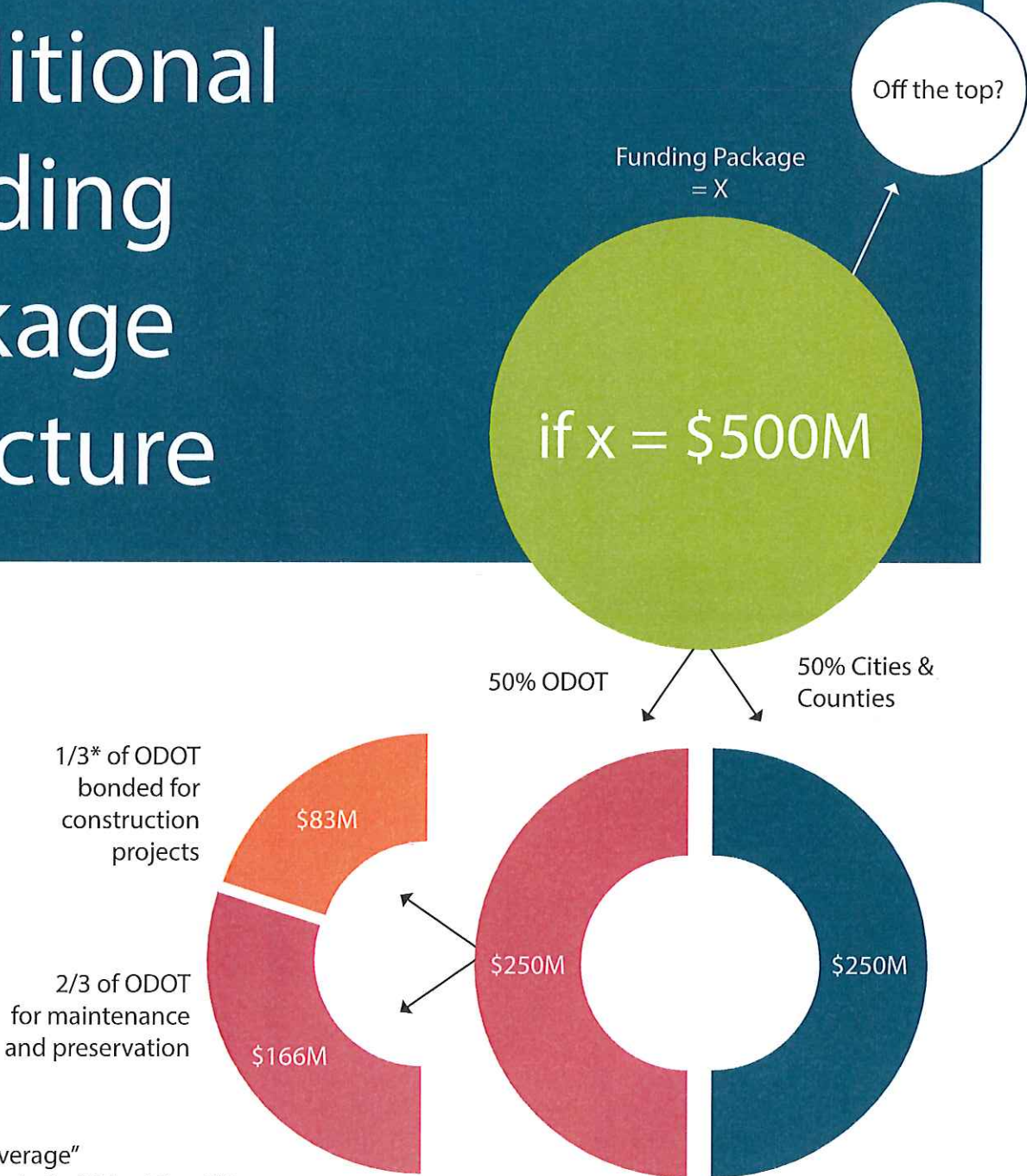


# Traditional Funding Package Structure



\*1/3 because of "coverage"  
Total amount of Bonded =  $X/6 \times 12$  or  $2X$

## OTC INVESTMENT STRATEGY

Bridge	\$100M (33%)
Pavement	\$100M (33%)
Culverts	\$35M \
Seismic	\$20M (33%)
Maintenance	\$50M /
<hr/>	
Total	\$305M

## EXAMPLE

**10-cent gas tax = \$500M**  
\$1B in Bonded Projects  
\$166M for Maintenance/Preservation  
\$55M Bridge  
\$55M Pavement  
\$20M Culverts  
\$15M Seismic  
\$20M Maintenance



Instructions:

Adjust the slider controls to increase Fuel Taxes, Registration Fees, New Title Vehicle Fees, and Class C License Fees.

