



HOUSE BILL 2017

A Transformative Investment in Oregon's Transportation System

Oregon Department of Transportation

For more information about House Bill 2017:

Email: AskODOT@odot.oregon.gov

Visit www.oregon.gov/odot/pages/kom-overview.aspx



Table of Contents

Introduction.....	1
Raising Revenue.....	3
Distributing Revenue	5
Public and Active Transportation	6
Oregon Community Paths	6
Safe Routes to School.....	8
Statewide Transportation Improvement Fund	12
Connect Oregon.....	16
Small City Allotment.....	18
Clean Vehicle Rebate Program.....	19
Urban Mobility Strategy	20
A Selection of Named Projects of HB 2017	27
OR-211 Improvements, OR-213 to Molalla Avenue	27
SE Powell Boulevard/U.S. 26 Safety Project	28
OR 99E: Downtown Halsey Roadway Improvements	29
U.S. 20: Safety Upgrades (Albany to Corvallis)	30
I-5 Aurora-Donald Interchange Improvements	31
OR-214 Pedestrian Safety Improvements	32
Scottsburg Bridge Replacement.....	33

Southern Oregon Seismic Triage.....	34
Bend North Corridor (formerly U.S. 97 Cooley Road Improvements).....	35
U.S. 26 Pedestrian Improvements in Prineville.....	36
U.S. 20/OR-201: Burns to Ontario.....	37
U.S. 30: (10th Street)/Hughes-Cedar Street Upgrades (Baker City)	38

Introduction

Seven years ago, the Oregon Legislature passed HB 2017, a transformative investment in Oregon's transportation system.

House Bill 2017 began with leadership from then-Governor Brown, legislative leaders, civic leaders, and community members representing diverse interests from across the state of Oregon. This panel toured the state, hearing from Oregonians about what was most important to them.

They found that the legacy of past investments and innovations have helped build a transportation system that served as an inspiration across the country. This transportation system has given Oregonians much to be proud of. However, they also found this foundation is deteriorating from age, heavy use, and lack of investment in maintenance, preservation, and transportation options.

They heard other consistent themes as well: a strong support for our shared transportation system and a clear focus on the need to maintain the system we have today, address congestion, meet seismic needs, and make investments in transit to connect communities and Oregonians across the state.

The panel's work culminated in a report to lawmakers identifying top transportation priorities for the state and ideas on how to accomplish them. It laid out a vision for Oregon's transportation system in 2045: Oregon will have a transportation system that is in a state of good repair, largely resilient to major natural disasters, financially stable, and meets the needs of its people and its economy.

Oregon legislators, working to build a transportation funding package to move Oregon closer to the panel's vision, embarked on a similar tour,



hearing similar themes, and similar optimism about Oregon's future. The Oregon Legislature then passed HB 2017.

At more than \$5 billion in its first 10 years, HB 2017 provided unprecedented funding to the state, cities, and counties. It diversified the funds Oregon uses to support our transportation network: creating a new dedicated funding source for transit, new funding for non-road improvements like rail, port, and active transportation systems, and new funding to support Oregon's transition to no-emission vehicles.

It also directed an historic construction program in communities across the state. It inspired the Oregon Department of Transportation's Urban Mobility Strategy to reduce congestion, improve safety, and reconnect communities in the Portland metro area through a combination of bottleneck removals and other improvements to make it easier and safer to bike, walk, drive, and take transit. It set a new direction for ODOT to do business differently, placing community voices front and center, and ensuring a multimodal approach was a part of every project.

This document details the progress ODOT has made in modernizing Oregon's transportation system with the new funding and direction provided by HB 2017.

With funding, Oregon can do good things. We can make it safer for kids to get to school, more cost-effective for Oregon products to get to market, and easier for people to travel.

While most investments envisioned in the original legislation have been delivered, great need remains. Inflation has eroded available funding and structural challenges inherent in Oregon's current transportation funding system threaten immediate maintenance and operations and Oregon's long-term future.

The work continues to identify the best way to put Oregon's transportation system on a solid foundation. With sufficient, stable, and resilient funding, Oregon can do great things.

Raising Revenue

HB 2017 was the first of its kind in many ways. It was an unprecedented transportation package and the largest in our state's history, generating more than \$5 billion in its first 10 years.

The legislation used traditional forms of revenue, and established brand new revenue mechanisms, recognizing the state's need to diversify its revenue streams in order to truly take steps toward modernizing our multimodal system.

- ❖ DMV registration and title fees, with supplemental fees for highly efficient vehicles.
- ❖ New statewide payroll tax.
- ❖ New light vehicle dealer privilege and use taxes.
- ❖ Fuels tax increased in four steps.
- ❖ Increase in weight-mile tax on heavy trucks.
- ❖ Tax on new adult bicycles.

The average passenger vehicle driver has paid less than one cent per mile and the average worker has paid less than \$1.50 a week in payroll tax.



HB 2017 Revenue Chart

NEW (non-State Highway Fund)				
0.1% Payroll (Transit) Tax	→	Statewide Transportation Fund (STIF)	→	<ul style="list-style-type: none"> Expand and/or improve transit options Increase connectivity
\$15 Bike Excise Tax	→	Multimodal Active Transportation Fund	→	Bike/Ped non-road projects
Light Vehicle Dealer Privilege Tax <i>-45% to DEQ for EV Rebate Program</i>	→	Connect Oregon	→	Dedicated non-road projects, Connect Oregon Program
INCREASED (State Highway Fund)				
Light Vehicle Use Tax <i>(new)</i>	→	State Highway Fund	→	<u>Off-the-top</u> <ul style="list-style-type: none"> \$15M/year for Safe Routes to Schools \$30M/year for Urban Mobility Strategy
Weight-mile Tax				
Motor Fuels Tax				<u>Apportionment</u> <ul style="list-style-type: none"> 20% to cities 30% to counties 50% to ODOT <ul style="list-style-type: none"> \$10M Safety 70% Bridge and Seismic 24% Preservation 6% Maintenance
DMV Vehicle Registration & Title Fees				

