta)	22392	ADAP	CN	2022	5,018,037	4,002,173
OR99/OR99W/OR99E Curb Ramps	22393	ADAP	CN	2022	9,016,365	7,659,038
OR99E: Curb Ramps (Hubbard)	22394	ADAP	CN	2022	1,803,000	1,554,665

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Umatilla/Morrow County Curb Ramps	22398	ADAP	CN	2022	12,453,169	7,761,794
OR7/I-84/US30 Curb Ramps (Baker City)	22400	ADAP	CN	2022	16,390,576	13,871,333
Umatilla County Curb Ramps (Pendleton)	22401	ADAP	CN	2022	9,231,486	8,254,999
OR82 Curb Ramps (Wallowa/Lostine)	22402	ADAP	CN	2022	5,025,680	4,088,237
OR82/OR351/OR350 Curb Ramps (Joseph)	22403	ADAP	CN	2022	7,049,331	6,093,504
Standalone Pedbike Projects (2021/2022)	22404	BIKPED	CN	2021	4,057,293	1,557,251
I-5: Emergency Fence Repair	22410	EM-REL	CN	2022	1,606,241	1,422,403
Westside Corridor Multimodal Improvements Study	22411	PLANNG	PL		1,200,000	727,753
US101: Butte Creek Culvert	22419	CULVRT	PE		1,800,000	335,792
Cornelius Pass Hwy: US26 to US30 ITS improvements	22421	OP-ITS	PE	2024	4,673,000	139,109

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Sandy Creek Rd MP 2.70	22423	EM-REL	PE	2024	2,658,462	373,991
OR99 at Water St Signal (Ashland)	22428	SAFETY	PE	2024	950,000	37,121
OR141/OR217 Curb Ramps	22431	ADAP	PE	2024	7,518,278	999,935
US30BY Curb Ramps	22432	ADAP	PE	2024	27,410,000	688,668
OR36: Cleveland Creek Culvert	22433	FISH	CN	2023	2,792,566	395,370
US101 Curb Ramps (Lincoln City/Lincoln Beach)	22434	ADAP	PE	2024	19,149,070	2,710,227
OR47/OR8/US30 Curb Ramps	22435	ADAP	PE	2024	14,566,171	2,189,867
US101/OR241,OR540 Curb Ramps (Coos Bay/North Bend)	22437	ADAP	CN	2023	8,068,374	1,764,263
Jackson County Curb Ramps, Phase 2	22438	ADAP	PE	2024	10,115,128	2,336,788
Sisters and Bend Curb Ramps	22442	ADAP	PE	2024	17,633,346	1,492,422

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
Burns & Hines Curb Ramps	22445	ADAP	CN	2023	15,320,104	2,059,156
Grant County Curb Ramps	22446	ADAP	CN	2023	9,246,100	2,024,739
Jordan Valley/ Ontario/Huntington/ Adrian Curb Ramps	22447	ADAP	CN	2023	12,379,112	1,860,677
I-205: I-5 to OR213, Phase 1A	22467	MODERN	CN	2022	495,350,000	154,457,508
OR10 (Wash Co) & OR99E (Milwaukie-O.City) Curb Ramps	22468	ADAP	CN	2022	4,202,314	3,759,244
US30BY Curb Ramps (Portland)	22469	ADAP	CN	2023	1,660,715	18,135
I-84: Corbett Interchange-Multnomah Falls Ph 2	22504	CULVRT	PE	2024	3,546,648	138,878
I-5: Aurora Donald Interchange Phase 2	22505	MODERN	PE	2024	22,982,053	419,976
I-205: OR213-Stafford Rd Variable Rate Tolling Project	22507	OPERAT	PE		27,257,890	11,544,359
I-5: Halsey to Lane County Line	22508	PRESRV	PE		3,512,000	1,048,778

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
OR6: Roadside Barrier Upgrades	22509	SAFETY	PE	2024	10,890,272	101,184
OR22: Culvert MP 7.70	22510	CULVRT	PE		700,000	484,149
OR34: Roadside Barrier Upgrades	22511	SAFETY	PE	2024	1,600,000	353,585
OR22: Westbound Marion Street Bridge (Salem)	22512	BRIDGE	Com plete	2022	6,012,526	5,481,911
OR211: Meridian Rd MP 3.78 (Woodburn)	22513	SAFETY	PE	2024	783,736	136,310
OR58: Salt Creek Tunnel to MP 70	22514	PRESRV	CN	2022	9,273,049	7,440,304
OR58: Eagle Creek to Salt Creek Tunnel	22515	PRESRV	PE		873,000	213,793
I-84: Baldock Slough-Huntington Pavement Seal	22516	PRESRV	CN	2023	4,072,619	2,595,072
I-84: Tower Road-Stanfield	22517	PRESRV	PE		700,000	148,415
I-84: Cascade Locks-Arlington Sign Upgrades	22518	OP-SSI	CN	2022	10,041,440	1,406,728