Fuel Tax

Fuel Tax \$0.10

License Fee

License Fee \$15

New Title Fee

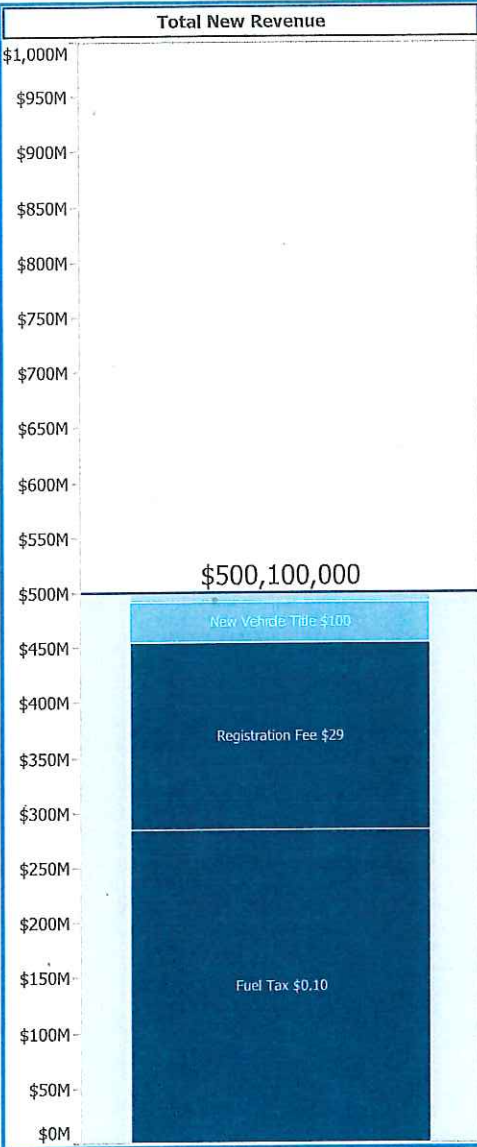
New Vehicle Title \$100

Registration Fee

Registration Fee \$29

Current Revenue Selections:

Fuel Tax \$0.10  
Registration Fee \$29  
New Vehicle Title \$100  
License Fee \$15



New Revenue Summary					
Revenue Source	Revenue Category	Description	Current Rate	Proposed Rate	Total Revenue by Source
Fuel Tax \$0.10	Fuel Tax	A 10 cent fuel increase with an equivalent 10 cent weight mile increase for heavy vehicles.	\$0.30	\$0.40	\$284,000,000
License Fee \$15	DMV Class C License Fee	A \$15.00 Class C Driver License Fee increase. (Original & Renewal)	\$60.00	\$75.00	\$9,000,000
New Vehicle Title \$100	DMV New Title Fee	A \$100.00 New Vehicle Title Fee with an equivalent heavy vehicle fee.	\$0.00	\$100.00	\$36,000,000
Registration Fee \$29	DMV Registration Fee	A \$29.00 Passenger Vehicle Registration Fee increase with equivalent Heavy Vehicle increase to maintain cost shares.	\$43.00	\$72.00	\$171,100,000
Overall Distribution					
State Distribution   50% of New Revenue				\$250,050,000	
County Distribution   30% of New Revenue				\$150,030,000	
City Distribution   20% of New Revenue				\$100,020,000	
Bonding Summary					
Available For Bonding   33% of State Distribution				\$82,516,500	
Total Bonded Revenue				\$1,113,972,750	

