

# HB 2017 CONDITIONAL MOTOR FUELS TAX INCREASE ACCOUNTABILITY REPORT



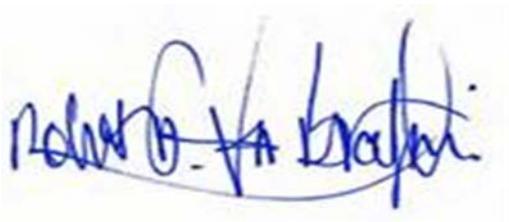
*Culvert connecting North Fork Clackamas River to North Fork Reservoir, Linn, Oregon*

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

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The Conditional Motor Fuels Tax Increase Accountability 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 reporting requirement covers specific conditions that must be met and information that must be provided regarding program implementation, local government reporting and state highway project delivery. Section 45 of HB 2017 also makes subsequent motor 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 01, 2019, 2021 and 2023.

The Commission and ODOT have worked diligently to ensure the successful implementation of the funding package, ensuring all conditions and reporting requirements in HB 2017 are met. With the submission of this Report, the Commission and ODOT affirm to the legislature that all of the statutory conditions required to trigger the first two-cent motor fuels tax increase, effective January 01, 2020, have been satisfied.

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**Robert Van Brocklin**  
Oregon Transportation Commission, Chair

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**Kris Strickler**  
Oregon Department of Transportation, Director

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# EXECUTIVE SUMMARY

HB 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 \$3.8 billion across all modes of transportation in the state.<sup>1</sup>

The legislation included increases to the motor fuels tax; vehicle title and registration fees; and the weight-mile tax on heavy trucks. HB 2017 (2017), hereafter 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. 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 01, 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 (the Commission, OTC) and the Oregon Department of Transportation (ODOT, the Department) meet the reporting requirements set-forth in Section 45 of HB 2017.

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<sup>1</sup> \$3.8 billion reflects the total actual and forecasted revenue from all new and increased taxes and fees in HB 2017 through full implementation (FY2018-FY2027).

## SECTION 45 CONDITIONS TRIGGERING JANUARY 01, 2020 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 satisfy the reporting requirements and ensure all conditions triggering the next motor fuels tax increase would be met by the first statutory deadline, December 01, 2019.

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

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

Each section contains information that addresses and/or satisfies one or more of the 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 that the OTC certify that the Commission and Department have completed specific bodies of work or projects, and the Department has fully implemented 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). This subsection serves as verification that the Commission has identified more than enough shovel-ready highway construction projects and highway maintenance and operations uses, sufficient to justify the January 01, 2020, two-cent motor fuels tax increase.<sup>2</sup>

Each two-cent increase is split between local governments (30% to counties, 20% to cities) and ODOT (50%), after required amounts have been taken off the top for the Safe Routes to Schools Program and the Rose Quarter Improvement Project.<sup>3</sup>

**Forecasted Revenue from January 01, 2020 Motor Fuels Tax Increase<sup>4</sup>: \$ 27.9M (ODOT's 50%)<sup>5</sup>**

<sup>2</sup> As required under Chapter 750 (2017 OL) Sec. 45(1)(a)(A).

<sup>3</sup> \$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.

<sup>4</sup> All estimates in this section are based on the total anticipated revenue. The total additional revenue anticipated from the January 01, 2020 two-cent increase is \$55.9M for the 2019-2021 biennium, based on 18-months of collection.

<sup>5</sup> 50% of the total funds collected are apportioned to local governments after of-the-top allocations are made.

HB 2017 directs ODOT to allocate 6% of the revenue to the maintenance of the state highway system. ODOT's highway maintenance and operations program encompasses the daily activities of maintaining, preserving, repairing or restoring existing state highways.

**6% allocated for highway maintenance and operational uses: \$ 1.7M**

This portion of the revenue will be distributed across ODOT Regions to fund daily maintenance activities including: surface and shoulder repairs, drainage, roadside vegetation control, winter maintenance practices (snow and ice removal), bridge maintenance, access management, incident response, and emergency repairs within their respective geographic areas. Maintenance activities may also include replacing signs, pavement markings and traffic signals, as necessary, to keep Oregon's highway system safe and usable for travelers.

The remaining 94% of the increased fuels tax revenue is directed to highway construction projects.

**94% for shovel-ready highway projects: \$ 26.3M**

As described in section 71a of HB 2017, ODOT is also required to allocate the remaining revenue across three highway construction project work-types accordingly: 40% to bridge, 30% to seismic, and 24% to preservation/culvert projects.

**40% to bridge projects: \$ 11.2M**

**30% to seismic projects: \$ 8.4M**

**24% to preservation/culvert projects: \$ 6.7M**

The Commission worked with ODOT staff and local partners to identify shovel-ready highway projects that the Commission would expect to fund with the motor fuels tax increase revenue. The list of shovel-ready highway projects that the Commission expects to fund with the increased motor fuels tax revenue can be found in Appendix A.<sup>6</sup> These projects were incorporated into the 2018-2021 Statewide Transportation Improvement Program (STIP) so that ODOT could begin project development and ensure timely project delivery, pending the conditional motor fuels tax increase going into effect.

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<sup>6</sup> As required under Chapter 750 (2017 OL) Sec. 45(1)(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 01, 2020.<sup>7</sup>

As part of the funding package, the legislature authorized ODOT to issue up to \$480 million in Highway User Tax bonds for specific highway projects, identified in Section 71d of HB 2017. In addition to the \$480 million, the legislature authorized an additional \$30 million per year, beginning in January 2022, for the Interstate 5 (I-5) Rose Quarter Improvement project. Each authorization requires a separate bonding strategy.

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 that we do 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.

Other projects identified in HB 2017 (e.g. I-205 Widening and Abernethy Bridge project), may require ODOT to seek legislative approval for additional bond authorization and would require a subsequent bonding strategy to determine the timing and amount of bond issuance needed.

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

ODOT has started design and construction on a number of the projects, identified in section 71d of HB 2017. The Commission adopted a reimbursement resolution in December 2018, which requires ODOT to issue bonds prior to December of 2021. The bonding strategy for these projects is to issue a portion of the \$480 million bond authorization sometime in the spring of 2021. The exact timing and amount of the bond issuance will depend on prevailing market conditions, project spend out and ODOT's cash position.

ODOT also anticipates that two, possibly three, of the bonded-for projects will be moving forward ahead of schedule. Changes to the project schedules will not impact the timing of

<sup>7</sup> Satisfying Chapter 750 (2017 OL) Sec. 45(1)(b)(B)).

a bond issuance, but could impact the amount of bonds issued in 2021, depending on ODOT's cash position.

### *I-5 Rose Quarter Improvement Project*

Section 71a of HB 2017 set aside \$30 million each year starting January 01, 2022 for the I-5 Rose Quarter Improvement Project. These funds can be used to finance the project both on a pay-go basis and by leveraging the funds through the issuance of bonds. At this time, ODOT is required to conduct a cost-to-complete study on this project and submit the findings to the Legislature no later than February 01, 2020.

Once the Legislature receives this report and considers the options presented, ODOT will determine how to move this complex interstate project forward.

### 1.3 UNIFORM STANDARDS & TRANSPORTATION 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 the state and local governments. Reporting on the condition of transportation infrastructure and making those reports available to the legislature and public is one of the transparency and accountability measures included in the funding package.

This subsection serves as verification that 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 were developed in coordination with local government partners, 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](#)), and, by February 01, 2019, all 277 cities and counties in Oregon had submitted completed reports, as required under ORS 184.657,<sup>8</sup> 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](#)). In addition, ODOT reported its pavement and bridge conditions as required.

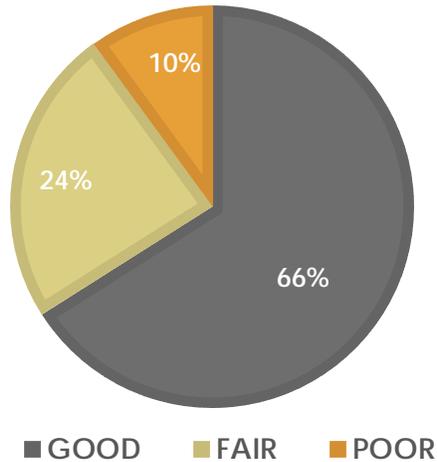
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<sup>8</sup> Per ORS 184.657(2), every city and county is required to submit a condition report to the Department of Transportation (ODOT) by February 01, of odd-numbered years.

## 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.

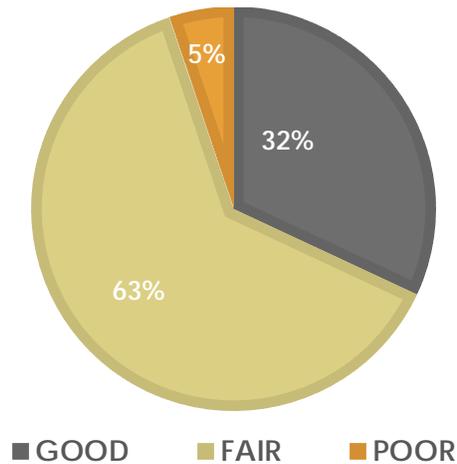
Condition of Paved Federal-aid System Road-miles – **Statewide**



## 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. Oregon is consistently rated as having some of the best bridge conditions in the nation. However, due to the age of our bridges most of them are in fair condition and 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 view of the condition of transportation infrastructure statewide, providing the OTC and legislature with the opportunity to better understand the impact of HB 2017 investments on the state’s transportation system over time.