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
I-84: Arlington-Pendleton & I-82 Sign Upgrades	22519	OP-SSI	PE	2023	5,700,000	
US97: Dover Ln-Bear Dr Safety Improvements	22520	SAFETY	CN	2023	2,778,764	826,833
OR219/OR214/OR211 & OR99E Curb Ramps (Woodburn & Salem)	22521	ADAP	CN	2022	5,620,853	3,853,786
OR18: Newberg-Dundee Bypass (Phase 2A)	22523	MODERN	PE	2024	50,000,000	8,870,326
US101: Landslide Repair (Johnson Creek)	22528	OP-SLD	CN	2022	903,971	810,733
Willamette River: Stormwater Source Control Improvement	22552	BRIDGE	PE		11,962,600	1,194,006
OR99E: American Dr to South City Limits (Halsey) Phase 2	22553	SAFETY	OTH	2023	125,000	
OR99W/OR18 Curb Ramps (McMinnville)	22554	ADAP	PE	2024	8,080,348	767,067
OR223/OR99W Curb Ramps (Dallas/Rickreall)	22555	ADAP	PE	2024	5,139,994	1,256,728

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
OR18B Curb Ramps (Willamina/Sheridan)	22556	ADAP	PE	2024	3,027,356	422,268
OR58: Salt Creek Bridge (MP42.93)	22557	BRIDGE	PE	2024	1,810,000	882,603
OR126 and US26 Curb Ramps (Redmond/Prineville)	22558	ADAP	PE	2024	20,787,608	1,024,546
Umatilla County Curb Ramps (Pendleton) Phase 2	22560	ADAP	PE	2024	9,923,521	1,330,462
Umatilla/Morrow County Curb Ramps Phase 2	22561	ADAP	PE	2024	6,153,900	1,468,089
I-5: Smith and Sexton Pass	22562	OP-ITS	PE	2024	2,550,000	6,627
Statewide Toll Development Implementation	22564	OPERAT	OTH		110,370,000	6,432,134
US101/OR540 Curb Ramps (Coos Bay/N Bend) Phase 2	22570	ADAP	PE	2024	36,830,000	22,800
Jackson & Josephine County Curb Ramps Phase 3	22571	ADAP	PE	2024	16,568,191	242,016

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
OR528: Jurisdictional Transfer (Springfield)	22574	OPERAT	OTH		12,000,000	12,000,000
Statewide ADA Curb Ramps	22578	ADAP	CN	2022	6,300,000	4,310,180
Statewide ADA Crosswalk Closures	22594	ADAP	CN	2022	2,145,000	2,100,333
OR42: Lookingglass-Benedict/US199: Applegate-CA	22597	SAFETY	CN	2023	8,471,000	819,283
I-405 Fremont Bridge (Willamette River) West Ramps	22603	BRIDGE	PE		11,759,000	29,577
OR8 at East Lane (Cornelius)	22609	SAFETY	CN	2023	1,108,057	275,206
OR540 Curb Ramps: Coos Bay City Limits-Boat Basin Rd	22611	ADAP	PE	2024	1,800,000	
Jackson County Curb Ramps, Phase 2A	22612	ADAP	PE	2023	3,600,000	
US97: Chiloquin Br – OR39: Hwy 50 SB over Hwy 4 NB Br	22620	BRIDGE	PE	2024	322,344	55,792

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
US30 Curb Ramps (Hood River)	22621	ADAP	PE	2024	4,815,943	73,918
OR132: Green Acres Rd to Good Pasture Island Rd	22627	MODERN	PE		6,086,051	21,384
OR62: Lost Creek Lake Bridge	22629	BRIDGE	PE		1,235,000	48,192
OR99: Rogue River Bridge, Gold Hill Spur	22630	BRIDGE	PE		2,139,000	150,938
I-5: Cabin Creek – Sutherlin	22641	PRESRV	PE		750,000	1,737
OR334/OR335 Freight Improvements	22642	MODERN	PE		250,000	89,442
OR126: Huston Roundabout	22643	SAFETY	PE		1,400,000	120,522
Culvert Repair Mitigation	22644	CULVRT	OTH		4,410,000	4,410,000
OR141 (SW Hall Blvd): SW Spruce St-SW Hemlock St	22647	OP-SSI	PE	2024	3,566,254	14,302
2021 Transportation Facility & Parking Structure (RVTD 5339)	22687	TRANST	PE	2024	15,690,654	

