

## Section 71D Projects – Completed

Region	Project Name	Description	HB2017 Funding Allocation to Named Projects	Original Estimated Cost	Final Total Cost	Original Delivery Schedule – to Construction	Final Delivery Schedule to construction & construction completion	Description of changes to scope, schedule & budget	Current Status	Project Web Page
1	OR217 Northbound & Southbound	Add northbound and southbound auxiliary lane segments to improve safety and operations of the corridor. Replace or improve overcrossing structures. Construct Allen-Denney collector-distributor road to improve safety & operations. Add bicycle/pedestrian improvements on adjacent facilities to complete the north-south active user route parallel to the OR217 corridor.	\$98M total (\$54M NB + \$44M SB)	\$140M	\$174M	Construction initiated in 2021	Constructed 2021-2025	In 2019 the NB and SB projects were combined. HB 2017 allocation was intended to fully fund the combined project, however additional funds were added to address additional scope (bridge work, pedestrian-bicycle improvements), material and labor escalation and cost associated with environmental mitigation and contract management. Other funding sources include ODOT programs, JPACT/Metro, City of Beaverton and Washington County.	Construction completed in October 2025. Claims process is underway.	<a href="https://www.oregon.gov/odot/or217/pages/default.aspx">https://www.oregon.gov/odot/or217/pages/default.aspx</a>  Project video: <a href="https://www.youtube.com/watch?v=2OslD6qmNgs">https://www.youtube.com/watch?v=2OslD6qmNgs</a>
1	Hwy 211 Improvements from Hwy 213 to Molalla Avenue in City of Molalla	Constructed a separated 10 ft multi-use path on the north side of OR 211 in Molalla, including a ped-bike bridge. Removed ditches, installed inlets and storm pipes, relocated utilities, and replaced culvert and guardrail at Bear Creek.	\$750K	\$750K	\$3,977,680 total	Scheduled for construction in 2019.	Constructed 2020-2021.	HB2017 allocation was intended to only partially fund project. Bridge redesign resulted in a one-year construction delay. Included Federal Enhance and Local (Molalla) funding to fully fund entire project scope.	Completed.	Deleted upon completion of construction phase in 2021.
1	WaNaPa Street Improvements in City of Cascade Locks	Constructed new pavement, ADA curb ramps and pavement markings.	\$750K	\$750K	\$2,280,227 total	Scheduled for construction in 2019.	Constructed in 2019.	Project was originally intended as a streetscape improvement with the original funding amount. Region agreed with City to add additional upgrades (curb ramps and paving) with additional funding. Project was split in two for delivery. Phase 1 was sidewalk and curb ramps and Phase 2 was new pavement and pavement markings.	Completed.	None.
1	I-205 Active Traffic Management	Combined with the Corridor Bottleneck project. Total project constructed auxiliary lane segments, between US 26 and I-84, and added Active Traffic Management System (ATMS) improvements between the Glenn Jackson Bridge and Johnson Creek Boulevard.	\$15.2M	\$15.2M	\$15.2M	Scheduled for construction in 2019.	Constructed in 2019.	Combined with I-205 Corridor Bottleneck project.	Completed.	Deleted upon completion of construction phase.
1	I-205 Corridor Bottleneck	Combined with the ATM project. Total project constructed auxiliary lane segments, between US 26 and	\$15.5M	\$15.5M	\$23.9M	Scheduled for construction in 2019.	Constructed in 2019.	Additional \$8.45M added to pave all I-205 NB lanes between US26 / Powell Blvd. and I-84.	Completed	Deleted upon completion of construction phase.