## 1.4 REGISTRATION & TITLE FEE INCREASES

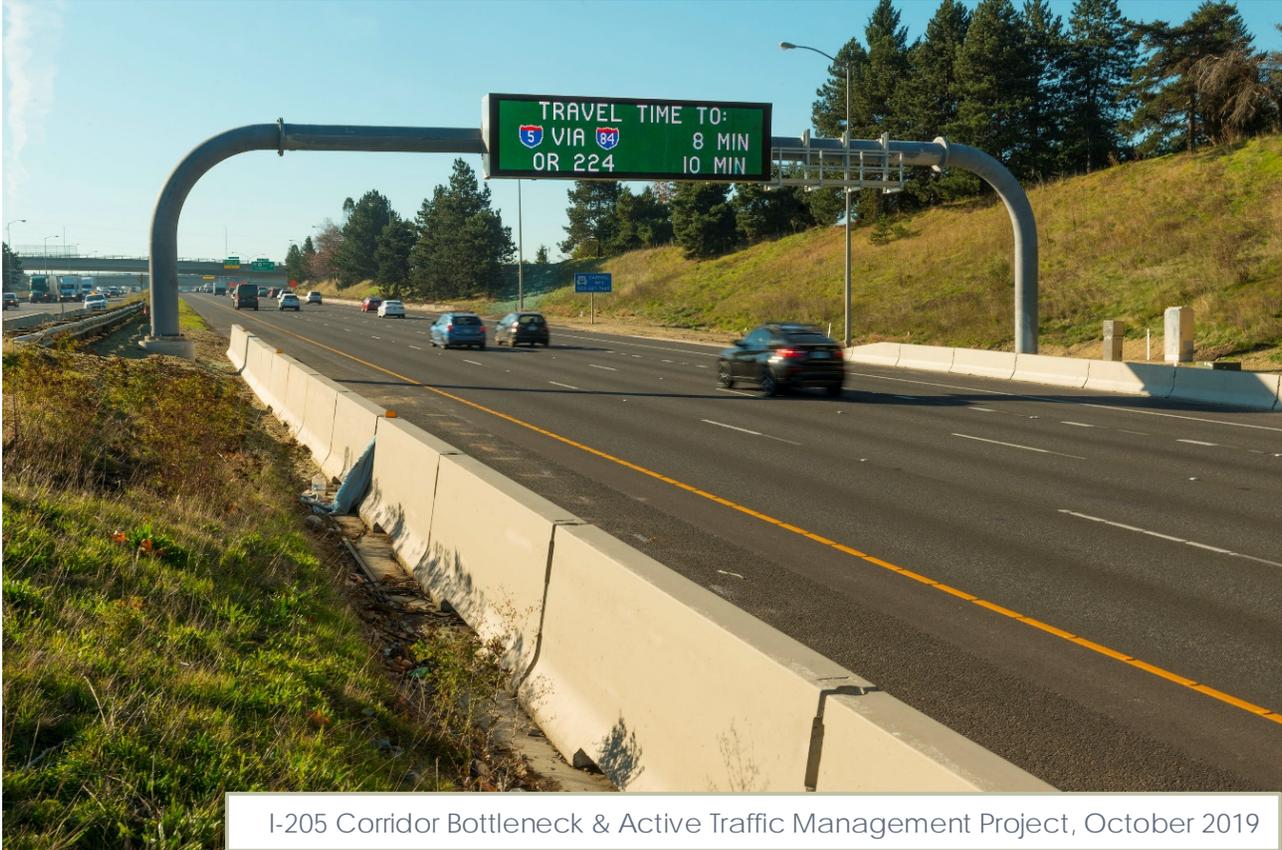
The first increase to Oregon vehicle registration, title and trip permit fees took effect January 01, 2018. Oregon residents with vehicle tags expiring on or after January 1<sup>st</sup> saw the new registration fees in their renewal reminders. The fee for a two-year passenger vehicle registration renewal – DMV’s most common vehicle transaction – increased from \$86 to \$112.

This subsection serves as verification that the Department is implementing the statutory 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 that went into effect on January 01, 2018, visit [www.OregonDMV.com](http://www.OregonDMV.com) and click on the link titled “Fees.”

Staff within ODOT’s Driver and Motor Vehicle Services Division (DMV) have been working to update our systems internally and have established a comprehensive strategy for communicating the next phase of increases, effective January 01, 2020. The Commission is confident that the Department is poised to successfully implement subsequent increases on time and without issue.

### 1.5 PROJECT COMPLETION

This subsection serves as verification that the I-205 Active Traffic Management (\$15.2m (2019)) and I-205 Corridor Bottleneck (\$15.5m (2019)) projects have been completed. For purposes of this requirement the projects were combined and deemed complete once the roadway was opened to traffic with ATM signs operational. Additional information on this project is included in Section 3.0, Congestion Relief in the Portland Metro Area.



I-205 Corridor Bottleneck & Active Traffic Management Project, October 2019

PROJECT	PHASE	EXPECTED CONSTRUCTION YEAR	HB 2017 ALLOCATION	TOTAL PROJECT COST	EXPENDITURES TO-DATE
I-205: Corridor Bottleneck & Active Traffic Management Phases I & II	CN	Complete 10/31/19	30.7M	30.7M	24,213,906

## 2.0 TREASURE VALLEY INTERMODAL FACILITY

HB 2017 included four Connect Oregon dedicated projects, two of which are intermodal facilities – one to be sited in Treasure Valley and one in the Mid-Willamette Valley. One of the conditions set forth in Section 45 of HB 2017 is a requirement to report on the status of the Treasure Valley Intermodal Facility project (Treasure Valley). Section 2.0 of the Report addresses this condition requirement by providing information regarding the review and project plan approval process established by the OTC as well as the current status of the Treasure Valley facility.

### 2.1 BACKGROUND

The two intermodal facilities, specifically named within HB 2017 and subsequent implementing rules, are not subject to the competitive processes that typified the six previous rounds of Connect Oregon funding. By law, the Commission must review and approve project plans submitted by the project sponsors prior to executing an agreement and releasing funds. Project plans must identify the purpose, need, economic viability, and likely sustainability of each potential project.

### 2.2 PROCESS TO-DATE

At the February 2019 OTC meeting, the Commission was presented with three project plans: two competing for the Mid-Willamette Valley facility location from the Linn Economic Development Group (LEDG) and Oregon Port of Willamette (OPW) and one for the Treasure Valley facility, from the Malheur Economic Development Corporation (MEDC). Also included were recommendations from the Oregon Department of Transportation (ODOT) and Oregon

Business Development Department (OBDD) Directors, as well as from the ODOT Director-appointed Dedicated Project Review Committee.

The OTC directed ODOT staff to prepare a matrix of key outstanding questions that needed to be addressed by each of the project sponsors, which was brought back in March 2019. At their April 2019 meeting, the Commission delineated key concerns into a decision framework. This framework and accompanying scoring matrix, jointly created by ODOT and OBDD staff, was intended to guide the OTC's analysis of information and deliberations on funding the project plans.

At the June 2019 meeting, all three project sponsors provided additional memoranda and supporting documents from their partner entities, such as their terminal operators and serving railroads, with varying degrees of detail. Despite this additional information, the Tioga Group, ODOT, and ultimately the OTC found there to be insufficient financial details to validate the value proposition of constructing any of the proposed facilities. Accordingly, the OTC provided the project sponsors with additional time to provide this outstanding information for consideration at the July 2019 Commission meeting.

At its July 2019 meeting, the OTC approved the Treasure Valley Reload Center project plan. The approval was contingent upon reaching an agreement on terms and conditions acceptable to the Department and the Commission, including the added condition requiring separate Commission approval to authorize the release of funds, on a reimbursement basis, when major project milestones are met. The Commission's approval will also be required to release funds for the grant recipient's purchase of the project site and for the grant recipient's construction of the project facility. This increased oversight affords the Commission additional opportunities to evaluate the grant recipient's progress and viability of the project.

ODOT staff and MEDC met several times to negotiate the terms of the grant agreement. MEDC further evaluated its need for property and provided a new estimate of acreage needed to make the Treasure Valley facility fully functional. In addition, a meeting with ODOT, the MEDC team and Tioga Group resulted in a mutual understanding of the details and financial information required by the Department going forward.

## 2.3 CURRENT STATE

As a result of these efforts, the parties reached an agreement on the project scope and milestones, including the budget for each milestone. The agreement authorizes the release

of funds associated with the first set of milestones (1A – 2A) and requires the Project to report back to the Commission for separate authorizations to release the funds needed to purchase land and the facility's construction.

In September the Commission accepted the terms of the negotiated agreement and authorized release of \$525,000 to complete work associated with the first milestones in the agreement. The Commission further authorized ODOT's Director to execute the agreement on behalf of the Department, to manage changes to the agreement that align with the general scope and timelines, and to evaluate and approve the grant recipient's use of the contingency budget as needed and as specified in the agreement. The final agreement was executed on October 08, 2019.

## 3.0 PORTLAND-METRO AREA CONGESTION RELIEF

### COMPREHENSIVE STRATEGY AND STATUS OF CONGESTION RELIEF PROJECTS IN THE PORTLAND METRO AREA

The Portland metro area is the most densely populated region in the state, facing unique transportation infrastructure challenges as it experiences population growth and increased economic and



commercial activity. No single project or approach will remedy the significant congestion the region faces; 123 average daily hours of congestion, more than 80,000 daily vehicle hours of delay at an economic daily cost of \$2 million.<sup>9</sup>

Through development and subsequent implementation of HB 2017, the Legislature, OTC, and ODOT have prioritized strategies and actions to address congestion in the Portland-metro area. The Commission and Department, in partnership with state, regional, and local stakeholders, have begun work on a region-wide approach that includes the following key-projects and -initiatives:

- I-5: Rose Quarter Improvement Project;

<sup>9</sup> Portland Region 2018 Traffic Performance Report.

- OR-217: Oregon 10 to Oregon 99W;
- I-205: Corridor Bottleneck & Active Traffic Management, Phase I & II;
- I-205: Widening & Seismic Improvement Project;<sup>10</sup> and
- Tolling to manage demand and fund congestion relief projects.<sup>11</sup>

Taken together, these initiatives establish a path toward congestion relief that contemplates the needs of this regional transportation system. This section provides a comprehensive overview and status reports on these projects and ongoing efforts satisfying several reporting requirements.<sup>12</sup>

### 3.1 INTERSTATE 5: ROSE QUARTER IMPROVEMENT PROJECT

#### *Baseline Project Scope and HB 2017 Allocation*

The I-5 Rose Quarter Improvement Project (Project) adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and optimizes the multimodal local street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project also will improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project's transportation improvements allow the City to implement the development goals for the N/NE area and realize the City's Central City 2035 Plan.

Key elements of the proposed Project related to both the highway and local street system in the vicinity of the Broadway/Weidler interchange include:

- Construction of auxiliary lanes and full shoulders on I-5 between I-405 to the north and I-84 to the south in both the northbound (NB) and southbound (SB) directions.
- Relocation of the I-5 SB on-ramp at N Wheeler to N/NE Weidler at N Williams via the new Weidler/Broadway/Williams highway cover.

<sup>10</sup> I-205 Stafford Road to OR 99E, Widening and Seismic Upgrades (Project K-number 19786).

<sup>11</sup> Referred to as "Value Pricing" or "Congestion Pricing" when tolling is used specifically to address congestion.

<sup>12</sup> This section is intended to satisfy three condition reporting requirements as directed in Chapter 750 (2017 OL) Sec. 45(1)(b)(D-F).

- Removal of existing overcrossing structures at N/NE Weidler, N/NE Broadway, and N Williams and replacement with a single highway cover structure over I-5.
- Removal and replacement of the existing N Vancouver Avenue overcrossing structure with a second highway cover over I-5, including a new roadway crossing at N Hancock and N Dixon Streets.
- Removal of the existing overcrossing structure at N Flint Avenue.
- Construction of a new bicycle and pedestrian bridge over I-5 at NE Clackamas Street.
- Upgrades to existing bicycle and pedestrian facilities within the Broadway/Weidler interchange vicinity, including a new center median bicycle and pedestrian path on N Williams between N/NE Weidler and N/NE Broadway.

Partial funding for design and construction phases was provided in HB 2017. The legislature authorized \$30 million per year, beginning in January 2022, for the Project based on the estimated project cost of approximately \$450 to \$500 million (in 2017 dollars).

### ***Current Status***

Since the passage of HB 2017, ODOT has worked collaboratively with the OTC to advance the following key activities to set the stage for successful project delivery:

- Published the Environmental Assessment on February 15, 2019 and completed the 45-day public comment period on April 1, 2019<sup>13</sup>;
- Engaged the community to inform the environmental review and project development process;
- Conducted project risk workshops including the Federal Highway Administration (FHWA) and City of Portland to define and quantify project cost and schedule risks and identify potential mitigation strategies;
- Strengthened partnerships with regional agencies and stakeholders;
- Identified new business practices in the Disadvantaged Business Enterprise (DBE) and on-the-job training (OJT) workforce arenas.

<sup>13</sup> The Environmental Assessment, technical reports, and all comments received are available at <https://www.i5rosequarter.org/news-library/>.

