

ODOT Fall 2025 Update

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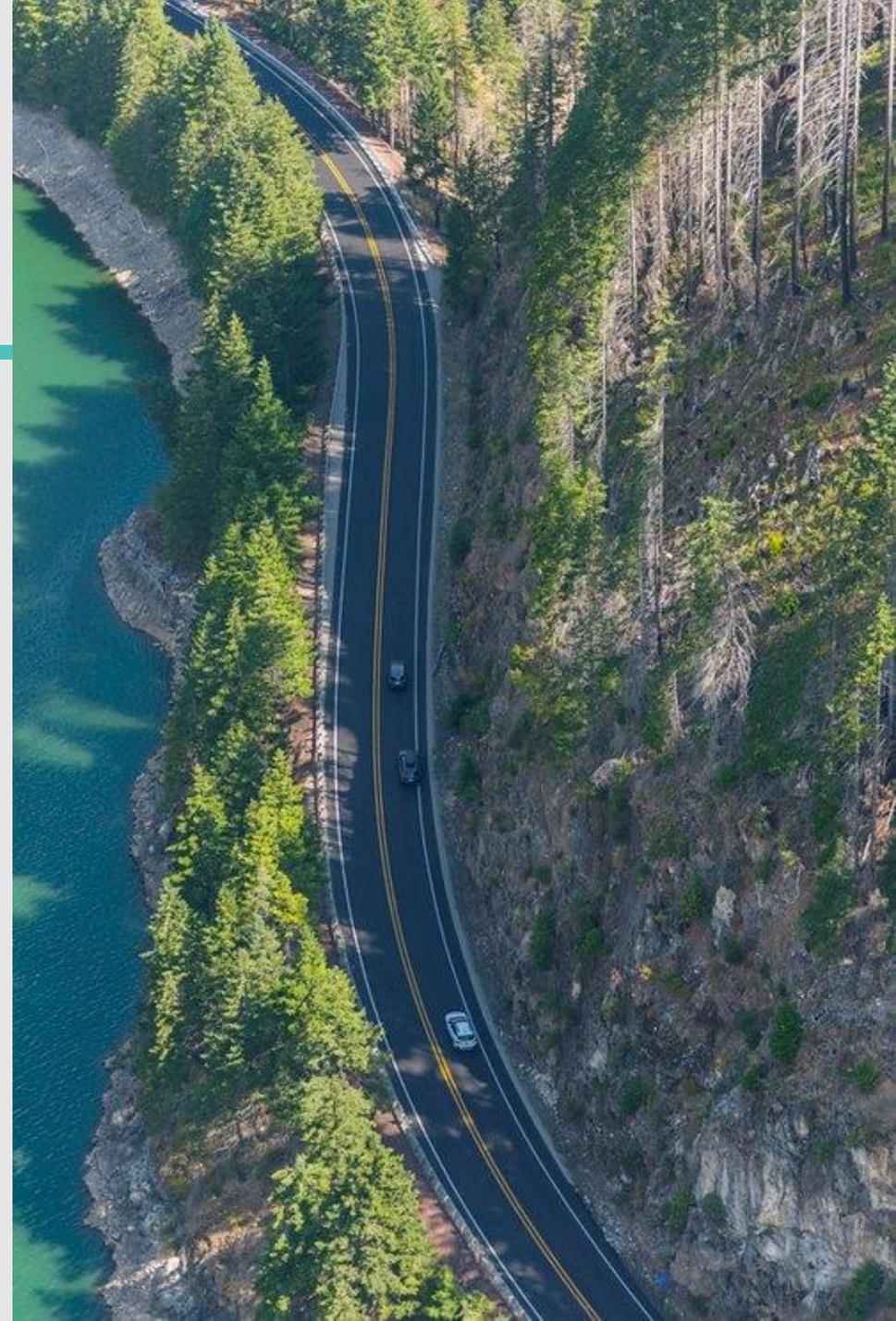
Ray Mabey – ODOT Assistant Administrator, Interstate Bridge Replacement Program

Joint Committee on Transportation

October 1, 2025

Roadmap

- Accountability and Oversight
- Projects Update
- Safe Routes to School and Public Transportation Update
- DMV – REAL ID and Customer Service Improvements Update
- Questions