Distribution By County		Distribution By City	
Baker County	\$845,000	Adair Village	\$30,800
Benton County	\$2,891,000	Adams	\$13,500
Clackamas County	\$15,658,100	Adrian	\$6,600
Clatsop County	\$1,544,000	Albany	\$1,867,300
Columbia County	\$2,282,000	Amity	\$59,000
Coos County	\$2,671,000	Antelope	\$1,700
Crook County	\$1,178,000	Arlington	\$22,000
Curry County	\$1,079,000	Ashland	\$740,700
Deschutes County	\$7,639,000	Astoria	\$349,200
Douglas County	\$4,791,000	Athens	\$41,000
Gilliam County	\$128,000	Aumsville	\$141,800
Grant County	\$415,000	Aurora	\$34,600
Harney County	\$407,000	Baker City	\$360,100
Hood River County	\$1,087,000	Bandon	\$113,000
Jackson County	\$8,318,000	Banks	\$64,700
Jefferson County	\$968,000	Barlow	\$5,000
Josephine County	\$3,694,000	Bay City	\$48,200
Klamath County	\$3,031,000	Beaverton	\$3,401,600
Lake County	\$467,000	Bend	\$2,913,100
Lane County	\$12,977,000	Boardman	\$125,400
Lincoln County	\$1,902,000	Bonanza	\$16,600
Linn County	\$5,012,000	Brookings	\$238,000
Malheur County	\$1,314,000	Brownsville	\$61,200
Marion County	\$11,823,000	Burns	\$103,200
Morrow County	\$567,000	Butte Falls	\$15,700
Multnomah County	\$25,524,000	Canby	\$583,100
Polk County	\$2,807,000	Cannon Beach	\$621,100
Sherman County	\$135,000	Canyon City	\$25,800
Tillamook County	\$1,225,000	Canyonville	\$69,600
Umatilla County	\$3,274,000	Carlton	\$75,400
Union County	\$1,198,000	Cascade Locks	\$45,000
Wallowa County	\$427,000	Cave Junction	\$69,300
Wasco County	\$1,151,000	Central Point	\$632,900
Washington County	\$18,037,000	Chiloquin	\$26,800
Wheeler County	\$87,000	Clatskanie	\$63,700
Yamhill County	\$3,861,000	Coburg	\$28,000

# 2017 Investment Scenarios

## Preservation, Maintenance and Seismic

	Status Quo	100M	200M	300 M Investment Scenario 1	Investment Scenario 2
<b>Pavement</b>	<b>\$85 Million</b> Thirteen percent of highways are in poor or worse condition today, which will rise to 35 percent by 2030.	<b>\$35 Million (\$125M Total)</b> Allows ODOT to pave 40 more miles each year on priority corridors. The overall percent of state highways in poor conditions will rise to 29 percent by 2030	<b>\$70 Million (\$155M Total)</b> Allows ODOT to pave 80 more miles each year on priority corridors. The overall percent of state highways in poor condition will rise to 22 percent by 2030.	<b>\$100 Million (\$185M Total)</b> Keep pavement condition on priority corridors from degrading through repaving and resurfacing. Overall percent of state highways in fair to better condition holds at current level.	<b>\$115 Million (\$200M Total)</b> Improve pavement condition to meet state performance targets for pavement in fair or better condition across all highways.
<b>Bridge</b>	<b>\$85 Million</b> By 2035, 65 percent of Oregon's state highway bridges will be in distressed condition. While 130 bridges will be preserved or replaced on Fix-It routes, there will be a growing back log of bridges were work is deferred. There will be over 300 bridges that are weight limited, including almost 100 bridges on the Fix-It routes. The backlog of bridge needs is expected to be approximately \$7.3 Billion after 20 years.	<b>\$35 Million (\$125M Total)</b> The focus will remain on maintaining the Fix-It routes. At this funding level, 268 bridges will be preserved or replaced, and the number of weight limited bridges on Fix-It routes will be reduced to approximately 65. The deferred work on the bridges that are not on Fix-It routes is unchanged from the Status Quo. The backlog of bridge needs is expected to be approximately \$6.3 Billion.	<b>\$70 Million (\$155M Total)</b> At this funding level, 355 bridges on Fix-It routes will be preserved or replaced. However, there will still be 45 bridges on Fix-It routes, and 272 bridges on the other routes, that will be weight restricted. There are 82 bridges on Fix-It routes that will have deferred work. When added to the other 425 bridges that have deferred work, the backlog is approximately \$5.7 Billion.	<b>\$100 Million (\$185M Total)</b> Replace and address structurally deficient bridges to prevent weight restricting bridges on key freight routes, which will save billions in economic production. Would also implement phase 1 of the seismic plan. At this funding level, 418 bridges on Fix-It routes will be preserved or replaced. However, 272 bridges on the other routes, that will be weight restricted. Only 41 bridges on Fix-It routes will have deferred work. While the needs on the Fix-It routes are largely addressed, the backlog remains at approximately	<b>\$350 Million (\$435M Total)</b> Address the backlog of deferred work and the Interstate Era bridges due for replacement over the next 25 years. This funding level addresses all needed bridge work during this timeframe. It includes the replacement or preservation of 482 bridges on Fix-It routes and 697 bridges that on other routes. The exceptions are for major bridges that cross the Columbia River: US 101 Astoria-Megler Bridge, both I-5 Bridges, and the I-205 Glenn Jackson Bridge. These bridges will be