The Project is currently in the preliminary engineering phase, which encompasses the environmental review and design activities. Of the \$27,391,997 that has been obligated for preliminary engineering in the Statewide Transportation Improvement Program (STIP), \$8,199,094 has been expended.

ODOT will deliver the Project using the Construction Management/General Contractor (CM/GC) delivery model to manage risks related to design complexity, construction phasing, and schedule.<sup>14</sup> The CM/GC delivery model allows ODOT to leverage cost-savings opportunities by incorporating contractor input on design decisions, construction sequencing, risk mitigation and cost estimating early in the process. The CM/GC delivery model also affords additional opportunities to address stakeholder input and community sensitivities, placing ODOT in a strong owner position to oversee a collaborative, co-located project team in the Rose Quarter Project office.

### *Environmental Assessment*

During and following the Environmental Assessment public comment period, stakeholders requested consideration of new design alternatives and additional environmental analysis, including consideration of a revised Environmental Assessment and/or an Environmental Impact Statement (EIS). Additional environmental review and consideration of design alternatives present potential risks to the project cost and would delay project design and construction. The Commission and ODOT are engaged in the ongoing work to determine the appropriate alternatives analysis and environmental review path forward as those decisions are critical to continuing progress on project design and engaging the community in a meaningful and intentional way.

### *Community Engagement*

Connecting with and receiving input from the communities that the Project will affect is imperative. ODOT, supported by the City of Portland, has actively engaged the community to ensure stakeholders are informed and have opportunities to shape project outcomes. Engagement activities included interviews with Black Portlanders, a Community Liaisons Group to inform outreach, presentations at over 100 events and community gatherings, walking and biking tours, door-to-door outreach to over 60 businesses, and status updates

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<sup>14</sup> ODOT received an exemption in 2019, under ORS 279C.335, to deviate from low-bid contracting in favor of the CM/GC delivery model.

via the Project website and newsletters. The Project team continues to intentionally listen to, inform, engage, and empower the African American community, the primary community historically impacted and displaced by past public and private development decisions in the project area, as well as other communities of color.

Transparent, inclusive engagement, including meeting communities where they are, when they are available, with a two-way dialogue, is and will remain a central feature of the Project throughout design and construction. To this end, the Commission is working with stakeholders and partners to develop a Project governance structure which will include advisory committees focused on various aspects of community and stakeholder engagement as well as the ongoing project development process. The Project governance structure will be designed with the objective of creating avenues for input and advice from community members, stakeholders, and partners regarding:

- Project recommendations to ensure consistency with community and neighborhood expectations,
- opportunities to align with broader project area development objectives,
- potential partnerships, community engagement, and community connection opportunities, and
- Project design elements.

The Commission plans to finalize the governance structure and convene new advisory committees in early 2020.

The Project affords ODOT the opportunity to design a process that helps to address past injustices by improving economic opportunities and reducing some of the barriers that may make it more difficult for minority-owned Disadvantaged Business Enterprises (DBEs) to bid on this and future construction projects. A Community Opportunity Advisory Committee was formed in spring 2019 to shape the Project's DBE/Workforce Training Program. ODOT has also tailored contract specifications for the Project to address concerns raised by small contractors and set high accountability standards that will be used to measure the success of DBE/Workforce Training Program going forward.

This Project provides an opportunity for multiple agencies, as well as private partners, to come to the table with resources to help realize a benefit that will grow over time, reconnect a separated community and deliver the significant safety and operational improvements to Oregon's highway system. Intergovernmental Agreements will be needed to define formal Project partnerships and cost sharing opportunities. Project success and realization of the

broader community vision it can contribute to will depend on building strong partnerships with regional and community stakeholders.

### **Next Steps**

Production-based, “contractor-style,” cost estimates will be developed to account for Project-specific considerations, such as building in a dense urban environment while maintaining safe multi-modal and Americans with Disabilities Act (ADA) accessibility during construction, incorporating political and community input, assembling a *highly-skilled* workforce at a time when other regional mega-projects are programmed for construction, identified risks, and meeting Project DBE and On-the-Job Training (OJT) goals. ODOT has hired an independent cost estimating team and an owner’s representative team to prepare separate production-based cost estimates for comparison with the CM/GC’s cost estimate to validate fair, reasonable and competitive pricing.

To meet the requirement in Section 27c of HB 2017, the OTC and ODOT will submit a cost-to-complete (CTC) report to the Legislature by February 01, 2020. Primary report elements will consist of the report purpose, executive summary, Project description, design progression, risk management, constructability and cost range. The cost range will reflect the preliminary Project design detail, as a basis of estimate, and cost variability attributable to proposed construction options and identified risks that could occur on the Project.

## 3.2 OREGON 217: OREGON 10 TO OREGON 99W

### *Baseline Project Scope and HB 2017 Allocation*

HB 2017 funded two congestion relief projects on Oregon Highway 217 (OR 217) including new auxiliary lanes southbound from Beaverton-Hillsdale Highway (Oregon Highway 10) to Oregon Highway 99W and northbound from OR 99W to Scholls Ferry Road. Due to operations and crashes within the nine closely spaced interchanges bottlenecks occurring in this area have worsened. The bottleneck at Allen Boulevard and Denny Road is currently one of the worst in the region. Freight also heavily relies on OR 217 with an average of 4,000 truck trips a day due to the hazardous waste restrictions inside the US 26 Vista Ridge Tunnel. New auxiliary lanes will help vehicles get on and off the freeway safely and efficiently, reducing recurring bottlenecks, crashes and helping traffic flow more reliably.

To accomplish these improvements, work includes:

- Adding a southbound auxiliary lane from Beaverton-Hillsdale Highway to OR 99W<sup>15</sup>
- Adding a northbound auxiliary lane from OR 99W to Scholls Ferry Road.
- Replacing southbound Allen Boulevard on-ramp and southbound Denny off-ramp with a frontage road.
- Replacing the Hall Boulevard overpass.
- Widening three ramps: southbound Denny Road off-ramp, northbound Scholls Ferry Road off-ramp and northbound OR 99W off-ramp.

### *Current Status*

The project is currently in the design phase and on schedule to begin construction in 2021. To minimize construction conflicts and improve design efficiencies, the northbound and southbound auxiliary lane projects along with bridge elements from three other projects have been combined. The project now includes 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 local agency partners.

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<sup>15</sup> 2018 Portland Region Traffic Performance Report.

## *Community Engagement*

ODOT is collaborating closely with local governments to reduce overlap and conflicts with other public projects in the area in order to minimize compounding impacts to travelers during construction. Coordination with our local partners also ensures that recently changed environmental permitting requirements and installation of local utilities under OR 217 do not affect project cost or schedule.

ODOT held two open houses in 2019, visited with multiple Citizen Participation Organizations and participated in community events. Additionally, in late 2019 special meetings held with neighbors impacted by increased noise levels provided valuable information to the design team for inclusion in the project. Nearby communities support this project.

## *Next Steps*

Constructability reviews and cost-risk analysis are completed at every step of the design review. Right-of-way processes will begin in November 2019. Construction is on track to begin in 2021 with anticipated completion by 2025.

### 3.3 INTERSTATE 205: CORRIDOR BOTTLENECK & ACTIVE TRAFFIC MANAGEMENT PROJECTS

#### *Baseline Project Scope and HB 2017 Allocation*

The first two projects on I-205, the Corridor Bottleneck Project and Active Traffic Management Project, funded by HB 2017 at \$15.5 and \$15.2 million respectively, are designed to improve reliability by constructing 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 Glen 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 occurred 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. 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 the summer 2019. The final auxiliary lane segment from Southeast Powell Boulevard to I-84 opened, October 31, 2019. The ATM signs have been installed and are operational, providing drivers with real-time traffic information so they can make informed and safe travel decisions.

This report certifies completion of both of the I-205 projects, as required under Section 45 of HB 2017; the roadway and new auxiliary lanes are open to traffic and the ATM signs are installed and operational.

### 3.4 INTERSTATE 205: WIDENING AND SEISMIC IMPROVEMENT PROJECT

#### *Baseline Project Scope and HB 2017 Allocation*

The I-205 Widening and Seismic Improvement Project includes widening and seismic retrofitting of the Abernethy Bridge and I-205 corridor widening and active traffic management improvements from Stafford Road to OR 213. The Project reduces congestion by improving traffic reliability and safety through the corridor. Travel speed during peak times in the morning and evening is approximately 30 MPH.<sup>16</sup> ODOT anticipates that widening improvements will increase speeds during peak travel times by as much as 25 percent. As a result of the increased traffic flow, ODOT expects this project could create \$292.8 million in economic benefit.<sup>17</sup> The seismic improvement components of the Project will substantially increase system reliability in the region, allowing transportation to keep flowing across the Willamette following a major Cascadia earthquake.

#### *Current Status*

The Project includes three separately phased construction contracts or “packages”. Design is currently underway for two packages:

- Package A includes Abernethy Bridge widening and seismic retrofit as well as interchange improvements at OR43 and OR99E. 60% design forecasted in April 2020.
- Package B includes widening on I-205 from 10<sup>th</sup> Street to Stafford Road. 60% design forecasted for August 2020.
- Package C includes active traffic management improvements through the corridor. Construction is fully funded for about \$6M and will begin in late 2019 and be completed by the end of 2020.

Construction funds have not yet been identified for Packages A and B. Because this project has been designated a Major Project by FHWA, an independent cost analysis, market study and financial plan are required prior to construction. The first phase of the independent cost evaluation was conducted in mid-2019 and will be reconciled with the cost estimates updated at the 60% milestones in mid-2020. The outcome of the independent cost

<sup>16</sup> 2018 Portland Region Traffic Performance Report.

<sup>17</sup> FY 2019 INFRA Grant ODOT Application.

reconciliation will be assessed relative to the cost-to-complete (CTC) report and ODOT will report back on outcomes.

In December 2018, FHWA approved the NEPA classification for this project as a Categorical Exclusion (CE). Permitting work continues and ODOT submitted the US Coast Guard Permit for the permanent Abernethy Bridge structure in fall 2019. Design work includes right-of-way which was initiated in January 2019. In 2018 a cost-risk value study was conducted for the project to quantify the costs associated with potential design and construction risks on the project, and a risk register was developed to continuously track these costs through design.

At this time the project is considering tolling at or near the Abernethy Bridge, and the potential for pre-completion tolling as a revenue source. The environmental document would be re-evaluated to incorporate tolling in the financial plan.

### *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 upcoming local transportation projects in the area and ensuring the I-205 Widening and Seismic Improvement Project does not preclude future development.

The uncertainty of construction funding for Packages A and B is resulting in increases of costs due to inflation as the schedule is delayed.

### *Next Steps*

ODOT will evaluate the option to implement pre- and post- completion tolling as a revenue source and whether or not doing so will fully or only partially fund the remainder of package A and package B. In 2020, the Agency will reconcile the 60% milestone cost estimates with the independent cost evaluation that was completed in mid-2019.

To meet FHWA's Major Project requirements, prior to construction the Department will perform a market study of potential labor, schedule and cost impacts of concurrent mega-projects in the Metro area, as well as perform a review of the cost-risk analyses and develop a project financial plan. Uncertainty surrounding the availability of funds and the schedule impacts associated with tolling implementation is an ongoing risk.