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		I-84, and added Active Traffic Management System (ATMS) improvements between the Glenn Jackson Bridge and Johnson Creek Boulevard.						Combined with I-205 Active Traffic Management (ATM) project.		
1	Improvements to Graham Road at the intersection with I-84 in City of Troutdale	Replaced and raised I-84 bridges at Exit 17, widened and constructed a sidewalk and bike lane under the bridge on Graham Road in Troutdale.	\$3M	\$3M	\$17,659,662	Scheduled for construction in 2018.	Constructed 2018-2020.	HB allocation intended to partially fund a larger scope. Additional project funds include allocated from ODOT and the City of Troutdale.	Completed	Deleted upon completion of construction phase.
2	I-5 at Aurora-Donald Interchange, Phase 1A	Developed long term plan for Aurora-Donald interchange and constructing Phase I with stand-alone benefit.	\$25M	\$29.95M	\$27,985,381	Scheduled for construction in 2021.	Constructed 2021-2022.	HB allocation intended to supplement total project costs. Funds were also used to initiate design of the Phase 2 project.	Completed	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>
2	State Hwy 214 pedestrian safety improvements @ Jefferson Street in City of Silverton	Constructed an enhanced pedestrian crossing on OR 214 at Jefferson Street. Installed a pedestrian activated rectangular rapid flashing beacon, a median island, and curb ramps.	\$750K	\$927,064	\$927,064	Scheduled for construction in 2019.	Constructed 2020.	No changes.	Completed	No webpage
2	Territorial Highway jurisdictional transfer	Transferred jurisdiction of the portion of the Territorial Highway that is located within Lane County from ODOT to the county; the portion of the Springfield-Creswell Highway beginning where it intersects with Jasper-Lowell Road and ending where it intersects with Emerald Parkway to Lane County; and Lane County transferred jurisdiction of the portion of Delta Highway beginning where the highway intersects with Interstate 105 and ending where the highway intersects with Randy Pape Beltline to the State.	\$30M	N/A	\$30M	Jurisdictional transfers scheduled for 2018-2024.	Jurisdictional transfers occurred 2018-2024.	HB allocation intended to fully fund jurisdictional transfers in phased payments to Lane County for the three segments.	Completed	No webpage
2	US20 Safety Upgrades: Albany to Corvallis	Implemented safety improvements on U.S. 20. Widening shoulders, installed guardrail, added two-way turn lanes, left-turn acceleration lanes, and rumble strips.	\$20M	\$28.2M	\$28,146,522	Scheduled for construction in 2021.	Constructed 2021-2024.	Phase 1&2 projects constructed, and Phase 3 project taken to preferred alternative design.	Completed	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>

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2	State Hwy 99 Improvements in Eugene - jurisdictional transfer	Transferred jurisdiction of OR 99 from milepost 118.42 (Beltline Highway intersection) to milepost 123.37 (I- 105 and Washington Street intersection) and from milepost 125.48 (OR 99E and Walnut Street intersection) to milepost 126.02 (I-5 intersection at Riverview Street) to the City of Eugene.	\$5M	N/A	\$7,177,500	Jurisdictional transfer scheduled for 2018.	Jurisdictional transfer occurred 2018.	HB allocation intended to fully fund jurisdictional transfer. Additional funds added for construction of ADA curb ramps.	Completed	No webpage
2	42nd Street in City of Springfield	Transferred jurisdiction of OR 528 to the City of Springfield. Separated payment to City for capital improvements to 42 <sup>nd</sup> Street.	\$12M	N/A	\$12M	Jurisdictional transfer scheduled for 2023.	Jurisdictional transfer occurred in 2022.	The Jurisdictional Transfer Agreement (JTA) was completed in February 2022. The JTA and the resolution to amend the Oregon Highway Plan was approved by the Director on April 12, 2022, completing the transfer.	Completed	No specific webpage
2	Newberg-Dundee Bypass, Phase 2 (Design & Shovel Ready Prep)	Completed design work and selective right of way acquisition for Phase II of Newberg-Dundee Bypass from OR 219 to OR 99W east of Newberg.	\$22M	\$22M	\$31,233,967	Work scheduled for 2022.	Work completed in 2022	Designed Phase 2a to 100% milestone to prepare for bidding and designed Phase 2b to Design Acceptance Package milestone.	HB 2017 designated design work completed.	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>
2	State Hwy 126 Florence-Eugene Highway EIS Study	Confirming alternatives identified in Corridor Plan, preparing NEPA documents for FHWA, and completing necessary design work to support NEPA.	\$3M	\$3M	\$3,000,000	Planning analysis scheduled for 2019-2022.	Work completed, with FHWA approval in 2024.	No changes in scope. The Categorical Exclusion was completed, and we obtained FHWA concurrence.	Completed	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>
2	OR99E in City of Halsey	Implementing improvements on OR 99E in Halsey. Reconstruct highway, install bike facilities, drainage, ADA compliant sidewalks, and streetscaping.	\$13M	\$15.4M	\$17,422.572	Construction initiated in 2022, as planned.	Construction completed 2024 as planned.	HB 2017 allocation intended to fully fund project. Additional funds added for Safe Routes to School and Rail scope and to address utility relocations, right of way and construction management costs.	Completed	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>
3	Scottsburg Bridge replacement	Replaced Scottsburg bridge on new alignment.	\$40M	\$50,395,730	\$49,463,104	Scheduled for construction in 2019.	Constructed 2019-2023.	Project funded through HB 2017 allocation and previously allocated project funding. There are claims on this project that could affect the final budget numbers.	Completed	Website archived and deleted
4	Tom McCall Road Roundabout	Construction of a roundabout at the intersection of OR 126 and Tom McCall Road.	\$1M	\$4,600,000	\$4,800,000	Construction started 2018.	Construction completed in 2018.	HB 2017 allocation used to supplement total project costs.	Completed	Archived and Deleted per protocol
4	Pedestrian safety and road	Implementing pedestrian improvements. Upgrading signs and	\$3M	\$10,600,000	\$11,700,000	Construction initiated in 2024, as planned.	Construction completed in 2024.	HB 2017 allocation intended to fully fund improvements. Per city request, project combined with another funded ODOT	Completed	<a href="https://www.oregon.gov/odot/projects/pages/project-">https://www.oregon.gov/odot/projects/pages/project-</a>