				\$5 Billion.	maintained, but will have their own backlog of needs.
Culverts	<b>\$15 Million</b> Thirty percent of culverts today are in poor or critical condition. Storms cause culverts to fail, closing highways, blocking truck traffic, and isolating communities.	<b>\$10 Million (\$25M Total)</b> Address the majority of culverts currently in poor or critical condition on priority routes to reduce the chances of collapse of roadways from culvert failure and facilitate fish passage.	<b>\$25 Million (\$40M Total)</b> Address culverts currently in poor or critical condition on priority routes to prevent collapse of roadways from culvert failure and facilitate fish passage.	<b>\$35 Million (\$50M Total)</b> Address culverts on priority routes to prevent collapse of roadways from culvert failure and facilitate fish passage.	<b>\$80 Million (\$95M Total)</b> Keep culverts on state highways in current conditions. Avoid highway closures from culvert failure.
Seismic	<b>\$35 Million One-Time Infusion</b> Bridges across western Oregon that have not been replaced or retrofitted would fail and landslides would block highways.	<b>\$10 Million</b> Implement the southern Oregon Triage to provide minimal passable routes into and out of the region. Position maintenance supplies at strategic, safe coastal locations to ensure supplies needed to reopen roads are available quickly.	<b>\$15 Million</b> Implement the southern Oregon Triage to provide minimal passable routes into and out of the region. Position maintenance supplies at strategic, safe coastal locations to ensure supplies needed to reopen roads are available quickly. Address some minor state highway bridges on local lifeline routes, helping to aid emergency response services in getting through. Not addressing any additional crossing of the Willamette River.	<b>\$20 Million</b> Address the most critical landslides on priority routes. Implement the southern Oregon Triage to provide minimal passable routes into and out of the region. Position maintenance supplies at strategic, safe coastal locations to ensure supplies needed to reopen roads are available quickly. Address key state highway bridges on local lifeline routes, helping to aid emergency response services in getting through.	<b>\$250 Million</b> Execute all phases to work identified in the Seismic Plus Report, completing the backbone system of Lifeline Routes within 20 years (at cost of \$5 billion total) in order to recover Lifeline Routes quickly, facilitating emergency response and economic recovery.