### 3.5 STATUS OF VALUE-PRICING (TOLLING) STRATEGY

In late 2017, the OTC initiated the Value Pricing Feasibility Analysis, with two stated objectives for tolling: managing congestion using variable rate tolls and financing bottleneck relief projects. The technical findings, public input, and Policy Advisory Committee recommendations were utilized to inform the OTC's tolling application to FHWA, submitted December 11, 2018. The application identified two locations for potential tolling implementation: I-5 generally between SW Multnomah Boulevard and North Going Street, and I-205, on and around the Abernethy Bridge. Both identified tolling locations are expected to result in congestion management benefits and revenue generation.

#### *Current Status*

The OTC application to the FHWA identified a four-year process to obtain final approval decisions from FHWA for the two projects including formal NEPA processes in 2021 and 2022, followed by project design and construction. In January 2019 ODOT received a response from FHWA, which acknowledged the feasibility analysis process and provided clarification and policy direction regarding next steps.

ODOT staff and executives have maintained continuous engagement with FHWA to ensure that NEPA and tolling requirements are met and that the project can be completed successfully, without avoidable delays. In the summer of 2019, ODOT hired a consultant team to conduct an alternatives analysis and traffic and revenue analysis for future projects. Given that no other funding sources have been identified to construct the I-205 Widening and Seismic Improvement Project, tolling is now understood to be critical to achieving project benefits. The implementation timelines have been revised to target late 2023 or 2024 for tolling I-205, three years earlier than the previous timeline.

In order to advance tolling on I-205, the team has worked with FHWA to develop a path that would launch the next planning and NEPA phase in late 2019/early 2020 with the aim of receiving a final Record of Decision under NEPA in late 2021. Meanwhile, the team is developing a timeline to initiate tolling system development concurrent with the NEPA process.

## *Community Engagement*

ODOT is in the process of developing an equity framework to advance the community mobility and equity priorities identified during the feasibility analysis and as directed by the OTC. The Agency is holding conversations with the Commission to form a Policy Advisory Committee to support advancing the tolling projects on I-205 and I-5. The PAC will serve as an advisory body to the OTC. PAC members will provide an important link in regional public involvement and education by assisting with outreach to their constituents and communities.

The OTC and ODOT also determined, based on the public input received throughout the FHWA application development process, that the freeway tolling projects must be advanced in conjunction with addressing identified mitigation issues – the need for improved transit and other transportation choices, concerns about impacts to low income communities, and the potential for freeway pricing to cause traffic to divert to local streets. These priorities will be emphasized during public discussions regarding equity and the next phase of project development.

## *Next Steps*

ODOT will move forward with launching separate processes. A refined schedule is being developed with FHWA that will launch the two tolling projects concurrently while meeting requirements under NEPA and federal tolling policies.

The first project, pre-completion tolling of I-205 to generate revenue to fund the defined capital project will be moving forward with the next NEPA phase in late 2019/early 2020 with the aim of obtaining federal authorizations/approvals in late 2021. This would allow for potential implementation by late 2023.

The second project, evaluating options and alternative extents for tolling on the I-5 corridor, will begin with an alternatives analysis prior to beginning a formal NEPA process. Because the range of potential alternatives on I-5 is more complex than for I-205, including consideration the I-405 and I-84 interchanges and potential capital projects along the I-5 corridor, an alternatives analysis for the I-5 project will be moving forward in early 2020. The initial alternatives analysis will inform subsequent decisions regarding the ultimate timeline for I-5 tolling.

In addition to the Federal tolling policy and NEPA processes, tolling implementation will require substantial planning, development, and procurement for overall system

development, such as back office operations, toll collections, and roadway infrastructure. ODOT is working with the consultant to develop a Request for Information (RFI) for release in early 2020, in order to advance this work as soon as possible. It is important to note that back office development is not funded for development or implementation at this point.

### 3.6 OTHER WORK BEING DONE TO ADVANCE THIS STRATEGIC APPROACH

HB 2017 brings great benefits to our communities and to the state's transportation system, but it also brings great challenges. To complete this key work, ODOT needs to hire more while actively coordinating with our stakeholders and contractors to help ensure on time and on budget performance.

At times in the past, large efforts such as the State Radio Project, the Oregon Transportation Investment Act III State Bridge Program, and others have led ODOT to create special organizational structures to handle particular bodies of work. The Commission has been clear about the importance of the success of the projects in HB 2017 and has asked ODOT to ensure the Department is organized to successfully manage the "mega" projects in the Portland metro area.

In that spirit, ODOT is moving forward with the formation of the Office of Urban Mobility and Mega Projects, which will be led by a manager hired through a search process that is underway. The Urban Mobility and Mega Projects Manager will be located in Portland and report directly to the Highway Division Administrator. The Urban Mobility and Mega Projects Office will be charged with development and delivery of a number of projects and programs, including:

- I-5 Rose Quarter Improvement
- I-205: Widening and Seismic Improvement Project
- Tolling Program
- Key Department liaison for the Interstate 5 Bridge Project
- Growing capacity to deliver future programs that may be on the horizon

ODOT and the Commission are making this organizational change to ensure the success of Region 1 despite maintenance, operational and other project delivery challenges in the region. ODOT will further assess what positions the new office will need and refine how the new office will coordinate with Region 1 and other areas of the Department.

# 4.0 STATE TRANSPORTATION PROJECTS

## 4.1 HB 2017 PROJECTS COSTING \$20 MILLION OR MORE

The 2017 Funding Package statutorily directed nearly \$750 million to specifically named projects across the state. Subsection 4.1 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.<sup>18</sup>

### STATUS OF ALL NAMED HB 2017 PROJECTS COSTING \$20 MILLION OR MORE<sup>19</sup>

Project Name	Key Number	Phase	Expected CN Year	HB 2017 Allocation	Current Estimate	Expenditures To-Date
<i>I-205: Corridor Bottleneck &amp; Active Traffic Management Phases I, II</i>	21157	CN	2019	30.7M	30.7M	24,213,906
<i>OR 217: NB &amp; SB Auxiliary Lanes</i>	18841	PE	2021	98M	132.1M	8,164,441

<sup>18</sup> Section 4.0 satisfies the reporting requirements described in Section 45(1)(b)(C) which requires the Commission to submit the "...construction and financial status of uncompleted, in-progress projects exceeding \$20 million that are identified in this 2017 Act" and Section 45(1)(b)(F) which requires the Commission submit the "...design, construction, financial status, and progress of projects costing more than \$20 million that are identified in this 2017 Act."

<sup>19</sup> The table in subsection 4.1 contains project information as of September 30, 2019, marking the end of the 2019 Federal Fiscal Year (FFY).

**STATUS OF ALL NAMED HB 2017 PROJECTS COSTING \$20 MILLION OR MORE<sup>19</sup>**

<i>US 26: Powell Boulevard Upgrade &amp; Jurisdictional Transfer Phases II, &amp; III</i>	21178	PE	2022	110M	110M	N/A
<i>Newberg-Dundee Bypass, Phase II (Design &amp; Shovel-ready Prep)</i>	19909	PE	Not funded for CN	22M	-M	9,251,229
<i>I-5: Aurora-Donald Interchange, Phase I</i>	19062	PE	2021	25M	28.3M	1,952,038
<i>US 20: Safety Upgrades Albany to Corvallis</i>	21191	PE	2021	20M	28.2M	443,417
<i>Hwy 22: Center Street Bridge Seismic Retrofit</i>	N/A	N/A	2025	60M	99.7M	N/A
<i>OR 38: Scottsburg Bridge Replacement</i>	18578	CN	2019	40M	42.8M	4,138,835
<i>Southern Oregon Seismic Triage</i>	2129621 452	PE	2020	35M	45M	450,881
<i>US 97: Lower Bridge Way to NW 10<sup>th</sup> Street (Terrebonne)</i>	21162	PE	2021	20M	20.1M	1,513,415
<i>US 97: Cooley Road Midterm Improvements</i>	21229	PE	2025	50M	- M	11,736

## 4.2 OTHER STATE TRANSPORTATION PROJECTS IMPLEMENTED AFTER HB 2017

Subsection 4.2, provides the status of other state transportation projects implemented after the effective date of HB 2017, October 06, 2017.<sup>20</sup> The tables below include design, construction, financial status and progress information for state transportation projects that were added to the 2018-2021 State Transportation Improvement Program ('18-'21 STIP) or had new phases added, by OTC approved amendments to the '18-'21 STIP, 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
<i>US97: S Century Drive to USFS boundary</i>	19451	SAFETY	PE	2021	10,495,671	1,008,605
<i>OR569: Beltline at Delta Highway interchange</i>	19490	MODERN	PE	2019	22,280,690	4,008,068
<i>US101: Yaquina Bay Bridge (Newport) painting</i>	19654	BRIDGE	CN	2018	2,975,817	1,834,863
<i>US20 PME: UPRR-Eddyville Phase 7</i>	19682	OPERAT	PE	2021	750,000	95,711
<i>I-205: OR224(Sunrise Expressway) - Sunnybrook Blvd</i>	19721	MODERN	CN	2018	7,372,769	4,517,307
<i>US97: Midland Hwy - California state line</i>	20023	PRESRV	PE	2019	5,701,591	156,603

<sup>20</sup> The tables under subsection 4.2 contain project information as of September 30, 2019, marking the end of the 2019 Federal Fiscal Year (FFY).

**PROJECTS WITH PHASES ADDED AFTER OCTOBER 06, 2017**

<i>US101B: Lewis and Clark River Bridge (Warrenton)</i>	20107	BRIDGE	PE	2021	1,667,280	377
<i>OR36: Indian Creek Bridge</i>	20118	BRIDGE	PE	2021	1,081,040	1,320
<i>I-84: I-205 - NE 181st Avenue</i>	20410	PRESRV	PE	2021	8,823,033	32,835
<i>OR22: Joseph St. - Golf Club Rd.</i>	20418	PRESRV	PE	2019	6,515,089	280,694
<i>I-84 pavement: Meacham-Kamela</i>	20530	PRESRV	PE	2021	50,377,657	510,794
<i>I-84 Eastbound over US395 (Emigrant Avenue Interchange)</i>	20540	BRIDGE	PE	2020	26,421	26,421
<i>OR34: Van Buren Bridge (Corvallis)</i>	20688	BRIDGE	PE	2021	72,628,000	611,766
<i>US30: Troutdale (Sandy River) Bridge</i>	20703	BRIDGE	CN	2019	1,873,165	452,092
<i>US26: MP99 - Kahneeta Junction</i>	20853	PRESRV	CN	2018	4,146,134	3,715,803
<i>Oregon salt pilot phase 2: bridge deck testing &amp; sealing</i>	21076	BRIDGE	Complete	2018	886,168	819,476

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

Project Name	Key Number	Work Type	Phase	Expected CN Year	Current Estimate	Expenditures To-Date
<i>OR11: Pendleton-Weston and OR331/I-84</i>	21151	PRESRV	Complete	2018	8,450,664	8,411,465
<i>Road usage pilot project with California</i>	21153	PLANNG	PL		5,180,000	296,609
<i>US20 at Cooley Road (Bend)</i>	21154	OPERAT	PE		1,750,000	29,272
<i>I-5: Interstate bridges (Columbia River)</i>	21158	BRIDGE	PE	2019	755,000	1,325
<i>US97: The Dalles - California Highway Culverts</i>	21163	OPERAT	PE	2021	1,850,000	34,208
<i>US97: SCL Crescent - Willamette Hwy Junction</i>	21165	PRESRV	PE		400,000	59,164
<i>US97: Veterans Way - SW Yew Avenue (Redmond)</i>	21166	PRESRV	PE		1,000,000	3,393
<i>OR82: Minam Curve &amp; Bank Stabilization</i>	21169	OP-SLD	CN	2018	5,198,213	2,422,184
<i>2018 TOCS Maintenance</i>	21170	OP-ITS	OTH		206,154	206,154