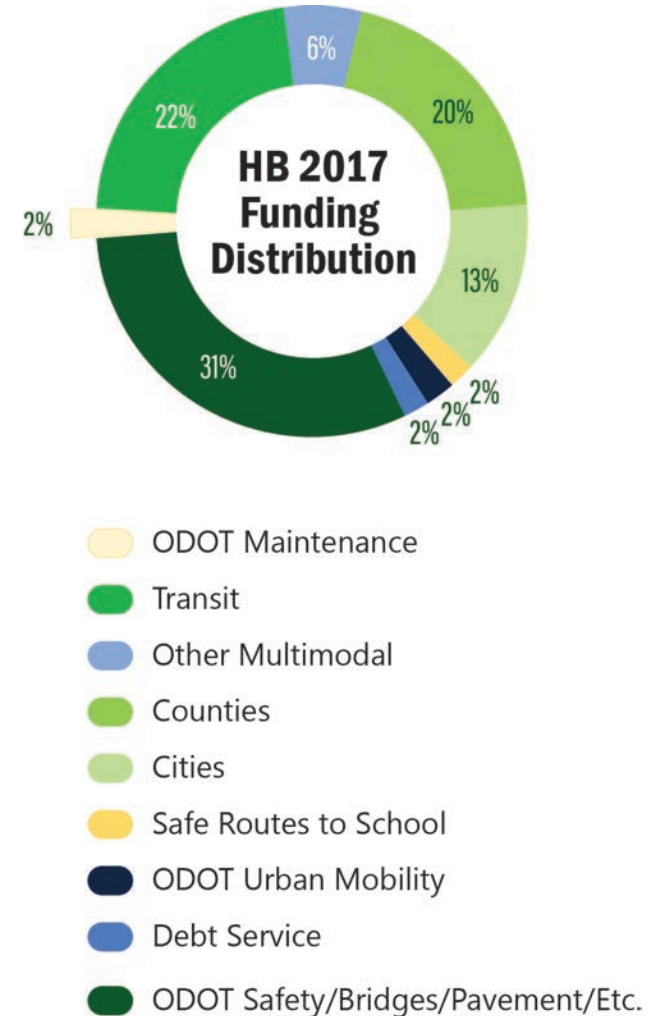
Distributing Revenue

House Bill 2017 is projected to generate more than \$5 billion in its first 10 years, including \$651 million in additional revenue this year, state fiscal year 2025.

A quarter of the total directly supports multimodal transportation — primarily the payroll tax for transit, which will provide \$133 million this year. Other multimodal programs include investment in non-road paths for people biking and walking as well as the Connect Oregon program for aviation, ports, and rail.

The remainder of funding created by HB 2017 — about \$490 million this year — directly supports roads. Out of this, the Oregon Legislature directed \$15 million each year to the Safe Routes to School program and \$30 million to the I-5 Rose Quarter Improvement Project. House Bill 3055, passed in 2021, authorized that \$30 million to be spent supporting Urban Mobility Strategy projects, inclusive of the I-5 Rose Quarter Improvement Project, in the Portland metro area more broadly.

After that distribution, the remainder of the funding is split evenly between ODOT and local governments. Counties automatically receive 20% of the total HB 2017 funding, while cities receive 13% (these distributions roughly equal 30% and 20% of the total State Highway Funds generated from HB 2017, respectively). ODOT's funding is directed by law primarily to safety and capital improvement projects on state highways, including bridge repairs and paving. These projects get about 29% of total HB 2017 funds. Some of ODOT's funding also goes to cover the debt service on bonds issued to pay for projects named in the bill, and a small share of the funding — about 2% of the total — can be used for day-to-day maintenance on state highways by ODOT's crews.





Public and Active Transportation

Oregon Community Paths

The new [Oregon Community Paths](#) program is dedicated to creating connections for people who walk and roll in communities all over the state. The program's goal is to invest in multiuse paths that are not part of a roadway, giving people more options for climate-friendly and healthier travel. Examples of eligible projects may be routes or segments that pass through a park, along a greenway, or follow abandoned rail corridors to connect community centers, services, housing, employment, schools and recreation.

Major funding for the program comes from the Multimodal Active Transportation Fund. There are two sources for this fund, both created by HB 2017:

- ❖ **Bicycle excise tax:** Bicycles over \$200 are assessed a one-time \$15 fee; the funds are dedicated to the Oregon Community Paths program.
- ❖ **Vehicle privilege tax:** This is a one-half of 1% tax on the retail price of any taxable vehicle. This revenue helps fund the Oregon Community Paths program, Connect Oregon and clean vehicle rebates through the Oregon Department of Environmental Quality.

More connections ahead

The success of OCP has helped it secure more funds. In the second round of awards, federal funds boosted the program.

Examples of success in the program include two recently completed projects: the Juniper Hills Trail in Madras and the Reedville Trail in Washington County.

Juniper Hills

"Juniper Hills Park is the largest park in Jefferson County, and Madras East Trails is a biking/hiking/running trail park that encompasses close to 500 acres," said Jeff Hurd with the city of Madras. "This new path provides a direct walking/biking connection between the two parks."

The city of Madras used a \$168,000 Oregon Community Paths grant to improve safety for people who walk and roll. Previously it was precarious to navigate between the two popular parks, as people had to walk on the roadway. Now, they can get around more easily and in a much safer environment.



Reedville Trail

"This 12-foot-wide, paved multiuse path provides an alternative to walking along a busy street like Cornelius Pass Road," said Heather Sturgill, senior communication specialist for Washington County. "It's a great example of how 'transportation' is not limited to streets."

The formerly dirt path has turned into a lighted asphalt path, complete with bridges to keep it from flooding — thanks in part to a \$1.5 million grant from Oregon Community Paths.





Safe Routes to School

Oregon's Safe Routes to School program helps young Oregonians travel to and from school safely by investing in infrastructure and education.

HB 2017 significantly expanded the Safe Routes to School program. Before HB 2017, ODOT was awarding \$500,000 per year to invest in educational projects to improve safe routes to and from school. The agency is now awarding \$15 million per year from HB 2017 funding for construction projects, and \$1.3 million for additional educational projects, totaling \$16.3 million annually that is making it safer to walk and bike to school.

There are two major parts of the program: 1) infrastructure improvements and 2) educational efforts. Infrastructure improvements, which make up around 90% of program funding, include adding sidewalks and bike lanes; creating safe crossings with striping, flashing beacons and signs; installing lighting, curb ramps, traffic calming elements and more. Educational efforts include bicycle and walking safety programs in classrooms; teacher and volunteer support; toolkits and other resources.