Maintenance

<p><b>\$250 Million</b></p> <p>There is a backlog of signals, guardrails, sign repair and other overall maintenance needs, particularly outside of priority corridors.</p> <p>Lack of staff coverage for major storm events to help keep routes passable.</p>	<p><b>\$10 Million (\$260M Total)</b></p> <p>Offset increasing maintenance costs, preventing loss in the buying power of existing funds.</p>	<p><b>\$20 Million (\$270M Total)</b></p> <p>Offset increasing maintenance costs, preventing loss in the buying power of existing funds.</p> <p>Increase winter maintenance staff, materials, and equipment in typical heavy winter storm areas:</p> <p>Keeps Mountain passes at Mt. Hood, U.S. 97, and I-84 in eastern Oregon open more, allowing trucks and people to get where they need to go. Reduces crashes due to inclement weather. Provides 24/7 winter storm coverage on I-84 in eastern Oregon.</p> <p>Continual investment as the system ages, addressing issues early to prevent more costly fixes to the system for a small subset of the system.</p>	<p><b>\$50 Million (\$250M Total)</b></p> <p>Offset increasing maintenance costs, preventing loss in the buying power of existing funds.</p> <p>Increase winter maintenance staff, materials, and equipment in typical heavy winter storm areas:</p> <p>Keeps mountain passes at Mt Hood, U.S. 97, and I-84 in eastern Oregon open more, allowing trucks and people to get where they need to go. Reduces crashes due to inclement weather. Provides 24/7 winter storm coverage on I-84 in eastern Oregon.</p> <p>Expand the number of Incident Responders in high traffic areas to reduce traffic congestion and intermittent delay in Portland, Bend, and Medford, and Improve safety by helping to prevent secondary crashes.</p>	<p>Continual investment as the system ages, addressing issues early to prevent more costly fixes to the system, and keep pace with rising maintenance costs.</p>
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Phase	Highway	Bridges				
		Reconstruction	Retrofit & Rehab	Retrofit Only	Total No. of Bridges	Total Cost
1	US 97: I-84 to CA Border	1	5	5	11	\$ 90,493,002
	I-205: WA Border to I-5	0	9	28	37	\$ 289,661,763
	I-405 to OR 58 (Portland to Eugene)	15	19	30	64	\$ 267,269,823
	I-84: I-5 to US 97 (Portland to Biggs)	3	14	36	53	\$ 201,507,700
2	I-5 (South): OR 58 to CA Border	0	43	81	124	\$ 194,696,515
	OR 99W & OR 18: I-5 to US 101 (Tigard to Lincoln City)	7	10	5	22	\$ 65,190,023
	US 101:OR 18 to Tillamook (Lincoln City to Tillamook)	9	0	5	14	\$ 45,813,567
	US 101: OR 18 to US 20	3	1	2	6	\$ 34,856,444
	OR 38: US 101 to I-5 (Reedsport to Yoncalla)	3	0	3	6	\$ 26,495,643
	US 101:OR 38 to OR 126 (Reedsport to Florence)	2	0	0	2	\$ 14,325,118
	US 101:OR 38 to OR 42 (Reedsport to Coos Bay)	1	0	6	7	\$ 55,104,953
	I-405: I-5 South to I-5 North	0	7	7	14	\$ 104,783,181
	I-5 & I-405: WA Border to US 30 (Portland)	0	0	7	7	\$ 41,808,615
3	OR 212 & US 26 :I-205 to US 97 (Portland to Madras)	4	1	6	11	\$ 45,060,695
	OR 140: I-5 to US 97 (Medford to Klamath Falls)	0	0	2	2	\$ 2,395,499
	US 26: I-405 to US 101 (Portland to Seaside)	0	3	1	4	\$ 37,523,099
	US 97: I-84 to CA Border	0	2	1	3	\$ 34,084,401
	OR 22 & US 20: I-5 to US 97 (Portland to Bend)	9	7	9	25	\$ 213,375,511
	OR 140: I-5 to US 97 (Medford to Klamath Falls)	0	2	9	11	\$ 10,171,191
	US 26: I-405 to US 101 (Portland to Seaside)	3	11	10	24	\$ 91,650,902
	US 101:OR 42 to CA Border (Coos Bay to CA Border)	1	3	15	19	\$ 56,801,147
	OR-99W: OR 18 to I-5 (McMinnville to Tigard)	3	1	0	4	\$ 39,220,736
	OR 126: OR 99W to US 101 (Eugene to Florence)	0	4	13	17	\$ 18,811,909
	OR 99E & OR 214: I-205 to I-5 (Portland)	0	1	0	1	\$ 4,907,942
	US 101:US 26 To Nehalem (Seaside to Nehalem)	12	3	1	12	\$ 62,084,035
	US 101:Nehalem to Tillamook (Nehalem to Tillamook)	5	2	9	16	\$ 42,487,787
4	US 101:US 30 to US 26 (Astoria to Seaside)	2	1	4	7	\$ 55,570,651
	OR 99E & OR 22: I-5 to OR 18 (Tigard to McMinnville)	1	1	2	4	\$ 18,331,078
	OR 34 & US 20: I-5 to US 101 (I-5 South of Corvallis to Newport)	2	5	17	24	\$ 43,099,546
	US 101:US 20 to OR 126 (Newport to Florence )	10	0	4	14	\$ 302,317,926
	US 199: I-5 to CA Border (I-5 to CA Border)	6	0	6	12	\$ 37,832,865
	US 26: I-5 to I-205 (Powell Blvd.)	0	0	1	1	\$ 521,065
	OR 43: I-5 to I-205 (Lake Oswego Highway)	2	1	1	4	\$ 23,761,525
	OR 217: I-5 to US 26	0	1	8	9	\$ 12,750,494
	OR 42: I-5 to US 101	6	10	22	38	\$ 110,558,012
	US 97: I-84 to CA Border	0	7	1	8	\$ 22,846,876
	Statewide Large Replacements	18	0	0	18	\$ 1,480,728,394
	TOTAL	137	176	365	678	\$ 3,613,937,820



# OREGON STATE HIGHWAY SYSTEM - BRIDGE CONDITION

Includes Bridges on lifeline routes not needing specific seismic work (highlighted)