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

<i>Pedestrian Network Analysis (LTD)</i>	21173	TRANST	PL		60,000	
<i>OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd</i>	21177	PRESRV	PE	2021	21,597,711	278,351
<i>OR66 over RR bridge &amp; E. Main St. over I-5 Bridge (Ashland)</i>	21180	BRIDGE	PE	2021	3,500,000	15,860
<i>OR42: County Line Slide Repair, Phase IV</i>	21182	EM-REL	PE	2019	3,457,303	1,373,283
<i>2018 Active Traffic Management Maintenance</i>	21183	OP-ITS	OTH		47,839	47,839
<i>OR66: Railroad Bridge - Dead Indian Memorial Rd</i>	21184	PRESRV	PE		250,000	
<i>OR42: Delmar to Cedar Point</i>	21187	PRESRV	PE		250,000	
<i>I-5: Culverts between Woodburn and Goshen</i>	21192	CULVRT	PE	2020	2,969,500	17,007
<i>OR99W: McDonald - Fischer Rd</i>	21194	PRESRV	PE	2021	8,100,000	
<i>OR99: South Valley View</i>	21196	MODERN	PE		400,000	359,519

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

<i>US395: Big Stick Creek - Alkali Lake</i>	21216	PRESRV	PE	2020	14,200,000	266,475
<i>US95: Idaho-Jordan Creek</i>	21217	PRESRV	Complete	2018	1,561,993	1,561,993
<i>I-5: Boone (Willamette River) Bridge</i>	21218	BRIDGE	PE	2021	3,450,000	1,053
<i>I-5 over NE Hassalo Street and NE Holladay Street (Portland)</i>	21219	BRIDGE	PE	2021	5,000,000	
<i>OR202 Culvert MP 3.60</i>	21223	CULVRT	PE		690,000	29,935
<i>US26: Little Humbug Creek Bridge</i>	21224	BRIDGE	PE		684,000	6,813
<i>I-5 over Crowson Road North and Southbound Bridges (Ashland)</i>	21228	BRIDGE	CN	2018	3,002,483	2,750,036
<i>US101: Culverts (MP 6.36 - 116.35)</i>	21232	CULVRT	PE		360,000	31,925
<i>OR99W: 1st Ave - Enid Rd</i>	21235	PRESRV	PE	2021	7,800,000	212,972
<i>US26: Hayward Rd. - NW Mountaindale Rd.</i>	21236	PRESRV	PE	2021	4,100,000	39,873

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

<i>US20: Cox Creek - Reeves Parkway</i>	21237	PRESRV	PE		400,000	37,182
<i>Mill Street SE Rail Crossing (Salem)</i>	21238	SAFETY	PE	2021	1,470,000	
<i>US30 Priority Curb Ramps</i>	21239	ADAP	PE	2019	575,000	140,370
<i>Environmental Permitting and Document Management</i>	21242	SPPROG	OTH		125,000	95,403
<i>OR126: Mohawk Blvd (Springfield)</i>	21251	ADAP	CN	2019	294,400	103,251
<i>OR237: Bryan St- Oregon St &amp; OR203 @ College St</i>	21252	ADAP	PE	2020	2,646,011	190,559
<i>OR82:W. Walter St-SE School St &amp; OR3:NW Flora St-NW Logan St</i>	21253	ADAP	PE	2020	2,642,785	173,548
<i>OR140: N. 10th St - S. F St &amp; N. O St - N. H St</i>	21254	ADAP	PE	2020	2,666,106	173,048
<i>US26/OR213 Curb Ramps</i>	21255	ADAP	PE	2021	1,605,000	9,095
<i>Juniper Canyon Rd: SE Paulina Hwy to Prineville Reservoir</i>	21256	SAFETY	PE	2021	129,000	

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

<i>Transit Ridership Data Standard Ecosystem Development</i>	21264	PLANNG	PL		127,000	102,169
<i>US20: Harney County line - Black Canyon</i>	21265	PRESRV	PE		600,000	102,544
<i>OR47:Pike Rd-Main St &amp; OR240:N Larch Pl- Hemlock St</i>	21277	ADAP	CN	2018	275,000	202,900
<i>OR228: E 2nd St - Puffin St (Halsey)</i>	21278	ADAP	CN	2018	347,980	190,431
<i>Road Weather Sign Activation</i>	21279	OP-ITS	OTH		194,000	59,030
<i>2018 Roadway Departure Enforcement</i>	21285	SAFETY	OTH		250,000	178,227
<i>2019 Roadway Departure Enforcement</i>	21286	SAFETY	OTH		250,000	66,362
<i>2020 Roadway Departure Enforcement</i>	21287	SAFETY	OTH		250,000	
<i>2021 Roadway Departure Enforcement</i>	21288	SAFETY	OTH		250,000	
<i>US26: Timberline Hwy - OR35 Sherwood Campground</i>	21289	SAFETY	PE	2019	483,288	125,429

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

<i>Statewide ADA Improvements Program</i>	21293	ADAP	CN	2018	1,000,000	22,056
<i>US97 @ Wickiup Jct Bridge Girder Removal (La Pine)</i>	21294	MODERN	Complete	2018	852,237	699,261
<i>Culvert Repair Mitigation</i>	21300	FISH	OTH		5,000,000	2,000,000
<i>Southern Oregon Signal Upgrades</i>	21308	SAFETY	CN	2018	2,208,937	1,960,903
<i>Connected Vehicle Data Portal</i>	21310	OP-ITS	OTH		370,000	356,024
<i>OR260: Lower River Road</i>	21318	OPERAT	OTH		6,400,000	6,400,000
<i>US101: Garrison Slough - Cemetery Lp Rd (Port Orford)</i>	21323	PRESRV	PE	2021	4,585,000	175,113
<i>Union County Commute Options</i>	21338	OP-TDM	OTH		95,350	19,332
<i>US97/OR58: Seismic Landslide Mitigation</i>	21341	BRIDGE	PE		2,600,000	0
<i>OR126/US101: Spruce St - Siuslaw Riv Br (Florence)</i>	21346	BIKPED	CN	2018	6,495,674	3,434,773
<i>Pavement Density Pilot</i>	21347	PRESRV	OTH		62,500	62,500

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

<i>Region 1 LED Conversion</i>	21348	OP-SSI	CN	2019	20,000,000	1,209
<i>ITS Database Server Upgrade</i>	21349	OP-ITS	OTH		165,000	71,946
<i>Safe Routes to School Infrastructure SFY 19-20</i>	21350	SAFETY	PE	2019	16,442,250	74,101
<i>Safe Routes to School infrastructure SFY 21-22</i>	21351	SAFETY	PE	2021	20,000,000	
<i>US20: Hampton-Burns Chip Seal Project</i>	21354	PRESRV	CN	2019	3,538,485	2,953,869
<i>2019 TOCS Maintenance</i>	21355	OP-ITS	OTH		200,000	177,673
<i>2020 TOCS Maintenance</i>	21356	OP-ITS	OTH		250,000	
<i>2021 TOCS Maintenance</i>	21357	OP-ITS	OTH		250,000	
<i>Vanpool and Rideshare Support</i>	21359	OP-TDM	OTH		96,000	0
<i>I-84: Cascade Locks-Idaho &amp; I-82 Sign Upgrades</i>	21360	OP-SSI	PE		1,600,000	71,104
<i>OR203: Milk Creek-Catherine Creek Lane Realignment</i>	21361	OPERAT	PE		500,000	54,570

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

<i>US730: Powerline Road Intersection Phase II</i>	21363	MODERN	PE		40,000	21,119
<i>I-5 and I-205: Portland Metropolitan Value Pricing Program</i>	21371	OPERAT	PL		3,000,000	82,520
<i>I-5: Bridges over Leland Road</i>	21372	BRIDGE	PE	2020	720,000	37,906
<i>Region 3 ADA Scoping</i>	21373	ADAP	PL		3,000,000	38,100
<i>OR99W: Orrs Corner Road - Clow Corner Road</i>	21374	SAFETY	PE	2021	10,512,200	56,651
<i>Display Event Images on TripCheck</i>	21397	OP-ITS	OTH		125,000	6,912
<i>US20/OR-201: Vale to I-84 Chip Seal</i>	21399	PRESRV	CN	2019	1,311,526	633,999
<i>I-205: I-5 - OR213, Phase III</i>	21400	OP-ITS	PE	2019	6,065,504	
<i>OR99: Rogue Valley Intersection Improvements</i>	21408	SAFETY	PE	2021	1,147,000	48,991
<i>Region 4 ADA Scoping</i>	21413	ADAP	PL		1,500,000	11,228

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

<i>Region 5 ADA Scoping</i>	21414	ADAP	PL		1,500,000	30,338
<i>Dynamic Lines Phase II</i>	21415	OP-ITS	OTH		110,000	100
<i>Network Critical Infrastructure Replacement</i>	21421	OP-ITS	OTH		750,000	184,317
<i>DBE/Supportive Services FFY19</i>	21422	SPPROG	OTH		131,870	
<i>ADA Program Research</i>	21426	ADAP	OTH		1,200,000	0
<i>Portland State Summer Transportation Program FFY19</i>	21450	SPPROG	OTH		123,672	0
<i>National Environmental Policy Act &amp; Permitting System</i>	21451	ENVIRO	OTH		1,250,000	
<i>ADA Program Research and Planning</i>	21454	ADAP	PL		0	0
<i>US30: Millard and Bennett Roads (St Helens)</i>	21459	SAFETY	PE	2020	7,501,400	88,493
<i>Road Usage Charge (RUC) and Automated Vehicles</i>	21461	PLANNG	PL		3,050,000	

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

2019 Response Plan System Maintenance	21463	OP-ITS	OTH		70,000	12,945
Region 2 Intelligent Transportation Systems improvements	21466	SAFETY	OTH		2,034,500	9,383
OR99E: Birdfoot Dr - Harrisburg	21467	PRESRV	PE	2020	1,270,000	16,510
OR22: Golf Club Rd - MP 25.9	21468	PRESRV	PE		150,000	2,844
OR7: I-84 Intchg Bike/Ped Improvements (Baker City)	21471	BIKPED	PE	0	600,000	32,743
Oregon MPO Consortium Work Program SFY 2020	21473	PLANNG	PL		93,750	
State Bridge Program - Advanced Investigations	21480	BRIDGE	PL		1,000,000	
US95: Burns Junction - Blue Mountain	21481	PRESRV	PE	2019	2,416,816	29,229
Region 4 Sign Upgrades Phase II	21482	OPERAT	PE	2021	481,649	276
US20: Mervin Samples - Greenwood (3rd St, Bend)	21483	OP-SSI	PE	2020	12,843,576	0