Through a competitive process, eligible organizations, including school districts, Tribes, cities, counties, and other local agencies, can receive grants from ODOT to improve their communities. Oregon's youngest residents in communities around the state are benefiting from this program. Here are just a few examples:

- ❖ Near Cesar Chavez Elementary in Eugene, a busy road created dangerous situations every school day. Early remedies didn't work; signage was inconsistent and traffic wasn't slowing down. [Now there is a clear path to safety](#), with a pedestrian signal, speed zone signs, clearly marked crosswalks and more.

- ❖ Main Street in Powers is also a state highway — and the main way to get to school. With no sidewalks, [it was a treacherous trek](#) for students. Some had to walk a mile or more right next to traffic making its way through town. Now, with the city's Safe Routes to School grant, that has changed. The project includes sidewalks, new signage, improved drainage and a brand-new marked highway crossing so students can travel safely.
- ❖ "COVID was hard on our bicycle and pedestrian safety programs, so we decided to create a [walking school bus](#)," said Commute Options Education Program Manager Whitney Bennett. "And we wanted to direct our energy into specific neighborhoods." The Bend non-profit set out to reach youngsters who were missing school more often. They wanted to create connections among families and educate them about the options. With a Safe Routes to School education grant, the walking school bus is doing just that, and helping kids get to — and stay in — school.





For details on hundreds of other projects like these, [see our interactive map](#). The map is updated annually, so there may be other projects not yet listed.

Reaching more of those in need

The most recent round of awards — all 26 projects — went to Title 1 schools, where 40% or more of the students come from low-income households. “Underserved areas” is just one of several criteria the review panels take into consideration, along with others including distance to school, project readiness and more.





Visit:

[Transit Moves Oregon](https://transitmovesoregon.org)



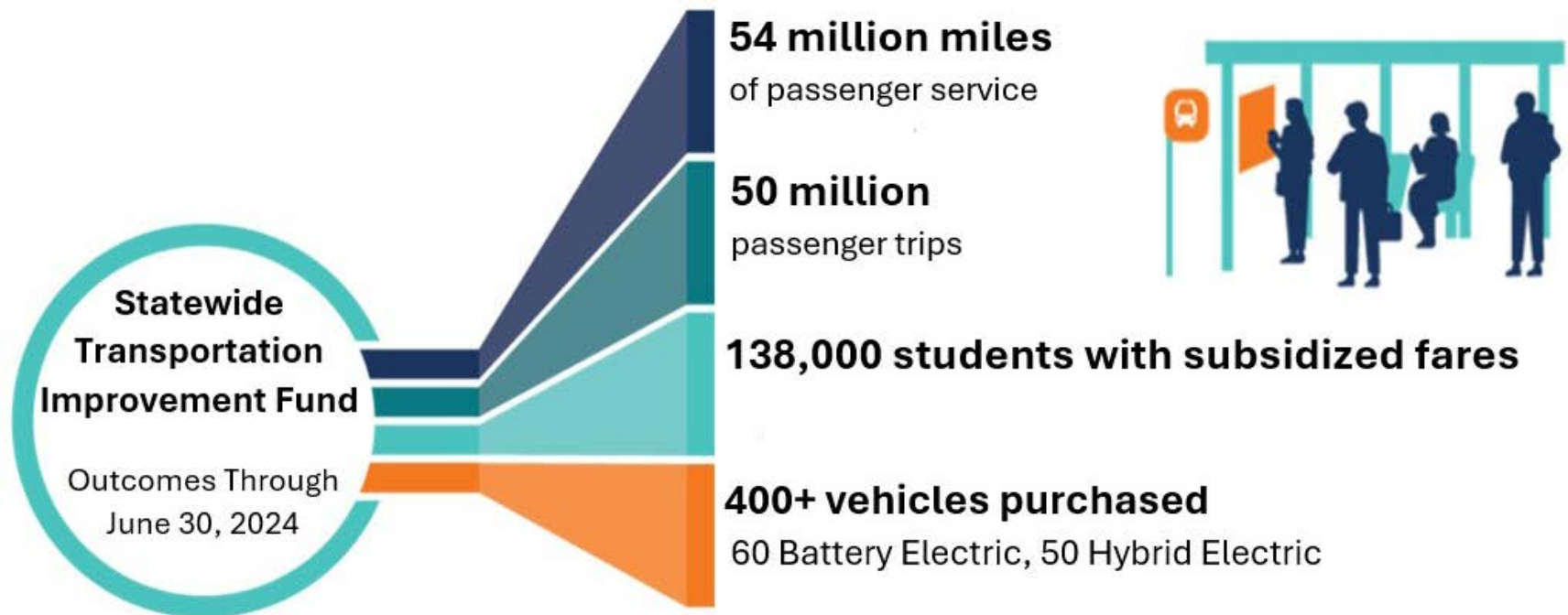
Statewide Transportation Improvement Fund

HB 2017 created a first-of-its-kind dedicated program to support public transportation, called the [Statewide Transportation Improvement Fund](#). The program is funded by a one-tenth of 1% payroll tax and is dedicated to supporting public transportation across the state.

STIF tripled ODOT's funding to transit providers, providing more than \$120 million in state fiscal year 2024.

At its inception, the program was funded solely by the new payroll tax. ODOT combined this program with a previous one, the Special Transportation Fund, in July 2023 and added funding from ID cards, non-highway gas taxes and cigarette taxes. This creates a consistent and efficient resource to address the transit needs of Oregonians.

The Statewide Transportation Improvement Fund is a critical program that supports transit connections within and between communities across the state. The Oregon Transit Association [highlights the essential role](#) transit providers serve for individuals and communities in Oregon in an ongoing campaign.





Giving people options

ODOT's public transit program is making transportation in Oregon more affordable by supporting reduced-fare programs, expanding service to low-income communities, and continuing funding for service to people with disabilities, veterans and seniors. The program has advanced greenhouse gas emission reduction efforts by funding the transition to low- and no-emission vehicles. And STIF funds have supported expanded connectivity across the state through transit service, infrastructure, and technology improvements.

ODOT identifies gaps in the statewide transit network, and then works to fill them with intercity transit routes. ODOT does this by directly managing the POINT and Cascades services, by convening local providers who could expand their services, or by standing up a service which can then be handed over to a local provider.