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	improvements in City of Prineville	signals, sidewalks, and crosswalks to be ADA compliant.					project. Required funds were included as part of the combining of the projects.		<a href="details.aspx?project=20268">details.aspx?project=20268</a>	
4	US 97 & Cooley Road Mid-term Improvements	Implementing phase of US 97 North Corridor Project, moving US 97 east of its current alignment and adjacent to existing railroad. Includes intersection and local street improvements within project area.	\$50M	\$175,000,000	\$191,500,000	Contract notice to proceed was June 2022 and fixed completion date was December 2024.	Construction completed in December 2024.	HB 2017 allocation was intended to fund the Cooley Road interim solution for this project. This project was fully funded by HB 2017, INFRA Grant, Deschutes County, City of Bend, private development and additional ODOT funds. Cost increases from original estimate were due to Right of Way inflation and settlements.	Completed.	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>
5	US20: Freight Mobility Enhancements (Burns to Ontario)	Implementing safety improvements on US 20. Widening roadway, intersection safety improvements, and/or developing oversized load staging areas.	\$10M	\$16,724,610	\$17,900,347	Construction initiated in 2022, as planned.	2-year construction project that began in 2023, as planned. Project was completed and opened to traffic in 2024. There was one location on US20 that was improved in 2025. All work completed.	HB 2017 allocation was intended to fully fund project. Scope and funding were added when the project was combined with an adjacent project.	Completed.	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>

## I-205 and Rose Quarter Projects

Region	Project Name	Description	HB2017 Funding Allocation to Named Projects	Current Funding Amount	Original Estimated Cost	Current Estimated Cost Range	Original Delivery Schedule – to Construction	Current Delivery Schedule to construction & construction completion	Description of changes to scope, schedule & budget	Current Status	Project Web Page
1	I-205 Improvements Project, Phase 1 – Abernethy Bridge & interchange improvements	Retrofit the existing Abernethy Bridge over the Willamette River to withstand a major earthquake, improve safety and traffic flow with new on- and off-ramp, and include new bicycle and pedestrian facilities near the bridge to improve safety.	\$0	\$672,240,528	2018 Cost to Complete Report: \$248 million  2022 Programmed amount: \$495 million	\$815 M	2018 Cost to Complete Report construction: 3/2020-6/2024  2022 estimate: construction 2022-2025	Estimated construction completion in 2026.  Ongoing risks to budget and schedule may extend completion to 2027.	Added schedule and budget during construction in response to inflation, structural engineering elements and unanticipated design challenges	In construction.	<a href="http://www.i205corridor.org">www.i205corridor.org</a>
1	I-205 Improvements Project – Phase 2	Add a third lane for 7-mile portion from Stafford Road to OR	\$0	\$0	2018 Cost to Complete	\$700-800 M	2018 Cost to Complete Report	Design and environmental review are	N/A	Indefinitely postponed.	

		213, combined with tolling, to provide congestion relief. Includes replacement or retrofit of 8 bridges to complete seismically resilient corridor – which is a Phase 1 lifeline route.			Report: \$197.4 million		construction: 3/2020-12/2024	indefinitely postponed.			
1 / UMO	I-5 Rose Quarter Improvement Project	Construct auxiliary lanes and full shoulders to I-5, redesigning overpasses, adding a highway cover, reconnecting streets and enhancing public spaces.	\$135M	\$623,391,997	\$450M - \$500M (2017, planning level estimate)  \$715 M - \$795 M (2020, HB2017- directed <a href="#">Cost to Complete Report</a> )	\$1.5 B - \$1.9 B (Per 2023 Urban Mobility Strategy Finance Plan)	2020 Cost to Complete Report: 2021 – Early Work construction start  2023 – Main Construction Package (highway cover area) construction start	2025 – Early Work construction Phase 1A started August 25, 2025  2027 – Highway Cover area construction start  2032 – Construction end estimate (dependent on secured funding) construction start	Scope changes primarily the outcome of the 2021 Independent Highway Cover Assessment which changed the project's highway cover design and design refinements made in response to public comments received during the project's environmental review process. The scope refinement processes and changes resulted in a four-year delay and cost changes.	Phase 1A is in construction.	<a href="http://www.i5rosequarter.org">www.i5rosequarter.org</a>