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
I-5: Creswell to California Border	22737	ELECTRIC	PE	2024	2,905,000	
I-205: I-5 to Glenn Jackson Bridge	22738	ELECTRIC	PE	2024	1,936,000	
US97: I-84 to California Border	22739	ELECTRIC	PE	2024	5,809,000	141,324
I-84: I-5 to the Idaho Border	22740	ELECTRIC	PE	2024	5,382,000	
I-82: OR730 to I-84	22741	ELECTRIC	PE	2024	894,000	
US20: US101 to Idaho Border	22742	ELECTRIC	PE	2024	8,971,000	
Eastern Oregon 2024-2027 ADA Curb Ramp Design	22754	ADAP	PE		12,165,000	176,369
Portland-Metro 2024-2027 ADA Curb Ramp Design Ph 1	22978	ADAP	PE		19,600,000	10,215
NW Oregon 2024-2027 ADA Curb Ramp Design Ph 1	22985	ADAP	PE		22,000,000	394,199
SW Oregon 2024-2027 ADA Curb Ramp Design Ph 1	23062	ADAP	PE		5,500,000	8,105

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
SW Oregon 2024-2027 ADA Curb Ramp Design	23063	ADAP	PE		1,500,000	338
I-5: Southern Oregon Wildlife Overcrossing	23100	SAFETY	PE		1,500,000	198,559
OR451/US20: Vale Sidewalk and Rail Pedestrian Crossing	23396	SAFETY	PE		219,000	30,988
US101: Culverts (MP 73.46-131.65) Ph 2	23423	CULVRT	PE	2024	3,967,000	
I-84: Multi-Use Path-Jordan Rd Tunnel-Sandy River Delta	23428	SAFETY	PE	2024	2,598,908	14,804
Umatilla/Morrow County Curb Ramps Phase 2A	23429	ADAP	PE	2024	8,556,979	
Umatilla/Morrow County Curb Ramps Phase 2B	23430	ADAP	PE	2024	6,526,161	
US101: 39th St to Holmes Rd (Lincoln City)	23431	BIKPED	PE		355,000	
OR237: Murphy Creek Culvert Replacement	23454	CULVRT	PE		350,000	

PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
IBR Hayden Island Ground Improvement Study	23456	PLANNG	PL		2,000,000	
OR99W Corridor Safety & Intersection Improvements	23457	SAFETY	PE		1,375,000	122
US30BY Curb Ramps, Phase 1	23458	ADAP	PE	2024	11,400,000	
US101: Reedsport Lane Reconfiguration	23483	OPERAT	PE	2024	750,000	11,057

APPENDIX A

HB 2017 PROGRAM AREAS AND SHOVEL-READY PROJECT WORKTYPES

HB PROGRAM AREA(S)	PROJECT WORK-TYPES	
BRIDGE & SEISMIC	BRIDGE	Bridge Program
	BRLO	Bridge Large On-System
	BR-RLR	Bridge Rail Retrofit Program
	BR-MBM	Major Bridge Maintenance
	BR-SCR	Bridge Overpass Screening
	BRSF	Bridge Small Off-System
	BRSO	Bridge Small On-System
CULVERTS/PRESERVATION	CULVRT	Non-national Bridge Inventory Culvert
	CT-MCM	Culvert Major Culvert Maintenance
	PR-1RF	Preservation 1RF Features
	PR-CHP	Preservation Chip Seal
	PRE-EX	Preservation Jurisdictional Exchange
	PRESRV	Preservation Program Project
	PR-IM	Preservation Interstate Maintenance
	PR-MIM	Preservation Major Interstate Maintenance
MAINTENANCE	EM-REL	Emergency Relief Project
	MAINT	Maintenance (non-STIP)
OTHER	ADAP	ADA Program-funded
	ADAR	ADA Region-funded
	AVIATE	Connect Oregon Aviation
	BIK/PED	Bicycle & Pedestrian Projects
	BP-FLX	Bicycle & Pedestrian Flex Fund
	CMAQ	Congestion Mitigation & Air Quality Improvement
	ENHANC	Transportation Enhancement Project
	ENVIRO	Environmental Project
	FISH	Fish Passage
	IOF	Immediate Opportunity Fund