**PROJECTS ADDED TO 2018-2021 STIP AFTER OCTOBER 06, 2017**

OR211/OR224/US26/ OR8 Curb Ramps	21488	ADAP	PE	2020	7,752,500	0
OR99W/US101 Curb Ramps (Corvallis & Florence)	21490	ADAP	PE	2020	3,500,000	0
OR42/US101/OR42S/ OR542 Curb Ramps	21491	ADAP	PE	2021	3,622,500	
Central Oregon Curb Ramps	21493	ADAP	PE	2020	9,888,779	
Eastern Oregon Curb Ramps	21494	ADAP	PE	2020	10,902,500	0
City of Bend Colorado/Arizona Couplet ATSPM	21502	OP-ITS	PE	2020	830,000	
Unmanned Aerial Systems for Crash Reconstruction	21503	OP-ITS	OTH		90,000	0
STEM Connect Program	21506	SPPROG	OTH		40,000	0
US395B: Pilot Rock and Mt Vernon	21523	MODERN	PE		500,000	

# APPENDIX A

## HB 2017 PROGRAM AREAS AND SHOVEL-READY PROJECT WORKTYPES 1

<b>LIST OF SHOVEL-READY HIGHWAY PROJECTS .....</b>	<b>3</b>
Bridge and Seismic Shovel-Ready Projects .....	4
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Other Shovel-Ready Projects .....	14

## HB 2017 PROGRAM AREAS AND SHOVEL-READY PROJECT WORKTYPES

HB PROGRAM AREA(S)	PROJECT WORK-TYPES	
<b>BRIDGE &amp; SEISMIC</b>	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
<b>PRESERVATION/CULVERTS</b>	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
<b>MAINTENANCE</b>	EM-REL	Emergency Relief Project
	MAINT	Maintenance (non-STIP)
<b>OTHER</b>	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

<b>OTHER CONT...</b>	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, 2020, two-cent fuels tax increase. The list of project 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 2018-2021 STIP. All tables in this appendix contain project information as of September 30, 2019, marking the end of the 2019 Federal Fiscal Year (FFY).

## BRIDGE AND SEISMIC SHOVEL-READY PROJECTS

BRIDGE & SEISMIC PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US101: Columbia River (Astoria-Megler) Bridge</i>	18597	BRIDGE	24,318,000	2021
<i>OR18 Spur: South Yamhill River Bridge (McMinnville)</i>	19389	BRIDGE	4,150,000	2020
<i>I-84: Hood River Eastbound and Westbound Bridges</i>	19653	BRIDGE	4,474,389	2019
<i>Portland Metropolitan: Bridge screening and rail retrofit</i>	19918	BR-RLR	6,420,060	2020
<i>Major Bridge Maintenance FFY20</i>	20079	BR-MBM	10,000,000	2020
<i>Major Bridge Maintenance FFY21</i>	20080	BR-MBM	10,000,000	2021
<i>US101: Tahkenitch Creek &amp; Over Ranch Road bridges</i>	20097	BRIDGE	4,204,100	2021
<i>I-5: South Umpqua River (Fords) and Yokum Road Bridges</i>	20101	BRIDGE	1,920,000	2020
<i>US101B: Lewis and Clark River Bridge (Warrenton)</i>	20107	BRIDGE	1,667,280	2021
<i>US101: Yaquina Bay Bridge</i>	20109	BRIDGE	26,619,055	2019
<i>OR229: Fuller (Siletz River) Bridge</i>	20114	BRIDGE	250,000	
<i>OR229: Ojalla (Siletz River) Bridge</i>	20115	BRIDGE	250,000	

BRIDGE & SEISMIC PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>OR569 Over Union Pacific Railroad and NW Expressway (Eugene)</i>	20116	BRIDGE	250,000	
<i>OR104S: Skipanon River Bridge</i>	20117	BRIDGE	150,000	
<i>OR36: Indian Creek Bridge</i>	20118	BRIDGE	1,081,040	2021
<i>US26: Bridge Creek Bridge</i>	20120	BRIDGE	502,000	2021
<i>OR6: Mills (Wilson River) Bridge</i>	20422	BRIDGE	2,278,100	2021
<i>OR47: Nehalem River Bridge</i>	20423	BRIDGE	1,686,200	2021
<i>US30: Clatskanie River Bridge</i>	20424	BRIDGE	500,000	2021
<i>OR99E: Willamette R (Harrisburg) Bridge</i>	20425	BRIDGE	3,608,600	2021
<i>OR99W: Luckiamute River Bridge</i>	20426	BRIDGE	149,571	2020
<i>US20: Ellsworth Street (Willamette River) Bridge</i>	20428	BRIDGE	736,000	2020
<i>I-5: Con over Central Oregon and Pacific RR (Cottage Grove)</i>	20429	BRIDGE	3,250,400	2021
<i>OR126: Willamette River WB Bridge</i>	20433	BRIDGE	8,549,400	2021
<i>US197: The Dalles (Columbia River) Bridge</i>	20442	BRIDGE	27,613,275	2020

BRIDGE & SEISMIC PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>OR153: Salt Creek (Ash Swale) Bridge</i>	20445	BRIDGE	800,000	2021
<i>OR47: West Fork Dairy Creek Bridge</i>	20447	BRIDGE	8,760,000	2021
<i>US101: Trask River Bridge</i>	20448	BRIDGE	475,360	2021
<i>OR99W: Barbur Blvd. Northbound Connection Bridge over I-5</i>	20465	BRIDGE	2,498,667	2020
<i>I-5: Homestead (Rogue River) Bridge to Bridge over OR99</i>	20470	BRIDGE	2,131,371	2020
<i>OR99W: Tualatin River Northbound Bridge</i>	20471	BRIDGE	1,100,000	2020
<i>OR210 over OR217</i>	20473	BRIDGE	2,863,363	2021
<i>SW Multnomah Blvd over I-5</i>	20484	BRIDGE	2,538,800	2020
<i>I-84: NW Forest Lane over I-84</i>	20485	BRIDGE	4,376,366	2021
<i>I-5 over 26th Avenue Bridge</i>	20486	BRIDGE	34,351,000	2020
<i>OR99E Over UPRR at Baldwin Street Bridge</i>	20487	BRIDGE	5,413,543	2020
<i>I-84: Upper Perry Interchange to Richland Interchange</i>	20494	BRIDGE	616,000	2021
<i>OR82: Grande Ronde River (South Elgin) Bridge</i>	20495	BRIDGE	1,892,745	2020

BRIDGE & SEISMIC PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US730: Juniper Canyon Creek Bridge</i>	20497	BRIDGE	330,550	2021
<i>OR82: Bear Creek (Wallowa River) Bridge</i>	20499	BRIDGE	1,125,040	2021
<i>US97: OR58 - California Border</i>	20535	BRIDGE	32,350,000	2020
<i>I-84: N Huntington Interchange Bridge</i>	20536	BRIDGE	1,322,393	2019
<i>I-84 Frontage Road: Meacham Creek &amp; Union Pacific Railroad</i>	20539	BRIDGE	910,000	2021
<i>I-84 Eastbound over US395 (Emigrant Avenue Interchange)</i>	20540	BRIDGE	26,421	2020
<i>OR37 over UPRR (Cold Springs)</i>	20541	BRIDGE	1,506,578	2020
<i>OR34: Van Buren Bridge (Corvallis)</i>	20688	BRIDGE	72,628,000	2021
<i>US101: Gold Beach (Rogue River) Bridge</i>	20695	BRIDGE	6,386,581	2019
<i>OR-99W SB Ramp to I-5 SB (Capital Highway Interchange)</i>	20702	BRIDGE	1,335,494	2020
<i>I-5: Interstate Bridge (Columbia River)</i>	21158	BRIDGE	755,000	2019
<i>I-5: Boone (Willamette River) Bridge</i>	21218	BRIDGE	3,450,000	2021

BRIDGE & SEISMIC PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>I-5 over NE Hassalo Street and NE Holladay Street (Portland)</i>	21219	BRIDGE	5,000,000	2021
<i>US26: Little Humbug Creek Bridge</i>	21224	BRIDGE	684,000	
<i>Southern Oregon Seismic Triage</i>	21296	BRIDGE	30,225,000	2020
<i>I-5: Bridges over Leland Road</i>	21372	BRIDGE	720,000	2020

## PRESERVATION AND CULVERT SHOVEL-READY PROJECTS

PRESERVATION & CULVERT PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>OR99W: 1st Street to Parks Drive (Dundee)</i>	17882	PRESRV	15,014,000	2020
<i>OR6 Zigzag Creek</i>	18275	CULVRT	676,000	
<i>OR99W: McDougall Jct - McDonald Way</i>	18611	PRESRV	16,352,041	2020
<i>OR99E: S Pine St - SW Berg Parkway (Canby)</i>	18775	PRESRV	8,661,014	2021
<i>US26: Warm Springs Safety Corridor</i>	19640	PRESRV	8,971,037	2020
<i>US101: Culvert &amp; Fish Passage Upgrades, Phase II</i>	19739	CULVRT	2,000,000	2020
<i>OR22: Bad Banks Creek Culvert</i>	19936	CULVRT	4,379,940	2020
<i>US395: Cogswell Creek &amp; Crooked Creek Culverts</i>	19943	CULVRT	3,177,053	2019
<i>I-84: Columbia River Highway</i>	20003	CULVRT	2,625,000	2021
<i>US97: Willowdale - Madras</i>	20010	PRESRV	11,807,000	2020
<i>US20: Deschutes River Bridge - Robal Rd (Bend)</i>	20011	PRESRV	3,071,000	2020
<i>US97: Bowery Lane - Romaine Village Way</i>	20013	PRESRV	8,363,347	2020

PRESERVATION & CULVERT PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US97: Midland Hwy - California State Line</i>	20023	PRESRV	5,701,591	2019
<i>US26 @ Mendenhall Creek MP 45.63</i>	20092	CULVRT	6,653,200	2020
<i>US199: Rogue River Hwy to Applegate River</i>	20104	PRESRV	7,311,000	2021
<i>I-5: Garden Valley Blvd - Roberts Creek</i>	20106	PRESRV	23,180,009	2021
<i>OR99E: OR551-Dimmick Lane</i>	20123	PRESRV	400,000	2020
<i>US101: Youngs Bay Bridge- Neptune Dr</i>	20125	PRESRV	4,800,000	2021
<i>US 101: Ecola - Austin Point Half Viaduct</i>	20128	PRESRV	7,000,000	2021
<i>OR22: Rickreall Interchange - Independence Highway</i>	20129	PRESRV	7,536,800	2020
<i>I-5: Ashland - Gold Hill</i>	20133	CULVRT	334,663	
<i>OR542: Long Tom Creek Culvert</i>	20134	CULVRT	2,994,000	2021
<i>OR140: Bear Creek - Table Rock Road</i>	20135	PRESRV	5,871,567	2021
<i>I-5: Small Culvert Upgrades</i>	20159	CULVRT	1,386,000	2020
<i>OR126: Redmond - Powell Butte</i>	20167	PRESRV	300,000	

