



## House Bill 2017

In 2017, the Oregon Legislature passed House Bill 2017, a transformative investment in Oregon’s transportation system. The bill outlined projects and funding for ODOT to reduce congestion in the Portland metro area and make it easier and safer to bike, walk, drive and take transit.

House Bill 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. Tolls were identified as a revenue source for the project. In 2021, House Bill 3055 authorized ODOT to use funding originally designated exclusively for the I-5 Rose Quarter Improvement Project to begin construction on the first phase of the I-205 Improvements, with tolling revenue ultimately serving as a primary funding source for the I-205 construction.

### PHASE 1: ABERNETHY BRIDGE PROJECT

The first phase of the I-205 Improvements Project began construction in 2022. This work will make the Abernethy Bridge, a critical link on I-205 connecting West Linn and Oregon City, the first earthquake-ready interstate bridge across the Willamette in the Portland area.

This is ODOT’s largest construction project in more than 45 years.

### Improvements

- Strengthening the existing Abernethy Bridge to withstand a major earthquake.
- Reconfiguring on- and off-ramps and adding a new roundabout to improve traffic flow and safety.
- New bicycle and pedestrian facilities near the bridge to increase safety and comfort for people walking, biking or rolling.
- Widening the bridge to accommodate a future third travel lane.



## Finances

- Current project cost estimate: \$815 million (December 2024)
- Available funding: \$815 million\*

*\*In December 2024, the Oregon Transportation Commission updated the finance plan to cover the funding gap created by the loss of future funding/toll revenue.*

## Economic Development and Workforce Diversity Goals

To construct the I-205 Abernethy Bridge Project, ODOT is providing competitive wages to workers in economically disadvantaged zip codes, creating opportunities for apprentices, retaining

income within communities, and fostering diversity within the highway construction industry. A key part of this work include a local hiring preference program and a focus on contracting with Disadvantaged Business Enterprises.

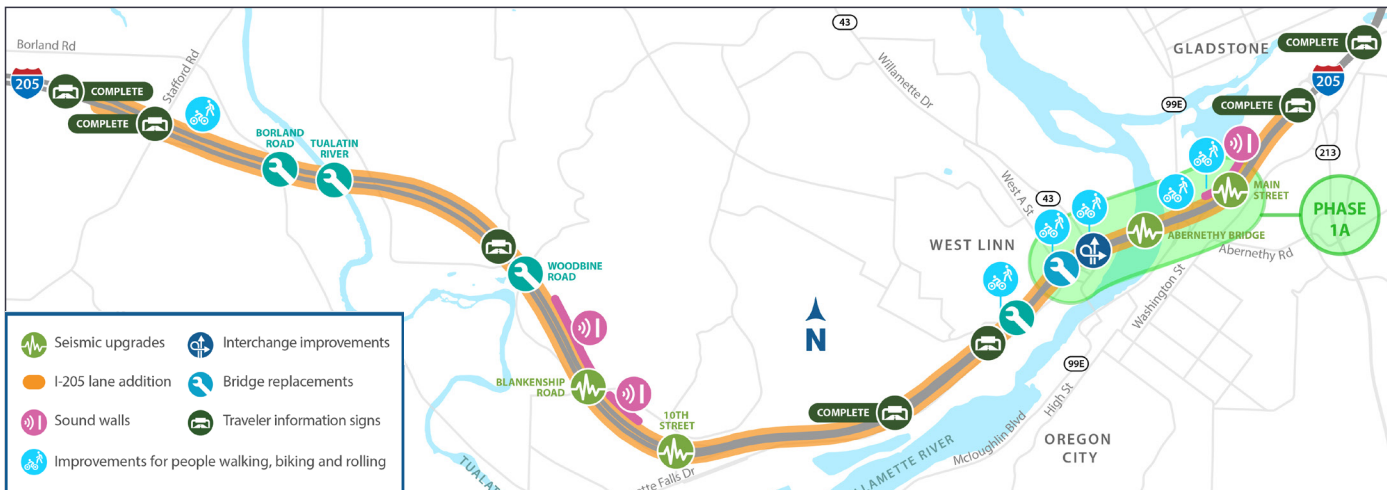
To date, we are proud to say we are exceeding many of our diversity and contracting goals, including:

- 16% of workers hired from communities from local "priority zip codes," totaling \$2.57 million in wages paid to date.
- 27% of workforce hours worked by minorities, totaling \$4.42 million in wages paid to date.
- 6% of contractor hours worked by Tribal members and American Indians referred by the Tribal Employment Rights Office.
- 13% of contract dollars (~\$26 million to date) paid to certified Disadvantaged Business Enterprises.

*Data updated as of April 2024.*

## PHASE 2: STAFFORD ROAD TO OR 43

This phase includes adding a third lane for a 7-mile portion of I-205 from Stafford Road to OR 213, addressing the last remaining two-lane section of I-205. This will include replacing or reconstructing eight bridges to create an earthquake-ready corridor.



## Finances

- Cost estimate (May 2024): \$700 - 800 million\*
- Available funding: \$0

*\*Assumes a 2031 construction start date. Based on project design that is 60% completed.*

## Project Status

Phase 2 of the I-205 Improvements Project and all related environmental review has been indefinitely postponed due to lack of funding.

In 2023, Phase 2 of the project had reached 60% design, and the National Environmental Protection Act (NEPA) review was in process. That project, and related NEPA work, included tolls at the Abernethy and Tualatin River bridges to provide funding and manage congestion.