## Section 71D Projects – In-Progress

Region	Project Name	Description	HB2017 Funding Amount	Current Funding Amount	Original Estimated Cost	Current Estimated Cost Range	Original Delivery Schedule – to Construction	Current Delivery Schedule to construction & construction completion	Description of changes to scope, schedule & budget	Current Status	Project Web Page
1	Powell Blvd Jurisdiction Transfer (Phase I, II & III)	Safety project to construct continuous sidewalks, storm water facilities, bike lanes, center turn lane/median, mid-block pedestrian crossings and lighting improvements from SE 99 <sup>th</sup> to SE 174 <sup>th</sup> (east city limits). Project will transfer this segment of Powell Boulevard to the City of Portland upon completion.	\$110M	\$158,786,600 For Phases 2 & 3	\$110M For Phases 2 & 3	Phase I complete for \$25.1m.  \$158M for Phases 2 & 3	Phase 2&3 to begin construction in 2023 and be complete in 2027.	Phase 1 (122 <sup>nd</sup> – 136th) complete.  Phase 2&3 in active construction as of April 2025 and will be completed in 2029.	Phases 2 + 3 were scheduled to begin construction in 2023. HB 2017 allocation was intended to fully fund the phased upgrade and transfer, however complexity of staging, utility relocations, contract management in addition to escalated construction costs associated with material and labor escalation resulted in higher costs. Funds were added to fully fund construction. Funds were drawn from FFY24 Federal	Phase 1 constructed.  Phases 2&3 under construction.	<a href="https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21178">https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21178</a>

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								Redistribution, Great Streets, ADA Program, City of Portland and other utilities.			
2	OR22, Center Street Bridge Seismic Retrofit	Seismic retrofit of Center Street Bridge to provide resilient Willamette River crossing in Salem.	\$60M	\$200,000,000 (Phase 1 Design/ Construction & Phase 2 Advanced Investigation)	\$60M	Phase 1 = \$130 - \$200M  Phase 2 = \$185 - \$270M	2025	Construction in 2026, completion in 2029/2030	Scope has changed to deliver the project in two phases. Phase 1 = design and retrofit river span and east ramps and complete emergency plan for temp connection of W to E side. Phase 2 = replace west ramps. Will conduct planning study to determine best solution.	Phase 1 in design.	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>
2	State Hwy 58, passing lanes west of Oakridge	Constructing westbound passing lane on OR 58, west of Oakridge.	\$7.2M	\$2,671,000	\$5.7M	\$13.8M	Bid Let Oct 2023	Under assessment.	Scope did not change. Schedule changes are due to lack of public support, environmental constraints prohibiting build, and lack of current funding.	Project team has identified several fatal flaws associated with environmental impacts and project benefits. Either the project purpose and scope need to be redefined, or the project should be cancelled. Either option will require legislative action.	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>
3	Southern Oregon Seismic Triage	Implementing seismic upgrades on 13 bridges and three hillside slopes. Securing a seismically resilient triage-level route along I-5 from US 97 to I-5 along Hwy 140 and south of OR 58 to the California border. This work is delivered through four separate projects – three for bridges and one for slope stability.	\$35M	\$53,739,025	\$45M	\$50M	Construction initiated in 2020, as planned	Construction to be completed in March 2026.	The HB 2017 allocation was intended to fully fund the project. However, additional funds were needed due to deteriorated bridge conditions requiring three of the project bridges to be replaced rather than retrofitted. For the slope stability project, after the completion of the concept plans stage, four of the sites were determined to be “no work sites” and were dropped from the project.	All bridge and roadway work is complete and open to the traveling public. Project is awaiting final utility relocation. Utility relocations have been completed and final driveway approach paving and punch list items to be completed by March 2026.	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>
4	US 97 at Terrebonne	Implementing safety improvements on US 97 through Terrebonne including pedestrian crossings and overpass or grade separated interchange	\$20M	\$39,078849	\$31,400,000	\$39,000,000	Construction originally planned to begin in 2023.	Construction initiated in 2024 and to be completed Winter 2026.	HB 2017 allocation was intended to fully fund project. Cost increases are due in part to time-related cost escalation during project and contract development. \$150,000 was added to the budget from	Under construction.	<a href="https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21162">https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21162</a>

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		at US 97/ Lower Bridge Way intersection.						Deschutes County and Jefferson County. Deschutes County has committed to provide \$11.4 million in additional funding.			
5	OR30: Hughes Lane Intersection Enhancements (Baker County)	Implementing improvements at OR 30 / Hughes Lane intersection to increase safety and improve bicycle and pedestrian facilities.	\$5.8M	\$12,114,440	\$14,586,743	\$12,114,440	Construction initiated in 2024, as planned.	2-year construction project. Construction began in 2024, as planned. Project to be completed in 2025.	HB 2017 allocation was intended to fully fund the project. Additional funds were added to address ADA curb ramps in the project area.	Completed	<a href="#">Oregon Department of Transportation : Project-Details : Projects : State of Oregon</a>