PRESERVATION & CULVERT PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US30: Kittridge - St Johns</i>	20208	PRESRV	8,518,704	2021
<i>US26: Weber - E Cherryville</i>	20210	PRESRV	3,894,879	2021
<i>US26: Zigzag - Rhododendron</i>	20211	PRESRV	2,779,949	2020
<i>OR35: Polallie Creek - OR281</i>	20212	PRESRV	895,023	
<i>OR35: US26 - White River</i>	20213	PRESRV	421,980	
<i>Major Culvert Maintenance Program FFY21</i>	20276	CT-MCM	3,000,000	2021
<i>I-84: Fairview - Marine Drive</i>	20298	PRESRV	521,930	2021
<i>US26: Sylvan - OR217</i>	20299	PRESRV	4,462,450	2020
<i>US26: OR217 - Cornell Rd</i>	20300	PRESRV	1,200,000	2021
<i>I-84: Boardman to Ontario Culvert Repair/Replace</i>	20322	CULVRT	2,772,640	2020
<i>Major Interstate Maintenance Program FFY21</i>	20351	PRESRV	2,985,266	2021
<i>US20: Riley Junction to Ontario Culvert Repair</i>	20355	CULVRT	2,182,080	2020
<i>US-26: SE Kelso Rd - Frog Lake Sno Park</i>	20362	CULVRT	2,946,018	2021
<i>I-84: Corbett Interchange - East Hood River Interchange</i>	20363	CULVRT	3,659,320	2021

PRESERVATION & CULVERT PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>OR542: Rhoda Creek Culvert</i>	20407	CULVRT	3,016,531	2019
<i>I-84: I-205 - NE 181st Avenue</i>	20410	PRESRV	8,823,033	2021
<i>I-5: I-205 Interchange - Willamette River</i>	20411	PRESRV	9,986,280	2021
<i>OR22: Joseph St. - Golf Club Rd.</i>	20418	PRESRV	6,515,089	2019
<i>OR99W: I-5 - McDonald St</i>	20435	PRESRV	12,383,299	2021
<i>US395: SE 4th - I-84 (Hermiston)</i>	20461	PRESRV	9,898,600	2020
<i>OR58: Goshen-Pheasant Lane</i>	20504	PRESRV	4,663,757	2020
<i>I-205: Abernethy Bridge - SE 82nd Dr</i>	20508	PRESRV	7,292,432	2020
<i>I-84 pavement: Meacham-Kamela</i>	20530	PRESRV	50,377,657	2021
<i>I-84: Stanfield-Pendleton Pavement Preservation</i>	20548	PRESRV	500,000	
<i>I-5: Sutherlin - Garden Valley Blvd</i>	20588	PRESRV	19,040,000	2020
<i>OR241: Coos River Highway Culverts</i>	20701	CULVRT	3,065,000	2020
<i>OR42: Cedar Point Rd - Finley LP (Coquille)</i>	20710	PRESRV	10,485,000	2020

PRESERVATION & CULVERT PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US97: Veterans Way - SW Yew Avenue (Redmond)</i>	21166	PRESRV	1,000,000	
<i>OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd</i>	21177	PRESRV	21,597,711	2021
<i>OR66: Railroad Bridge - Dead Indian Memorial Rd</i>	21184	PRESRV	250,000	
<i>US395: Big Stick Creek - Alkali Lake</i>	21216	PRESRV	14,200,000	2020
<i>OR202 Culvert MP 3.60</i>	21223	CULVRT	690,000	
<i>OR34: Pacific Hwy - Sunset Rd</i>	21234	PRESRV	4,635	2020
<i>US26: Hayward Rd. - NW Mountaindale Rd.</i>	21236	PRESRV	4,100,000	2021
<i>US20: Cox Creek - Reeves Parkway</i>	21237	PRESRV	400,000	
<i>OR569: Green Hill Rd. - Coburg Rd. (Eugene)</i>	21261	PRESRV	1,498,700	2020
<i>US20: Harney County line - Black Canyon</i>	21265	PRESRV	600,000	
<i>US101: Garrison Slough - Cemetery Lp Rd (Port Orford)</i>	21323	PRESRV	4,585,000	2021
<i>OR99E: Birdfoot Dr - Harrisburg</i>	21467	PRESRV	1,270,000	2020
<i>US95: Burns Junction - Blue Mountain</i>	21481	PRESRV	2,416,816	2019

## OTHER SHOVEL-READY PROJECTS

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>OR22: Corridor safety improvements</i>	13188	MODERN	8,203,500	
<i>Powers-Agness Hwy: Burma Slide Sec (MP4.4-8.4)</i>	13933	MODERN	20,647,266	2021
<i>FFO - US97 Bend North Corridor Project</i>	14020	MODERN	8,244,001	
<i>OR140: Deep Creek Falls area of Warner Curves</i>	14585	MODERN	606,000	
<i>US20 at Tumalo</i>	14892	OPERAT	2,200,000	
<i>I-84: WB Snow Fence at Culley Lane phase 2</i>	17435	OPERAT	182,860	
<i>US101 at Asbury Creek</i>	18271	FISH	1,800,000	2020
<i>OR22: Doaks Ferry Rd - Riggs Ave (Salem)</i>	18322	SAFETY	657,227	2021
<i>OR551 at Ehlen Road</i>	18664	SAFETY	6,985,000	2021
<i>OR140: Brett Way extension (K Falls)</i>	18731	MODERN	10,859,800	2020
<i>US101: Ave A - Ave K (Seaside)</i>	18733	MODERN	7,669,500	2021
<i>OR202: Dresdin St. to 4th St. (Astoria)</i>	18735	BIKPED	4,172,000	2020

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
OR214: Smith St - Pioneer Dr Sidewalk and Bike Lanes	18745	BIKPED	2,366,447	2021
OR47: Main Street - W. Lincoln Street	18746	BIKPED	1,827,993	2021
OR219: Aldercrest - Foothills Drive	18749	BIKPED	2,670,600	2020
OR8: SW Hocken Ave - SW Short St	18758	SAFETY	11,201,395	2021
OR8: SW Watson Ave - SW 110th Ave (Beaverton)	18794	SAFETY	3,029,907	2021
US26: Ten Eyck Rd/Wolf Dr - Vista Loop (Sandy)	18823	BIKPED	3,610,408	2021
OR8: SW 192nd Ave (Aloha) - SW 160th Ave (Beaverton)	18839	BIKPED	1,570,000	2020
US101: SE 32nd Street - SE 35th Street (Newport)	18848	MODERN	7,986,875	2020
US101-South of Bridge Streetscape (Depoe Bay)	18852	SAFETY	1,305,838	2021
US20: 54th Ave - Riggs Hill Rd. (Sweet Home)	18853	BIKPED	2,184,293	2021
OR18: Fort Hill Road to AR Ford Road	18854	MODERN	4,513,541	
US395: Sidewalk Improvements (John Day)	18918	BIKPED	2,600,084	2021

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>OR 140: Exit 35 Blackwell Road</i>	18975	MODERN	9,605,836	2020
<i>OR82: MP 32.6 bank stabilization</i>	18992	OPERAT	113,414	
<i>US95: Idaho-Burns Junction Durable Striping</i>	19007	OPERAT	646,000	2020
<i>I-84/US395B Interchange Improvements - Pendleton</i>	19065	MODERN	1,000,000	
<i>US101: Bunker Hill Sidewalks &amp; Flanagan Signal</i>	19243	BIKPED	2,445,000	2020
<i>OR39: Crest Street - Madison Street</i>	19261	BIKPED	2,712,000	2020
<i>OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St</i>	19267	BIKPED	799,707	
<i>US101: Landslide Repair (Johnson Creek)</i>	19393	OP-SLD	1,675,000	2021
<i>US97: S Century Drive to USFS Boundary</i>	19451	SAFETY	10,495,671	2021
<i>Region 2 Centerline Rumble Strips (unit 3)</i>	19692	SAFETY	5,635,426	2020
<i>I-205: I-5 - OR213, Phase I</i>	19786	MODERN	47,412,305	
<i>I-5: Kuebler Blvd to Delaney Rd Widening</i>	19929	MODERN	9,736,769	2021
<i>ADA Transition Project</i>	19940	ADAP	7,217,092	

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>OR194: Monmouth Ave. to Catron St (Monmouth) &amp; OR51: 4th St. to B St. (Independence)</i>	19962	ADAR	857,300	2019
<i>Region 4 Signal Upgrades and Durable Markings</i>	20009	OP-SSI	1,552,000	2020
<i>OR39 at Washburn Way</i>	20029	OP-ITS	197,000	2019
<i>OR99W: Corvallis Stormwater System</i>	20071	OPERAT	2,313,077	2021
<i>Region 4 ARTS</i>	20074	SAFETY	2,472,947	2021
<i>OR99E: Enhanced Pedestrian Crosswalks (Woodburn)</i>	20093	ADAR	883,500	2021
<i>US30 at Graham Creek MP 65.16</i>	20094	FISH	2,110,000	2021
<i>US 97 Rockfall</i>	20095	OP-SLD	3,702,444	2021
<i>OR39 at Esplanade (Klamath Falls)</i>	20103	OP-SSI	490,157	
<i>US395 Ukiah-Nye Junction Sign Upgrades</i>	20108	OPERAT	400,000	2020
<i>OR221: Michigan City Lane - Edgewater St (W. Salem)</i>	20122	ADAR	9,900,000	2020
<i>Region 2 (Central) Signal Improvements Part II</i>	20130	ADAR	1,124,900	2021

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>OR42 MP 50/US101: Anderson Rock</i>	20131	OP-SLD	137,000	
<i>Region 2 (North) Signal Improvements Part II</i>	20136	SAFETY	1,012,900	2021
<i>US20 @ Knox Butte/OR226</i>	20140	SAFETY	723,300	2021
<i>OR22 @ Smithfield Rd/Kings Valley</i>	20141	SAFETY	244	2021
<i>OR211 @ Canby Marquam Hwy</i>	20142	SAFETY	723,700	2021
<i>OR126B: S 20th Street - 75th Street (Springfield)</i>	20144	SAFETY	2,318,400	2021
<i>OR126: Florence-Eugene Shoulder Widening</i>	20149	SAFETY	4,150,000	2020
<i>US101/OR38: Variable Message Sign Upgrades</i>	20153	OP-ITS	3,294,000	2021
<i>OR99: Coleman Ck. (Phoenix)</i>	20162	FISH	5,693,952	2020
<i>Region 3 Variable Message Sign Upgrades</i>	20166	OP-ITS	261,000	2021
<i>I-5: Siskiyou Pass Variable Advisory Speed Signs</i>	20170	OP-SSI	6,586,000	2020
<i>US97 @ OR140 IAMP</i>	20171	OP-SSI	100,000	
<i>OR99E @ Airport Rd. (Albany)</i>	20183	SAFETY	1,860,000	2021

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US20: Geary St. to Waverly St. (Albany)</i>	20184	SAFETY	1,372,200	2021
<i>OR99: I-5 to Scenic Ave</i>	20185	SAFETY	3,262,000	2020
<i>OR99: Ashland Pedestrian Upgrades</i>	20186	SAFETY	816	2020
<i>City of Salem Signal Enhancements (unit 3)</i>	20187	SAFETY	914,800	2021
<i>Region 2 (North) Curve Warning Upgrades</i>	20189	SAFETY	1,809,510	2020
<i>Region 2 (Central &amp; South) Curve Warning Upgrades</i>	20190	SAFETY	1,870,100	2021
<i>US199: Kerby Pedestrian Improvements</i>	20191	SAFETY	1,019,000	2021
<i>OR140: Atlantic Ave. Intersection Improvements</i>	20192	SAFETY	5,093,257	2020
<i>Region 2 (South) Curve Warning Upgrades</i>	20193	SAFETY	1,589,400	2021
<i>OR234: Gold Hill-Sams Valley Intersection</i>	20196	SAFETY	793,000	2021
<i>Region 2 (Central) Signal Improvements Part II</i>	20199	SAFETY	715,400	2021
<i>US20: MP 4.60 Roadside Improvements</i>	20202	SAFETY	466,900	2021