Here are just two examples of STIF accomplishments:

LINX Transit expansion

The Brownsville Connector is a new service that started in June 2022 as a pilot, offering five round trips from Lebanon to Brownsville, each Tuesday and Friday. Kindra Oliver, director of LINX Transit, said it's growing in popularity.

"Our program ridership has actually skyrocketed," she said of LINX Transit, which stands for [Lebanon Inter-Neighborhood eXpress](#). "Last fiscal year, we provided just over 30,000 rides. Prior to that, our ridership was averaging right around 20,000. And this year, we're on track to hit 45,000 rides."

Josephine County Transit electric buses and facilities

"We're not only improving air quality. With our brand new transit hub, we'll reduce the noise with our electric vehicles," said Scott Chancey, [transit manager for Josephine County](#) in southern Oregon.

The county received funding for a much-needed facility that will include bus charging infrastructure and a central office location for transit staff, so they can better coordinate their service. In addition, the new facility will be located near several apartment complexes — something Chancey says should bring the district new riders right away.





Connect Oregon

The [Connect Oregon](#) program invests in rail, marine/port, and aviation projects that support Oregon's multimodal transportation system and economy.

HB 2017 directed specific changes to the Connect Oregon program, included dedicated Connect Oregon projects, and created a first-of-its-kind funding mechanism (vehicle privilege tax) to support projects beyond those named in the legislation and support Oregon's transition to zero-emission vehicles. The most recent round of competitive funding was awarded in October 2024.

Named projects

- ❖ The Port of Morrow Rail Expansion project is complete and operational, supporting the region's agricultural economy.
- ❖ The Mid-Willamette Valley Intermodal facility is complete and preparing for operations.
- ❖ The Treasure Valley Intermodal facility is in progress. Many conditions have challenged the construction and completion of this project, but it is now in the final stages of development and the community eagerly awaits terminal service to reach new markets.
- ❖ The rail siding project south of Portland did not move forward. Passenger rail service in Oregon along this stretch has reached new highs. Ongoing investments are needed to improve freight rail operations and continue increasing passenger rail ridership.

Competitive process ensures project effectiveness

The criteria for selecting projects emphasizes the need to support Oregon's economy. This can be in the form of creating or retaining jobs, reducing costs of moving Oregon goods to and from market, providing more environmentally friendly shipping options for Oregon businesses, and helping Oregon businesses compete in a global economy. Projects that can best demonstrate these and other key outcomes while also demonstrating they are ready for implementation, are prioritized for funding.

The round of competitive Connect Oregon projects awarded in 2022, funded by Vehicle Privilege Tax funds:

- ❖ Awarded 21 projects (see [online map](#) for details).
- ❖ Provided \$46.2 million.
- ❖ Leveraged \$60.3 million in matching funds.

Of those, 15 projects are on schedule, with five complete or near completion. One was canceled. Most projects are scheduled to be completed by 2025.

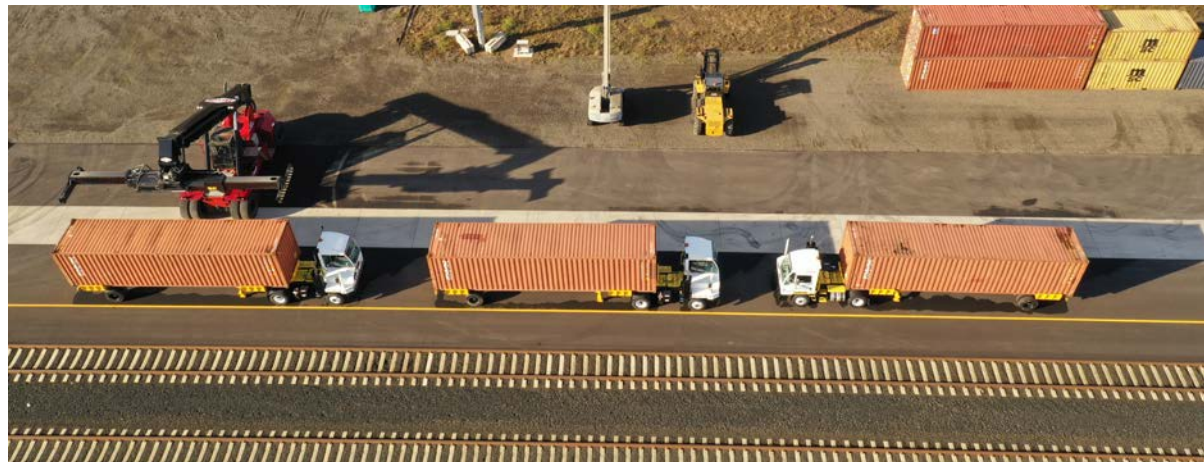
Supporting the economy, communities, and multimodal travel

With the last round of awards, projects are reducing congestion on our highways and supporting job growth and economic development around the state.

One recently completed project at the Port of Portland Terminal 6 supports 2,800 existing import/export jobs. Another project completed in Hood River for Juanita's Fine Foods is shifting shipping from truck to rail, which will take nearly 900 trucks off the road. It is also supporting the company's expansion, which will grow company employment from 67 up to 84 family-wage jobs. At the Creswell Airport, 10 businesses located there can now expand with the recently completed improvements, funded in part by Connect Oregon. This upgraded airport offers alternatives to travel on the busy I-5 and Oregon 99 corridors.

Visit the:

[Connect Oregon Project Locator Map](#)



Small City Allotment

Created by HB 2017, the [Small City Allotment](#) program sets aside \$5 million each year for cities and towns with populations of 5,000 or less. These funds can be used to pave city streets, add sidewalks and bike lanes, and make other improvements to non-state highway roads.

Since its inception, the program has invested more than \$20 million in local streets. Half of the program's \$5 million annual allocation comes from the portion of State Highway Funds set aside for cities, and the other half comes from ODOT's portion of the State Highway Fund. The latest round of awards, announced in July 2023, funded 23 new projects.

Better roads ahead

The Small City Allotment program helps small cities in both rural and suburban areas, from Coburg to Yoncalla, from Nyssa to Wood Village. Examples of success in the program include two recently completed projects: the city of Willamina in the Willamette Valley and the city of Elgin in eastern Oregon.

