HB 2017 Update

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ODOT Assistant Director
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Highway funding in HB 2017
Comparison of annual highway fund revenue at full implementation (\$ million)

OTIA I (2002) \$30
OTIA III (2004) \$100
JTA (2011) \$270
HB 2017 (2024) \$500
Motor fuels tax increases 10 cents over six years.

Motor fuels tax increase by calendar year
(current rate = $0.30)
Four Key Themes of HB 2017

- Congestion Relief
- Preservation
- Transportation Options
- Transparency & Accountability
Congestion Relief
Four Elements of ODOT’s Strategy

Transportation Options
Providing more options to get around without driving

Technology and Operations
Maximizing throughput with technology and operational solutions

Strategic Bottleneck Relief
Addressing key congestion chokepoints with auxiliary and through lanes

Tolling
Managing demand and raising revenue through tolling
I-205 Auxiliary Lanes and ATM

Operational improvements for safety and congestion relief

RealTime signs display traffic flow and roadway conditions

4 miles of auxiliary lanes in four sections:

- I-205 SB- I-84 to Powell
- I-205 NB- Powell to I-84
- I-205 NB- I-84 to Killingsworth
- I-205 NB- OR 224 to Sunnybrook
OR 217 Auxiliary Lanes

- Auxiliary lanes to improve safety and address bottleneck
- Includes bike/ped elements
- Goes to bid in 2021
I-5 Rose Quarter

- 28th worst truck freight bottleneck in the nation
- Funded by HB 2017 with $30m annual setaside
- Addition of auxiliary lanes on I-5 NB and SB between I-84 and I-405
- Expected to save approximately 2.5 million annual vehicle hours of delay
I-205 Stafford Road to OR 213

• Add new lanes to I-205 between Stafford Road and Willamette River to address regional bottleneck

• Widen and seismically retrofit Abernethy Bridge and make other bridges seismically resilient

• Tolling to serve as primary funding source
TOLLING

Managing demand and raising revenue through tolling
Dual Purposes: Manage Demand, Raise Revenue

• Create a **revenue source** to help fund bottleneck relief projects, including Interstate 205 widening and bridge reconstruction

• Use variable toll rates to **manage traffic congestion** in the I-5 and I-205 corridor
Proposed Projects

• **Interstate 205**: Toll all lanes on or near the George Abernethy Bridge, including the planned widening and reconstruction

• **Interstate 5**: Toll all lanes through central Portland (about 7 miles)

• Determine terminus points for both projects based on future analysis

• In-depth planning/environmental work underway
Preservation
Preserving the System

Pavement  Bridges & Seismic  Culverts  Maintenance
State Highway Pavement Conditions

- **State of Good Repair**: $200 Million/year
- **Current Funding**: $104 Million/year
Transportation Options
Multimodal Investments

Statewide Transportation Improvement Fund

Safe Routes to School

Connect Oregon
Transparency, Accountability and Performance
## Local Infrastructure Condition Report – Bridges

### Reporting Period
- 2019

### View...
- Cities Only
- Counties Only

### Filter by Agency Name
- All

### Agency Name
<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Bridges in Good Condition</th>
<th>Bridges in Fair Condition</th>
<th>Bridges in Poor Condition</th>
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### Reported Bridge Condition by Category
- Good: 35%
- Fair: 57%
- Poor: 8%

### Reported Bridge Condition by Agency
- Map showing bridge condition across different agencies in Oregon.
Tracking and Reporting Progress
Staffing Up for Project Delivery
Staffing up for HB 2017 work

284 positions approved by Legislature in 2017-2019

- 2017: 54
- 2018: 51
- 2019: 179
Thank you