

## 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. The I-5 Rose Quarter Improvement Project was a part of this effort.

House Bill 2017 directed ODOT to address congestion and safety on the 1.8-mile stretch of Interstate 5 at the Rose Quarter. This project represents a generational opportunity to make a positive impact on the community harmed by the original construction of I-5. Working with the community and local partners has helped ODOT design a project that best meets the community vision to reconnect lower Albina and improves safety and traffic flow.

### Project Overview

The I-5 Rose Quarter Improvement Project will improve safety and congestion where three major interstates converge, addressing the state's highest interstate crash site and top traffic bottleneck.

Through the construction of a highway cover over a portion of I-5, the project will also support the reconnection of lower Albina, the historic heart of Portland's Black community that was severed by the original construction of I-5 in the 1960s.

### Benefits

- Smoother traffic flow, faster emergency response times, and a 50% reduction in frequent crashes on I-5 through new ramp-to-ramp connections and wider shoulders.
- New community spaces on top of the highway cover for future development and economic opportunities (development planning efforts led by the city of Portland).
- Restoration of neighborhood street connections over the interstate and a new car-free bicycle and pedestrian crossing.
- More than 1.5 miles of local street improvements to make streets safer for people walking, biking and rolling.
- Contracting opportunities for Disadvantaged Business Enterprises that build long-term career prospects for small businesses.

### Improvements



**1 Highway Cover**  
A new highway cover over I-5 that will reconnect local streets and create new community spaces on top for future development and economic opportunities.

**2 Hancock Crossing**  
A new east-west roadway crossing over I-5 that will reconnect Hancock Street across the highway, adding another crossing north of Broadway and Weidler.

**3 Multimodal Local Street Improvements**  
A variety of street improvements for people walking, biking and rolling.

**4 Pedestrian and Bicycle Bridge**  
A car-free bridge creates a new path over I-5 to connect with the walking and biking network.

**5 Auxiliary Lanes and Shoulders**  
Ramp-to-ramp connections on I-5 between I-84 and I-405, paired with wider shoulders, that will improve safety and reduce congestion at the state's top bottleneck. An estimated one-third of traffic will be able to stay on these ramp-to-ramp connections between interstates instead of merging and causing congestion and safety issues.

**6 I-5 Southbound Ramp Relocation**  
Relocation of the I-5 southbound off-ramp from Vancouver/Broadway to the south, connecting with NE Williams Avenue and NE Weidler Street.

## Finances

- Current project cost estimate: \$1.5 - \$1.9 billion\*
- Available funding: \$850 million (December 2024)

*\*Estimate from June 2023 Urban Mobility Strategy Finance Plan. 2025 construction dollars.*

House Bill 2017 authorized \$30 million per year to the I-5 Rose Quarter Improvement Project beginning in January 2022. Revisions to the scope of the project have resulted in significant increases to the cost of the project. In 2021, House Bill 3055 authorized ODOT to use this funding to begin construction on the first phase of the I-205 Improvements, as it was closer to construction-ready.

In March 2024, the U.S. Department of Transportation awarded \$450 million for the I-5 Rose Quarter Improvement Project as a part of its Reconnecting Neighborhoods and Communities grant program. In December 2024, the Oregon Transportation Commission programmed \$250 million of House Bill 2017 funding back to the I-5 Rose Quarter Improvement Project to begin project construction in 2025 and to expand upon the improvements to be delivered concurrently with the Reconnecting Neighborhoods and Communities grant.

## Project Timeline

ODOT began design and environmental review in 2017. Construction on the project's first phase will begin in 2025. Construction of the initial highway cover segment and I-5 safety and operational improvements in the highway cover area will begin in 2027. Moving to construction will activate many benefits including building a diverse and skilled workforce, with an estimated 2 million labor hours and up to \$150 million in payroll and benefits for disadvantaged business enterprises.



## Recent Project Wins

### State Investment to Begin Construction

The Oregon Transportation Commission's additional state investment of \$250 million provides funding to begin construction in 2025 and begin to deliver many of the project's critical components, including the initial portion of the highway cover, the full southbound auxiliary lane and shoulder, and a portion of the northbound auxiliary lane.

### Historic Federal Funding

The recent \$450 million federal grant award is the first federal investment in construction for the project, the largest grant award ODOT has ever received, and the single largest grant ever awarded through the Reconnecting Communities program.

These funds will go toward finishing design and constructing the initial, central part of the project's highway cover.

### Federal Environmental Approval

After working through the federal environmental review process since 2017, the Federal Highway Administration issued a Finding of No Significant Impacts for the project on March 12, 2024. This signifies formal federal approval to proceed and advance more detailed project design.

### Local Partnerships Leading the Way

Local partnerships and community support have helped create the right project to not only improve our transportation system, but to play a part in a collective movement toward restoring the historic Albina community. ODOT is grateful for the partnership and support of our federal delegation, statewide leaders, the city of Portland, Albina Vision Trust, the Portland Trail Blazers, and the project's Historic Albina Advisory Board.