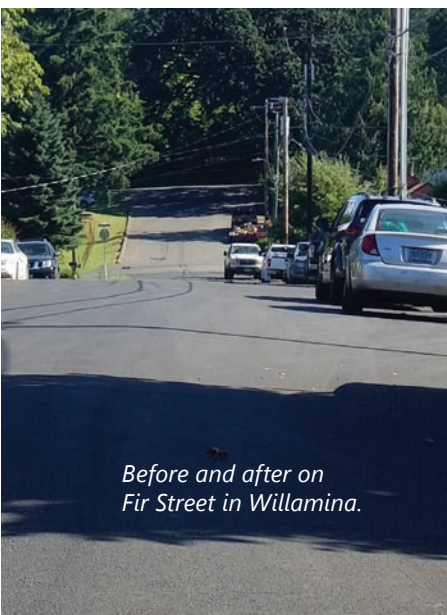
City of Willamina

"We are so thankful for these funds!" said Kenna West, former Willamina city manager. "Without them, we would be unable to complete much-needed repairs to our streets."

The Small City Allotment program gave the city of just over 2,000 residents \$100,000 to upgrade several streets.

City of Elgin

Many of Elgin's residential streets had become dangerously dotted with potholes, so the timing for receiving funds from Small City Allotment was just right. With a \$250,000 grant, the city rebuilt and paved streets in five different areas, creating a safer, smoother way to get around this rural eastern Oregon town, population 1,694.



*Before and after on
Fir Street in Willamina.*

Clean Vehicle Rebate Program

In the spring of 2017, electric vehicles were a rare sight on Oregon's roads. There were only about 14,000 registered EVs in the state, and about 300 net new EV registrations per month.

Flash forward seven years to 2024, and the picture is much different: Now there are about 2,000 net new EV registrations per month. Oregon surpassed 100,000 registered EVs by the summer of 2024.

One of the reasons for the state's dramatic rise in EV adoption is the Oregon Clean Vehicle Rebate Program. It provides rebates for people who buy or lease an eligible EV in Oregon.

Rebate amounts are based on income level. Any buyer can receive up to \$2,500 in rebates on a new EV. People with low and moderate incomes can receive up to \$5,000 in additional rebates on qualifying new or used EVs.

The Oregon Department of Environmental Quality launched the program in December 2018. The program's annual funding comes from HB 2017's Vehicle Privilege Tax.

Rebate demand has started to outstrip available funding. In 2023 and 2024, DEQ had to suspend the program midyear because funding ran out early.

DEQ's HB 2017-funded rebate program, paired with ODOT's efforts to provide more public charging facilities across the state, make it more affordable and convenient to travel via EV in Oregon, especially in low-income, rural, and disadvantaged communities.

State investments in EV purchase rebates and public charging infrastructure is a key reason why Oregon is predicted to dramatically reduce greenhouse gas emissions from transportation over the next two decades. By 2050, Oregon is on track to reduce emissions from transportation by 60% from 1990 levels.





Urban Mobility Strategy

Oregon's statewide economy depends on a functional transportation system in the Portland metro area where our major interstates converge and where our major ports lie. That transportation system is struggling.

The Portland metro area ranks 19th in the U.S. for traffic congestion. This congestion is straining our roadways and resulting in travel delays, unsafe travel conditions, and economic losses for the region and the state. Much of the region's infrastructure is at risk of failing in a significant earthquake, imperiling the state's recovery.

It was for those reasons the Oregon Legislature directed ODOT to pursue a series of innovative and transformational projects across the Portland metro area.

ODOT developed the Urban Mobility Strategy in response to that legislative direction. The strategy includes addressing highway bottlenecks, and making multimodal investments across the regional transportation network.

Together, these investments are modernizing the regional transportation system, increasing access, safety, and reliability for everyone moving to and through the Portland region.

Urban Mobility Strategy Projects

I-205: Bottleneck & Active Traffic Management Projects

Portland, Multnomah County

I-205 between U.S. 26 and I-84

The first two Urban Mobility Strategy projects ODOT completed were on I-205. They were “trigger” projects from House Bill 2017 that when completed would unlock legislative funding for additional projects. These projects improved one of the highest crash areas in the state, improving safety and travel reliability through the east side of Portland. ODOT constructed new auxiliary lane segments between U.S. 26 (Southeast Powell Boulevard) and I-84 and installed Active Traffic Management systems. These systems provide drivers with real-time traffic information so they can make informed and safe travel decisions.

Data collected after the projects were completed show a significant decrease in the number of crashes, from 1,373 incidents over two years in 2017 and 2018 compared to 597 incidents in 2021-2022. Travel times and reliability also improved, with average travel times decreasing up to 12.5%, while accommodating more vehicles at the same service level.

Status: Completed



Oregon 217 Auxiliary Lanes

Beaverton and Tigard, Washington County
Seven miles of OR-217

OR 217 was once a two-lane road with traffic signals. Today, it's a critical component of the Portland metro area's transportation system.

This project is adding new auxiliary lanes, or ramp-to-ramp connections, along northbound and southbound portions of the highway between Beaverton-Hillsdale Highway and OR 99W. ODOT expects the improvements to result in a 20%-30% reduction in crashes, fewer highway merges, less congestion, and more people getting where they need to go safely and reliably.

The agency is working with the City of Beaverton and Washington County to complete the north-south parallel biking and walking network and make key enhancements to east-west routes.

Construction remains on schedule to complete the project at the end of 2025.

Hwy217.org

Status: Under construction



I-205 Abernethy Bridge Project

West Linn and Oregon City, Clackamas County
I-205 Abernethy Bridge

HB 2017 envisioned the construction of a third lane for nine miles of I-205 from Stafford Road across the Abernethy Bridge and creating an earthquake ready corridor through the area. As a result of increased costs and Governor Kotek's direction to postpone tolling on I-205 pending legislative direction, ODOT slimmed down the project, indefinitely postponing the second phase of construction, and redirected funding from other projects to fill the remaining funding gap.

The project currently under construction focuses on upgrading the Abernethy Bridge to be the first earthquake-ready interstate bridge over the Willamette River in the Portland area. ODOT is also improving on- and off-ramps near the bridge and local bike and pedestrian routes.

