

# A More Modern Transportation System

HB 2017 FIVE YEARS LATER

*The Oregon Legislature passed House Bill 2017 five years ago, providing a transformative investment in Oregon's transportation network. Many HB 2017 projects are complete, and others are well underway.*



## How Oregonians paid for projects

The average driver has paid less than one cent per mile to get better roads that provide more reliable trips – less than people would have paid to repair damaged vehicles if roads had deteriorated. And the average worker has paid less than \$1 a week in payroll tax.

## How that money has been spent

### Local investments and local control



50% ODOT, 30% County, 20% City

Money goes to state highways, county roads and local streets. More details on local funding are available upon request.

### Reducing congestion



We're treating the metro area transportation network as a system. Our Urban Mobility Strategy lays out ODOT-led-and-supported projects to reduce congestion and carbon emissions and improve safety and the flow of goods.

- Roadway bottleneck removals
- Bicycle and pedestrian infrastructure
- Congestion pricing
- Increased transit service
- Multimodal improvements to urban arterials
- **Specifically:**
  - Highway 217 under construction
  - I-205 auxiliary lanes completed; widening work is out to bid

### Efficiently moving freight



Stabilized Connect Oregon funding now allows us to invest in non-highway freight in perpetuity.

- Moving more freight by rail.
- Rail facilities in Treasure Valley and Millersburg open this year.
- \$50 million more will support rail, port and aviation next summer.

### Roads and bridges in stable condition



89% of state highways are in good or fair condition. This funding prevented further deterioration of the system.



## \$312 million for public transportation

Investments have helped to make Oregon more equitable, sustainable and affordable.



**8.1 million miles**  
of passenger service

**7.1 million**  
passenger rides

**101,574 students**  
with access to free or reduced fares

**229 vehicles purchased**  
50 low/no emissions



## Safe biking and walking options



Bike tax funding has been leveraged with other funding sources in the Oregon Community Paths competition to fund 21 multi-use path projects totaling \$15.1 million in grants for local communities that help separate people walking and biking from auto and freight traffic.

The Safe Routes to Schools program has invested \$48 million in 70 projects across Oregon. These projects include 445 crossings, 167 curbs ramps, 124 sidewalk improvements and 33 lighting upgrades, helping kids get to school safely.

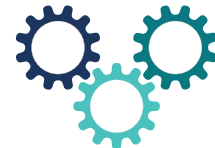
## Increased adoption of EVs

**90%** ↑

The state's EV rebate program, which is funded by HB 2017, has been fully subscribed every year.

- \$12 million each year decarbonizing our transportation system.
- EV registrations have increased at least 90 percent in 2021 compared to 2020.

## Activated projects beyond the legislation



HB 2017 funds allowed ODOT to pursue the 21 named projects in the legislation and has activated the development of more than 117 additional projects.

- US20 Troutdale (Sandy River) Bridge
- I-84 Eastbound over US395 (Emigrant Avenue Interchange)
- US97: Shaniko-Trout Creek projects



## Increased accountability and transparency

The revenue increases outlined in the bill have only gone into effect when ODOT has met accountability requirements. Our success in meeting those requirements is documented in the Conditional Fuels Tax Increase Report. We have also tracked the condition of our roads and bridges, and the status, cost and schedule of each named project.