OTHER CONT…	MISCL	Miscellaneous
	MODERN	Modernization
	MOD-EX	Modernization Jurisdictional Exchange
	OPERAT	Operations General
	OP-ITS	Operations Intelligent Transportation System
	OP-SLD	Operations Slides & Rock Falls
	OP-SSI	Operations Signs, Signals, & Illumination
	OP-TDM	Operations Transportation Demand Management
	PLANNG	Planning
	RAIL	Rail
	SAFETY	Safety Improvement Projects, SRTS etc…
	SCENBY	Scenic Byways
	SPPROG	Special Programs
	STORM	Storm-water
	TD-FLX	Transportation Demand Management Flex Fund
	TDM	Transportation Demand Management
	TRANST	Transit Program
	TR-CAP	Transit Program Capital
	TR-FLX	Transit Flex Fund
	TR-OPS	Transit Program Operations

LIST OF SHOVEL-READY HIGHWAY PROJECTS

Appendix A satisfies the statutory condition requiring the Commission to provide the list of "shovel-ready" highway projects that they expect to undertake with the increased revenue from the January 01, 2024, two-cent fuels tax increase. The list of projects also demonstrates our compliance with the statutorily mandated percentage splits by providing the list of identified shovel-ready highway projects, which are already adopted in the 2024-2027 STIP. All tables in this appendix contain project information as of September 30, 2023, marking the end of the 2023 Federal Fiscal Year (FFY).

SHOVEL-READY PROJECTS

PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
I-84 Frontage Road: Meacham Creek & Union Pacific Railroad	20539	BRIDGE	7,362,000	2024
OR58: Seismic Landslide Mitigation	21341	BRIDGE	2,600,000	2024
OR99: Rogue Valley Intersection Improvements	21408	SAFETY	1,828,000	2024
US20: 3rd St – 15th St (Greenwood, Bend)	21489	ADAP	6,426,900	2024
OR281 at Orchard Rd (Hood River)	21537	OP-SSI	2,522,473	2024
OR35: US26 Overcrossing Bridge	21711	BRIDGE	3,150,873	2024
Columbia Bottomlands mitigation/conservation bank	22075	ENVIRO	1,400,000	2024
ADA Indefinite Delivery/Indefinite Quantity (ID/IQ)	22307	ADAP	8,137,857	2024
I-5: Interstate Bridge Control Equipment (Portland)	22315	BRIDGE	1,000,000	2024
US20: Corridor Culvert Repairs Phase 2	22358	CULVRT	1,850,000	2024

PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
OR86: Guardrail Upgrades Final Phase	22383	SAFETY	5,392,000	2024
OR99: Glenwood-Coleman Creek	22384	OPERAT	19,088,358	2024
Cornelius Pass Hwy: US 26 to US 30 ITS Improvements	22421	OP-ITS	4,673,000	2024
Sandy Creek Rd at MP 2.70	22423	EM-REL	2,658,462	2024
OR99 at Water St Signal (Ashland)	22428	SAFETY	950,000	2024
OR141/OR217 Curb Ramps	22431	ADAP	7,518,278	2024
US30GBY Curb Ramps	22432	ADAP	27,410,000	2024
US101 Curb Ramps (Lincoln City / Lincoln Beach)	22434	ADAP	19,149,070	2024
OR47/OR8/US30 Curb Ramps	22435	ADAP	14,566,171	2024
Jackson County Curb Ramps, Phase 2	22438	ADAP	10,115,128	2024
Sisters and Bend Curb Ramps	22442	ADAP	17,633,346	2024

PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
I-84: Corbett Interchange–Mult. Falls Phase 2	22504	CULVRT	3,546,648	2024
OR6: Roadside Barrier Upgrades	22509	SAFETY	10,890,272	2024
OR34: Roadside Barrier Upgrades	22511	SAFETY	1,600,000	2024
OR211: Meridian Rd MP 3.78 (Woodburn)	22513	SAFETY	783,736	2024
OR99W/OR18 curb ramps (McMinnville)	22554	ADAP	8,080,348	2024
OR223/OR99W curb ramps (Dallas/Rickreall)	22555	ADAP	5,139,994	2024
OR18B curb ramps (Willamina/Sheridan)	22556	ADAP	3,027,356	2024
OR58: Salt Creek Bridge (MP 42.93)	22557	BRIDGE	1,810,000	2024
OR126 and US26 curb ramps (Redmond/Prineville)	22558	ADAP	20,787,608	2024
Umatilla County curb ramps (Pendleton) Phase 2	22560	ADAP	9,923,521	2024
Umatilla/Morrow County curb ramps Phase 2	22561	ADAP	6,153,900	2024

PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
I-5: Smith and Sexton Pass	22562	OP-ITS	2,550,000	2024
US101/OR540 curb ramps (Coos Bay/North Bend), Phase 2	22570	ADAP	36,830,000	2024
Jackson and Josephine County curb ramps, Phase 3	22571	ADAP	16,568,191	2024
OR540 curb ramps: Coos Bay city limits – Boat Basin Road	22611	ADAP	1,800,000	2024
US97: Chiloquin Br-OR39: Hwy50 SB over Hwy4 NB Br	22620	BRIDGE	322,344	2024
US30 curb ramps (Hood River)	22621	ADAP	4,815,943	2024
OR141 (SW Hall Blvd): SW Spruce St-SW Hemlock St	22647	OP-SSI	3,566,254	2024
2021 Transportation Facility and Parking Structure (RVTD-5339)	22687	TRANST	15,690,654	2024
I-5: Creswell to the California border	22737	ELECTRIC	2,905,000	2024
I-205: i-5 to Glenn Jackson Bridge	22738	ELECTRIC	1,936,000	2024

PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
US97: I-84 to California border	22739	ELECTRIC	5,809,000	2024
I-84: I-5 to Idaho border	22740	ELECTRIC	5,382,000	2024
I-82: OR730 to I-84	22741	ELECTRIC	894,000	2024
US20: US101 to Idaho border	22742	ELECTRIC	8,971,000	2024
US101: Culverts (MP 73.46-131.65) Phase 2	23423	CULVRT	3,967,000	2024
I-84: (Multi-Use Path) Jordan Rd Tunnel-Sandy River Delta	23428	SAFETY	2,598,908	2024
Umatilla/Morrow County curb ramps Phase 2A	23429	ADAP	8,556,979	2024
Umatilla/Morrow County curb ramps Phase 2B	23430	ADAP	6,526,161	2024
US30BY curb ramps, Phase 1	23458	ADAP	11,400,000	2024
US101: Reedsport Lane Reconfiguration	23483	OPERAT	750,000	2024

APPENDIX B

CHAPTER 750 (2017 OL) SECTION 45 CONDITION LIST

SECTION 45 CONDITION LIST

This Appendix provides a complete list of the Section 45 statutory conditions and reporting requirements, listed in the order they are found in statute, along with the corresponding section and page numbers where responsive information can be found in the attached Report.[1]

CONDITION	CHAPTER 750 (2017 OL) SECTION NUMBER	REPORT SECTION	PAGE NUMBER
Certify that the Continuous Improvement Advisory Committee appointed under Section 10 has reviewed and reported to the Commission on all transportation projects costing $50 million or more and completed not less than six months prior to the date of the report	**45(3)(a)(A)**	**1.5**	**12**
***Certify that the recommendations for improvement reported by the Continuous Improvement Advisory Committee to the Commission at least six months prior to the date of the report* and approved by the Commission *have been implemented* or plans for implementation have been developed**[2]	**45(3)(a)(B)**	**1.5**	**12**
Certify that the Commission has identified the shovel-ready highway projects, highway maintenance, or operational uses for revenue from the increased fuel tax to justify the increase	**45(3)(a)(C)**	**1.1**	**4**
Certify that uniform standards required under Section 11(1) have been developed; and are being followed	**45(3)(a)(D)**	**1.3**	**8**

[1] HB 2017 Section 45(2)(b)(G) was subsequently eliminated as a requirement by HB 2592 (2019).
[2] HB 2592 (2019) added the bold text to the statute.

CONDITION	CHAPTER 750 (2017 OL) SECTION NUMBER	REPORT SECTION	PAGE NUMBER
Certify that reports from cities and counties, required under section 11(2) have been submitted to the Department; and are posted to the website	45(3)(a)(E)	1.3	8
Certify that payments from the State Highway Fund have been withheld from cities and counties that failed to submit reports as required under section 11(2)	45(3)(a)(F)	1.3	8
Identify shovel-ready highway projects that the commission expects to undertake with revenue that will become available as a result of the increase	45(3)(b)(A)	App. A	App. A.3.
Identify the amount of bonds necessary to be issued to complete shovel-ready highway projects scheduled to commence after January 1, 2024	45(3)(b)(B)	1.2	6
Report on construction and financial status of uncompleted, in-progress projects costing more than $20 million that are identified in HB 2017	45(3)(b)(C)	2.0, 3.1	13, 39