A key part of this work includes a local hiring preference program, which is a pilot program with the Federal Highway Administration, and a focus on contracting with Disadvantaged Business Enterprises. ODOT is exceeding most of its diversity and contracting goals at this point in the project.

www.i205corridor.org

Status: Under construction



I-5 Rose Quarter Improvement Project

Portland, Multnomah County 1.5-mile stretch of I-5 between the I-405 and I-84 interchanges

The 1.8-mile stretch of I-5 through the Rose Quarter area in Portland is the only two-lane section of I-5 in a major urban area between Canada and Mexico. It has the highest crash rate on any urban interstate in Oregon and is the state's top traffic bottleneck.

In 2017, when ODOT was directed by the Oregon Legislature to address congestion on I-5 at the Rose Quarter, the agency was determined to take this opportunity to make a positive impact on the community harmed by the original construction of I-5. Today, as a result of that approach, the I-5 Rose Quarter Improvement Project has evolved into the most ambitious, collaborative, and innovative project the agency has ever pursued.

The Rose Quarter project will add auxiliary lanes and shoulders that smooth traffic flow and improve operations to make local and regional travel more predictable and safer for people driving and transporting goods. It includes street improvements to enhance safety and access for people walking, rolling, riding transit, and driving on local streets. It also includes a highway cover that will reconnect the Albina community. The project will support the regional economy and help develop a diverse and skilled workforce.

As with ambitious projects in any sector, there are challenges and obstacles to overcome. It's taken time, and a lot of revisions, to achieve a project design that best meets the community vision and receives the current level of public support the project has. Revisions to the scope of the project have resulted in significant increases to the cost of the project as well. With sufficient funding to deliver many of the project's most critical improvements secured, ODOT will begin construction in summer 2025.

Status: In design



www.i5rosequarter.org

Funding the Urban Mobility Strategy

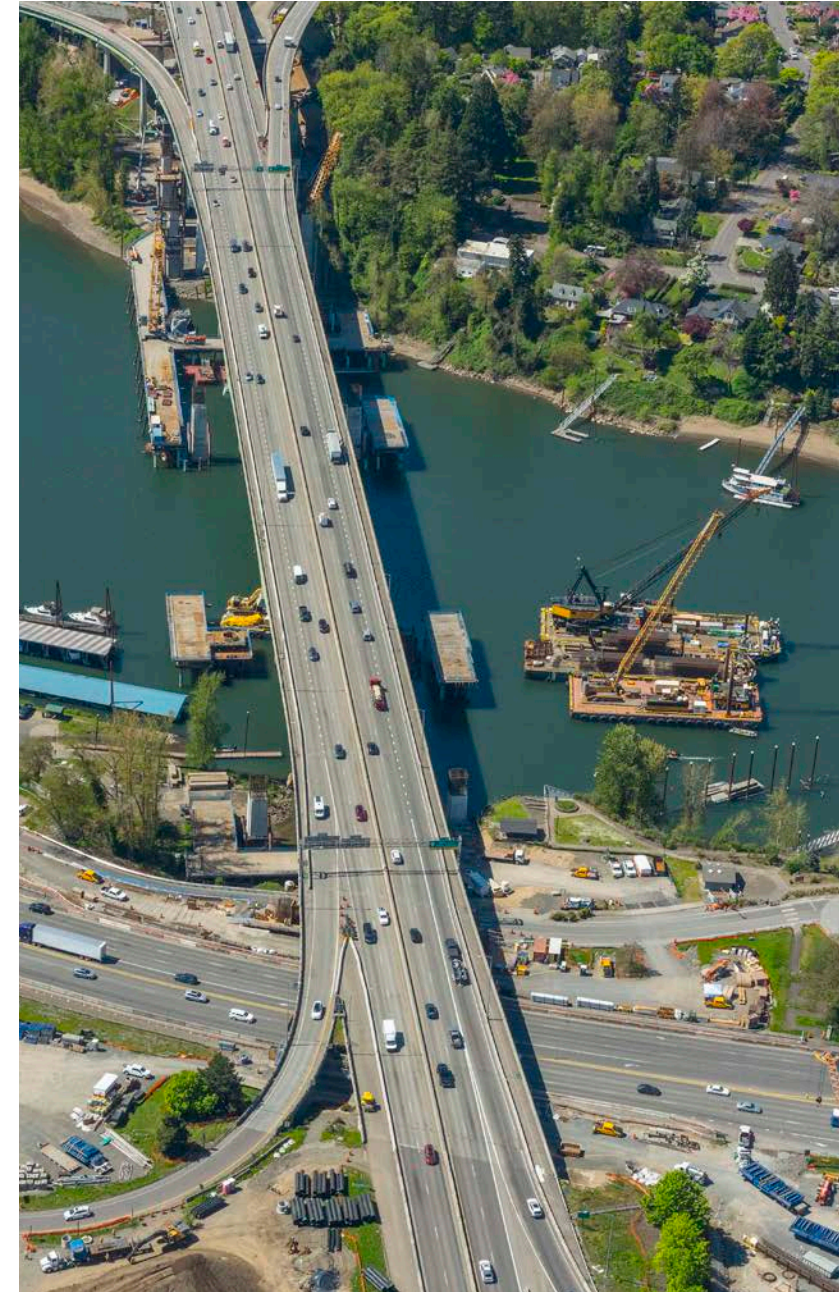
HB 2017 provided key funding for ODOT's Urban Mobility Strategy. The Oregon Legislature authorized \$30 million per year to the I-5 Rose Quarter Improvement Project beginning in January 2022. HB 3055 provided flexibility to use these funds for other projects within the Urban Mobility Strategy.

As a result of this funding, the Urban Mobility Strategy is well underway.

ODOT began construction on the Abernethy Bridge on I-205 to both widen the bridge and make it earthquake-ready. The agency was also able to use the funding to move the I-5 Rose Quarter Improvement Project forward. In March 2024, ODOT received an historic \$450 million grant from the USDOT's Reconnecting Communities and Neighborhoods grant program.

HB 2017 directed the Oregon Transportation Commission to pursue tolls to raise revenue for improvements and manage congestion on I-5 and I-205. With direction from Governor Kotek in spring 2024, those toll projects are now indefinitely postponed.

ODOT is working with partners, communities across the state, and the legislature to identify sufficient and sustainable funding solutions to fully deliver the UMS and put our transportation system on a solid foundation.





A Selection of Named Projects of HB 2017

HB 2017 funds allowed ODOT to pursue the 23 named construction projects in the legislation and has activated the development of more than 115 additional projects.

