

ODOT working with Oregon lawmakers to address funding challenges during statewide tour

Oregon lawmakers are visiting communities across the state on a 12-stop Statewide Transportation Safety and Sustainability Outreach Tour. The listening tour is gathering feedback and input from the public to inform legislative efforts to develop sufficient and sustainable transportation funding during the 2025 legislative session.



The tour began in Portland in June before heading to the Willamette Valley, the coast, southern Oregon, central Oregon, and eastern Oregon. The tour concludes at the end of September with stops in Happy Valley and in Hillsboro (see details on upcoming public hearings [here](#)).

Much of the conversation on the tour has focused on [structural revenue challenges](#) that threaten ODOT's ability to deliver core critical services for Oregonians, such as plowing snow, paving potholes, improving bike and pedestrian safety, and more. With sufficient and sustainable funding, ODOT would be able to prevent severe cuts to core critical services and provide the safe, accessible, and reliable transportation system Oregonians deserve.

Part of the tour has also focused on the state's commitment to delivering projects outlined in the last transportation package, House Bill 2017. House Bill 2017 was the most ambitious transportation investment in a generation and led to the formation of ODOT's Urban Mobility Strategy.

Today, funding is still needed to complete two critical projects from this bill.

Improving safety, reducing congestion and reconnecting a community with the I-5 Rose Quarter Improvement Project

We're improving a 1.8-mile stretch of highway on I-5 in the Rose Quarter area. The [I-5 Rose Quarter Improvement Project](#) will ensure smoother traffic flow, faster emergency response times, and a 50% reduction in frequent crashes on I-5 with new ramp-to-ramp connections where three interstates merge together and broader shoulders that will ensure Oregon's busiest corridor keeps goods and services moving.



This project represents a generational opportunity to support the community harmed by the original construction of I-5. Community members and city partners have helped ODOT design a

project that reconnects lower Albina and improves safety and traffic flow. The community spaces on top of the highway cover will support future development and economic opportunities. Development planning efforts will be led by the city of Portland.

We're also making sure our contracting process provides opportunities for Disadvantaged Business Enterprises and helps community members build long-term career prospects.

The I-5 Rose Quarter project is supported locally, at the state level, and by the federal government. Oregon was recently awarded \$450 million in a federal grant—the single largest ever awarded through the Reconnecting Communities program. While the project still faces a significant funding gap, ODOT recently submitted a \$750 million federal grant application that, if awarded, could help close that gap.

Building Portland's first earthquake-resilient interstate bridge across the Willamette River with the I-205 Abernethy Bridge Project

ODOT is currently upgrading the Abernethy Bridge. When complete, it will be the only earthquake-ready interstate bridge across the Willamette River in the Portland metro area. In the event of a Cascadia Subduction zone earthquake, the bridge will be a vital link in supporting recovery efforts.



[The project](#) also includes reconfigured on- and off-ramps and a new roundabout to improve traffic flow and safety. Nearby, new bicycle and pedestrian facilities will increase safety and comfort for people walking, biking, or rolling.

It's a big project and contracting opportunities for Disadvantaged Business Enterprises are helping small businesses thrive.

House Bill 2017 also proposed adding a third lane south of the Abernethy Bridge to I-205 and upgrading bridges along that stretch to make this entire corridor earthquake-ready. This phase of the project has been indefinitely postponed due to lack of funding—the last estimated cost for this phase is up to \$800 million.

Partnering on solutions with Oregon lawmakers and governor

We will continue to work with Oregon lawmakers and Governor Kotek to build a sufficient and sustainable funding structure that helps us deliver the safe, accessible, and reliable transportation system Oregonians deserve.