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US101 @ Perkins Lane Intersection Improvements</i>	20203	SAFETY	2,142,400	2020
<i>OR126B at 54th St. (Springfield)</i>	20209	SAFETY	1,641,300	2021
<i>Mission Street: 17th Street - I-5 north ramps (Salem)</i>	20214	SAFETY	1,468,000	2021
<i>OR540: Broadway @ Newmark realign (North Bend)</i>	20219	SAFETY	2,815,000	2021
<i>Area 4 and 5 Signal Improvements</i>	20221	SAFETY	4,225,100	2021
<i>US101: Curve Warning Upgrades</i>	20222	SAFETY	1,713,200	2021
<i>West Lane County Curve Warning Upgrades</i>	20223	SAFETY	1,004,400	2019
<i>OR47: Urban Upgrade (Carlton)</i>	20240	BIKPED	3,394,600	2021
<i>OR99: Urban Upgrade (Cottage Grove)</i>	20242	SAFETY	2,992,300	2021
<i>OR99: Eugene - Junction City Safety Barrier</i>	20244	SAFETY	1,469,259	2019
<i>US101: Urban Upgrade (Garibaldi)</i>	20252	SAFETY	10,631,500	2021
<i>OR140 at OR66 Intersection Improvements</i>	20256	SAFETY	1,215,000	2021

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US101: Parkview Dr - Lucky Ln (Brookings)</i>	20261	MODERN	3,237,000	2021
<i>US26: Meadow Lakes Ave-Combs Flat Rd (Prineville)</i>	20268	OP-SSI	4,748,200	2021
<i>Safety Quick Fix Program FFY20</i>	20325	SAFETY	542,431	2020
<i>Safety Quick Fix Program FFY21</i>	20326	SAFETY	542,431	2021
<i>OR8 Corridor Safety &amp; Access to Transit II</i>	20328	BIKPED	3,742,902	2021
<i>OR43: Arbor Dr - Hidden Springs Rd</i>	20329	BIKPED	6,118,203	2021
<i>Central Systemic Signals and Illumination (Portland)</i>	20334	SAFETY	1,859,554	2021
<i>Central Systemic Signals and Illumination (ODOT)</i>	20335	SAFETY	4,370,300	2021
<i>Systemic Signals and Illumination (Clackamas)</i>	20336	SAFETY	1,098,900	2021
<i>East Systemic Signals and Illumination (Molalla)</i>	20337	SAFETY	128,700	2021
<i>East Systemic Signals and Illumination (ODOT)</i>	20339	SAFETY	3,209,075	2021
<i>Rumble Strips and Bike/Ped Conflict Markings (Portland)</i>	20340	SAFETY	450,100	2021
<i>Rumble Strips (ODOT)</i>	20341	SAFETY	1,101,454	2020

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US97: Redmond - Bend</i>	20357	SAFETY	5,028,000	2020
<i>Systemic Signals and Illumination (Beaverton)</i>	20374	SAFETY	2,071,600	2021
<i>West Systemic Signals and Illumination (ODOT)</i>	20376	SAFETY	6,803,500	2021
<i>US20: Empire - Greenwood (3rd St, Bend)</i>	20391	OP-SSI	12,969,728	2020
<i>US30BY (Lombard): N Fiske Ave - N Boston Ave</i>	20413	ADAP	18,501,603	2020
<i>US26: Rock Creek (MP 27.85)</i>	20416	FISH	695,000	2021
<i>OR99W (Barbur Blvd) at SW Capitol Hwy</i>	20438	SAFETY	2,975,700	2021
<i>OR8 at River Rd &amp; OR224 at Lake Rd</i>	20451	OP-SSI	2,649,465	2021
<i>OR244: Whiskey Creek Culvert Replacement</i>	20456	FISH	1,973,000	2020
<i>OR244: Slope Repair and Rockfall Mitigation</i>	20460	OPERAT	1,700,000	2020
<i>Region-wide ITS improvements and Upgrades</i>	20474	OP-ITS	1,746,000	2021
<i>OR213 at MP 15.71 (Toliver Rd)</i>	20478	SAFETY	700,000	
<i>Region 1 Bike Ped Crossings</i>	20479	BIKPED	3,335,852	2021

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>I-205 Exit Ramps at SE Division St</i>	20480	SAFETY	3,717,964	2021
<i>US30 (Cascade Ave) at Rand Rd/OR281 at Orchard Rd (Hood River)</i>	20519	OP-SSI	4,897,584	2021
<i>US30 at Bridge Ave Ramps</i>	20522	OP-SLD	657,504	
<i>I-84 ITS Sign Improvements</i>	20527	OP-ITS	500,000	2021
<i>US30: Signal Upgrades (Pendleton)</i>	20533	OP-SSI	1,518,124	2021
<i>Region 5 Material Source Development</i>	20542	OPERAT	280,000	
<i>Fish Passage Culvert Retrofitting &amp; Supplies 19-21</i>	20634	FISH	995,723	2020
<i>I-84: Rufus Westbound Variable Message Sign Upgrades</i>	20858	OPERAT	2,377	2019
<i>I-84 Hood River, I-84 Rufus &amp; US97 Biggs Jct Variable Message Signs</i>	20860	OPERAT	2,008,000	
<i>I-5: Coburg Interchange</i>	21139	MODERN	1,396,634	
<i>US20: Dodge St - E. Vine St (Lebanon)</i>	21143	ADAP	151,972	
<i>Walker Creek Parcel Conservation Bank (Clatsop Co)</i>	21150	ENVIRO	878,507	

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
US20 at Cooley Road (Bend)	21154	OPERAT	1,750,000	
US97: Lower Bridge Way - NW 10th St (Terrebonne)	21162	OPERAT	20,150,000	2021
US26 (Powell Blvd): SE 99th Ave - East City Limits	21178	MODERN	43,200,000	
OR217: SW 72nd Ave - OR10 (SW Scholl's Ferry Rd)	21179	MODERN	13,900,000	
OR214: Jefferson St (Silverton)	21190	SAFETY	750,000	2020
US20: Safety upgrades (Albany to Corvallis)	21191	SAFETY	28,197,600	2021
OR99: South Valley View	21196	MODERN	400,000	
US97 and Cooley Road (Bend) Mid-term Improvements	21229	MODERN	13,000,000	
US20/OR201: Burns to Ontario	21230	SAFETY	3,620,200	
Mill Street SE Rail Crossing (Salem)	21238	SAFETY	1,470,000	2021
US30: Priority Curb Ramps	21239	ADAP	575,000	2019
OR126B: 35th St - 40th St (Springfield)	21243	ADAP	16,137	
OR82:W. Walter St-SE School St & OR3:NW Flora St-NW Logan St	21253	ADAP	2,642,785	2020

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>US26/OR213 Curb Ramps</i>	21255	ADAP	1,605,000	2021
<i>Juniper Canyon Rd: SE Paulina Hwy to Prineville Reservoir</i>	21256	SAFETY	129,000	2021
<i>US26: Timberline Hwy - OR35 Sherwood Campground</i>	21289	SAFETY	483,288	2019
<i>US97 at Wickiup Jct. (La Pine) Phase II</i>	21295	MODERN	1,695,000	2021
<i>Safe Routes to School Infrastructure SFY 21-22</i>	21351	SAFETY	20,000,000	2021
<i>I-84: Cascade Locks-Idaho &amp; I-82 Sign Upgrades</i>	21360	OP-SSI	1,600,000	
<i>US730: Powerline Road Intersection Phase II</i>	21363	MODERN	40,000	
<i>OR99W: Orrs Corner Road - Clow Corner Road</i>	21374	SAFETY	10,512,200	2021
<i>I-205: I-5 - OR213, Phase III</i>	21400	OP-ITS	6,065,504	2019
<i>OR99: Rogue Valley Intersection Improvements</i>	21408	SAFETY	1,147,000	2021
<i>Southern Oregon Seismic Slopes Stability</i>	21452	OP-SLD	14,775,000	2021
<i>OR7: I-84 Intchg Bike/Ped Improvements (Baker City)</i>	21471	BIKPED	600,000	2020

OTHER SHOVEL-READY PROJECT NAMES	KEY NUMBER	WORKTYPE	TOTAL CURRENT ESTIMATE	EXPECTED CN YEAR
<i>Region 4 Sign Upgrades Phase II</i>	21482	OPERAT	481,649	2021
<i>US20: Mervin Samples - Greenwood (3rd St, Bend)</i>	21483	OP-SSI	12,843,576	2020
<i>OR99W/US101 Curb Ramps (Corvallis &amp; Florence)</i>	21490	ADAP	3,500,000	2020
<i>OR42/US101/OR42S/OR542 Curb Ramps</i>	21491	ADAP	3,622,500	2021
<i>Central Oregon Curb Ramps</i>	21493	ADAP	9,888,779	2020
<i>Eastern Oregon Curb Ramps</i>	21494	ADAP	10,902,500	2020
<i>City of Bend Colorado/Arizona Couplet ATSPM</i>	21502	OP-ITS	830,000	2020
<i>US395B: Pilot Rock and Mt Vernon</i>	21523	MODERN	500,000	

# 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.

CONDITION	CHAPTER 750 (2017 OL) SECTION NUMBER	REPORT SECTION	PAGE NUMBER
<i>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</i>	45(1)(a)(A)	1.1	3
<i>Certify that uniform standards required under Section 11(1) have been developed; and are being followed</i>	45(1)(a)(B)	1.3	7
<i>Certify that reports from cities and counties, required under section 11(2), have been submitted to the Department; and are posted to the website</i>	45(1)(a)(C)	1.3	7
<i>Certify that ODOT is implementing registration and title fees (HB 2017 Sec. 32 and 37)</i>	45(1)(a)(D)	1.4	10

CONDITION	CHAPTER 750 (2017 OL) SECTION NUMBER	REPORT SECTION	PAGE NUMBER
<i>Certify completion of the I-205 Active Traffic Management Project and the I-205 Corridor Bottleneck Project</i>	45(1)(a)(E)	1.5	11
<i>Identify shovel-ready highway projects that the commission expects to undertake with revenue that will become available as a result of the increase</i>	45(1)(b)(A)	Appendix A	Appendix A
<i>Identify the amount of bonds necessary to be issued to complete shovel-ready highway projects scheduled to commence after January 1, 2020</i>	45(1)(b)(B)	1.2	5
<i>Report on construction and financial status of uncompleted, in-progress, HB 2017 projects exceeding \$20 million</i>	45(1)(b)(C)	3.0, 4.1	15, 29
<i>Report on the status of the Treasure Valley Intermodal Facility Project and Value-Pricing Set-up Project</i>	45(1)(b)(D)	2.0	12
<i>Report on design, cost-analysis and construction option packages for I-5 Rose Quarter Project for legislative consideration</i>	45(1)(b)(E)	3.1	16
<i>Report on design, construction and financial status of projects costing more than \$20 million that are identified in HB 2017</i>	45(1)(b)(F)	3.0, 4.1	15, 30
<i>Report on design, construction and financial status of any other state projects implemented after 10/06/2017</i>	45(1)(b)(F)	4.2	32