As of fall 2023, more than 70% of these projects are already under construction or completed.

OR-211 Improvements, OR-213 to Molalla Avenue

Mollala, Clackamas County

Two miles of OR-211 between OR-213 and South Ona Way

Walking or biking on Oregon 211 through Molalla, a town in the verdant Cascade foothills, has never felt completely safe. With only a narrow shoulder, reaching the Molalla Market Center, downtown or Molalla Elementary and Molalla River Middle schools was sometimes a little nerve-racking.

Today's residents are able to navigate more safely now that improvements have come to OR 211. This project brought safety upgrades, including a sidewalk between the Safeway shopping center near OR 213 and the southwest corner of the dental clinic, a separated 10-foot shared use path with five-foot buffer from the highway between Industrial Way and South Ona Way, a new pedestrian bridge over Bear Creek, additional lighting at the pedestrian crossing on OR 211 on the east side of North Hezzie Lane and new Americans with Disabilities Act compliant curb ramps.

Status: Completed



SE Powell Boulevard/U.S. 26 Safety Project

Portland, Multnomah County

U.S. 26 (SE Powell Boulevard) from I-205 to SE 122nd Avenue and SE 136th Avenue to SE 174th Avenue

Not so long ago, Southeast Powell Boulevard east of 82nd Avenue was a low-volume stretch of highway on the way to Mount Hood. Today, the road is one of the main boulevards through Southeast Portland and the home to cultures from all over the world with churches, shops, restaurants, and community centers. The highway no longer meets the needs of the community and needs transformation in order to serve as the community's main street.

This project is bringing major upgrades that will help improve safety for all users, reduce the number and severity of crashes and help people walking, driving, biking and taking the bus use the road safely and efficiently. Many of the improvements came from thousands of public suggestions submitted online, in public meetings, and in community forums.

Improvements include new sidewalks, new pavement, a mix of separated and sidewalk level bike lanes, center turn lanes, new lighting, new traffic signals, improved storm drains, improved transit stops, and mid-block flashing pedestrian crossing beacons to alert drivers that people are crossing the street.

Work on the first phase of the project, on Powell Boulevard between SE 122nd Avenue to 136th Avenue, was completed in 2020. Pre-construction utility work is underway for the second phase, between SE 99th Avenue and SE 122nd Avenue and 136th Avenue to just east of SE 174th Avenue, the Gresham city limits.

www.oregon.gov/odot/regions/pages/outer%20powell%20transportation%20safety%20improvements.aspx

Status: Under construction



OR 99E: Downtown Halsey Roadway Improvements

Halsey, Linn County

OR 99E American Drive to south city limits

ODOT is transforming 99E as it passes through Halsey to promote safer, more connected crossings and a strengthened hub for community engagement and exploration.

The project spans from American Drive to Halsey's southern city limits, passing through the heart of downtown.

The comprehensive scope of improvements includes removing damaged concrete panels beneath the asphalt, adding travel and bike lanes, and connecting existing sidewalks. The agency is designing pedestrian crossings to meet current ADA standards, installing stormwater treatment facilities and adding a touch of nature with landscaping. ODOT is using streetscaping initiatives to calm traffic flow through downtown and blending those upgrades with truck-friendly intersections where needed.

Upon completion, this project will create a safer, more community-oriented 99E through the city, enhancing access for pedestrians and cyclists into Halsey's downtown, while preserving its value as a route for freight.

www.oregon.gov/odot/projects/pages/project-details.aspx?project=18751

Status: Completed



U.S. 20: Safety Upgrades (Albany to Corvallis)

*Albany and Corvallis, Benton County
U.S. 20 Conifer Boulevard to North Albany Road,
Milepost 3-10*

With over 18,000 daily commuters and numerous cyclists, this highway has long faced challenges, including crashes and limited visibility at crucial intersections. In 2016, the U.S. 20 Highway Safety Study marked the beginning of a significant change.

ODOT started Phase One of the project in December 2021, ushering in a wave of improvements, particularly at Granger Avenue and Independence Highway. To increase safety, the agency added median acceleration lanes to the east, buffered right-turn lanes and wider shoulders and a section of the future pathways for cyclists, alongside measures like rumble strips, stormwater treatment, and a retaining wall. At the Garland Nursery intersection, ODOT widened shoulders, installed strategic rumble strips, and removed obstacles to provide a safer, more inviting journey.

With Phase Two, from Conifer Boulevard to Merloy Avenue, nearing completion, drivers can already use the center two-way left turn lane and a section of pathway installed along this stretch of road.

www.oregon.gov/odot/projects/pages/project-details.aspx?project=21191

Status: Completed



U.S. 20 before the upgrades.



U.S. 20 after the upgrades.

I-5 Aurora-Donald Interchange Improvements

Aurora, Marion County

ODOT built the Aurora-Donald Interchange around 60 years ago for a much lower traffic volume. This area has been over capacity at peak traffic times for many years. Traffic exiting I-5 at Aurora-Donald can sometimes back up onto I-5 itself. This dangerous situation led to rear-end and side-swipe crashes.

Phase 1 of the project has made the area safer by widening and extending the northbound off-ramp to allow more vehicles to clear I-5 when exiting. Phase 1 also moved the intersection of Ehlen Road and Bents Road further away from the highway and installed a traffic signal at that intersection. The increased distance and signal created regular breaks in traffic and better visibility to make left turns from the northbound off-ramp.

ODOT's work so far has focused on immediate safety and access improvements that could be done while the agency looked for funding for the full interchange. Having secured funding, Phase 2 will build the long-term solution — installing Oregon's second "diverging diamond" interchange — a highly efficient interchange that fits in a small space. Phase 2 construction will start in 2024 and is estimated to be completed in 2027.

Phase 1: www.oregon.gov/odot/projects/pages/project-details.aspx?project=19062

Phase 2: www.oregon.gov/odot/projects/pages/project-details.aspx?project=22505

Status: Under construction



Aurora-Donald Interchange diverging diamond.

OR-214 Pedestrian Safety Improvements

Silverton, Marion County

OR-214 and Jefferson Street intersection

Several years ago, the local middle school in Silverton moved from the east side of OR 214 to the west side. With neighborhoods on the east side, many students were now crossing this busy intersection either on foot or on bike.

To ensure students and pedestrians could cross this key intersection more safely, ODOT installed a new enhanced pedestrian crossing. The new crossing includes a pedestrian-activated rapid flashing beacon with a median pedestrian island, updated ADA-compliant curb ramps and additional lighting at the intersection to increase visibility.

Status: Completed



Scottsburg Bridge Replacement

*Scottsburg, Douglas County
Milepost 16 on OR-38*

Oregon 38 (Umpqua Highway) is a vital route between Interstate 5, the southern Oregon coast, and the Port of Coos Bay. The 90-year-old Scottsburg Bridge along the route was too narrow to safely accommodate modern traffic and its sharp curves made for unsafe turns. ODOT replaced the bridge with a modern, more seismically resilient bridge that provides a wider roadway across the Umpqua River and straightened the sharp curves on the roadway approaching both ends of the bridge.

To allow highway traffic during construction, ODOT kept the old bridge standing during construction and built the new bridge just downstream of the original structure. The new bridge opened to traffic in May 2022 and the old bridge was removed in the following months.

www.oregon.gov/odot/projects/pages/project-details.aspx?project=18578

Status: Completed



Southern Oregon Seismic Triage

Multiple locations in Klamath, Jackson, Josephine and Douglas counties.

- ❖ I-5 between Medford/Ashland and Cottage Grove.
- ❖ OR-140 between Medford and Klamath Falls.
- ❖ OR-99 between Rogue River and Gold Hill.
- ❖ Sutherlin Creek Bridge on Del Rio Road in Douglas County.

Many bridges in southwest Oregon were built before the existence of modern seismic codes and will suffer serious damage or destruction in a major seismic event. Keeping lifeline routes open is essential to recovery in the event of a major earthquake. Enabling freight and recovery materials to be transported into and out of southwest Oregon supports residents and the local economy.

This project reinforces unstable slopes and vulnerable bridges on key travel routes, helping to maintain access to and from the Rogue Valley following a Cascadia Subduction Zone earthquake.

www.oregon.gov/odot/projects/pages/project-details.aspx?project=21296

Status: Under construction



Bend North Corridor (formerly U.S. 97 Cooley Road Improvements)

*Bend, Deschutes County
U.S. 20 and U.S. 97*

At the north end of Bend, a vibrant business and shopping area lies in a “v” between the intersection of two major highways: U.S. 20 coming from the west and U.S. 97 running north-south. The surrounding area is populated with houses, schools and businesses. This area has a long history of traffic congestion and can be difficult to access for those who aren’t driving.

Our Bend North Corridor project is swiftly solving those problems. A new transit stop, separated multi-use paths up to 12 feet wide, and three enhanced pedestrian crossings are welcoming everyone who wants to walk, roll or use public transportation through the area. Accessible curb ramps are included on paths throughout the project.

For those who want to access the area by car, two new roundabouts on U.S. 20 make coming from any direction a breeze. Not only do they make access easier, but roundabouts are proven to reduce crashes at intersections making them the safest option. The current U.S. 97 will be turned into business and local access and function as an extension of 3rd Street in Bend. The parkway (U.S. 97) that currently runs through this area will be rerouted to the east. Traffic and freight that don’t need local access to the area can continue through without traffic lights. A new interchange at Cooley Road has made getting on and off U.S. 97 from this area safe and efficient.

www.oregon.gov/odot/projects/pages/project-details.aspx?project=21229

Status: Completed



U.S. 26 Pedestrian Improvements in Prineville

Prineville, Crook County

*3rd Street/U.S. 26 from Meadow Lakes Avenue to
Combs Flat Road/OR 380*

Aging infrastructure in downtown Prineville will get a much-needed makeover in this project. Together with the City of Prineville, ODOT will improve safety, traffic flow, and accessibility for this bustling main street area.

ODOT is upgrading old, inaccessible sidewalks with ADA curb ramps so that everyone can use and enjoy the downtown area. New lighting, landscaping and the addition of an enhanced pedestrian crossing will boost the safety and aesthetics of the area. Lastly, the agency is upgrading traffic signals with the newest technology to improve traffic flow throughout the corridor.

ODOT began design work in 2019 and started construction in January 2024. The agency expects to complete the project in December 2024.

www.oregon.gov/odot/projects/pages/project-details.aspx?project=20268

Status: Completed



U.S. 20/OR-201: Burns to Ontario

Harney and Malheur Counties

Mileposts 114.10 to 258.20 on U.S. 20/OR-201

U.S. 20 provides an alternate east-west route for oversized freight traffic through central and eastern Oregon. It becomes crucially important when I-84 is closed or restricted due to weather, crashes or construction.

Challenging curves and the lack of pull-off locations require some extra-large loads to detour about 100 miles off U.S. 20. This results in safety concerns for all travelers on the detour routes and transport concerns for the freight industry.

ODOT is building new pullouts and modifying existing ones to accommodate these oversized vehicles, keeping freight on major highways where it belongs and allowing traffic to pass safely and more often.

The agency has also built a new roundabout at the U.S. 20/OR 201 Cairo Junction Intersection. This intersection in rural Malheur County has a higher-than-average crash rate. ODOT installed a roundabout to reduce the number of crashes and improve safety.

www.oregon.gov/odot/projects/pages/project-details.aspx?project=21230

Status: Under construction



U.S. 30: (10th Street)/Hughes-Cedar Street Upgrades (Baker City)

Baker City, Baker County

U.S. 30 (10th Street), Mileposts 49.94-51.23

Baker City is growing, becoming a popular hub for eastern Oregon. Improvements are coming to U.S. 30/10th Street on the northwest end of town to make the area safer and more accessible for everyone.

Beginning in 2024, ODOT will align Hughes and Pocahontas roads to make them perpendicular to U.S. 30 as it goes through town and where the highway functions more as downtown's main street. The current angle of these roads is a challenge for both vehicles and pedestrians. Once the roads are realigned, everyone who uses this intersection will have more room and better sight distance to cross or turn.

ODOT is also adding improvements along the west side of U.S. 30 to fill in gaps of missing sidewalks or replace those in poor condition, and new curb ramps will be constructed to meet current ADA standards. These improvements will make it easier for people of all abilities to travel through the area however they choose, whether biking, walking or driving.

www.oregon.gov/odot/projects/pages/project-details.aspx?project=21643

Status: Under construction