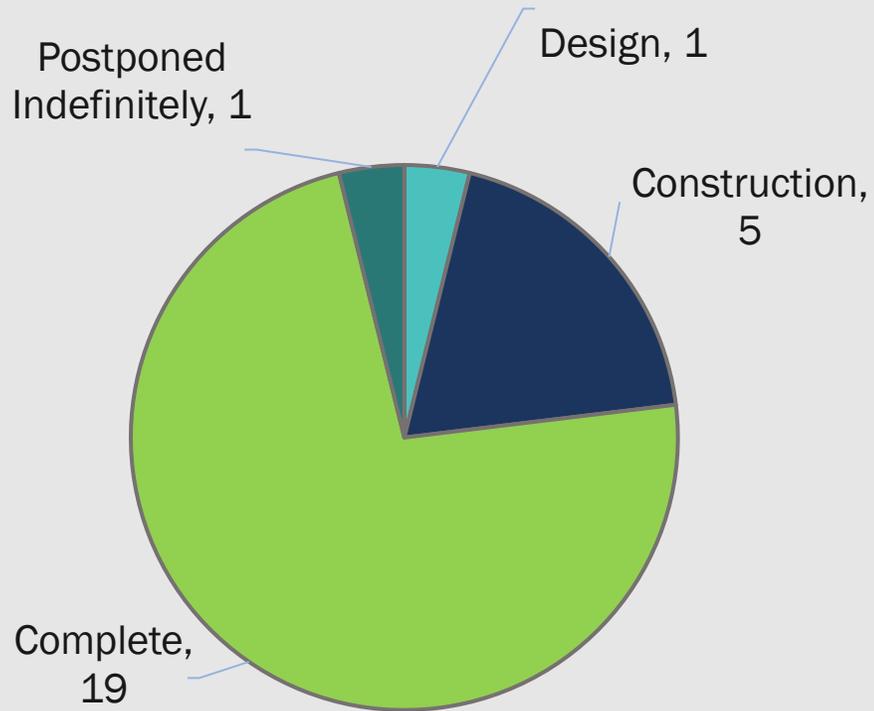
Improving Accountability and Oversight

- ✓ ODOT Strategic Review (Spring 2024)
- ✓ Legislative Managerial Review (Spring 2025)
- ✓ Governor directs ODOT to implement priority recommendations (Spring 2025)
- ✓ ODOT submits letter to Governor outlining progress toward implementing priority recommendations (Summer 2025)

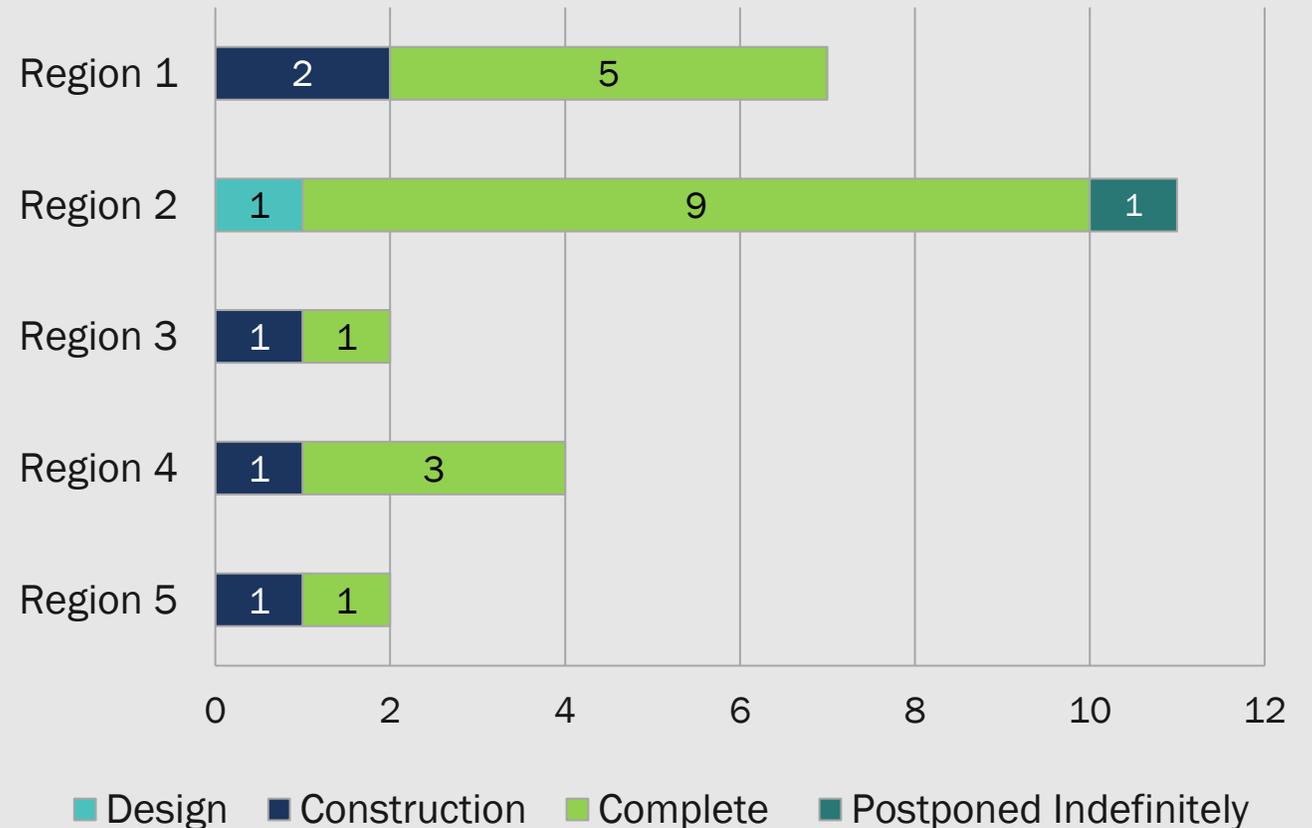
Projects Update

HB 2017 Section 71D Named Projects Update

Overall Progress of 26 Named Projects



Summary by Region



Project Delivery – Year in Review

26

Capital Construction
Projects Completed to
Date in 2025

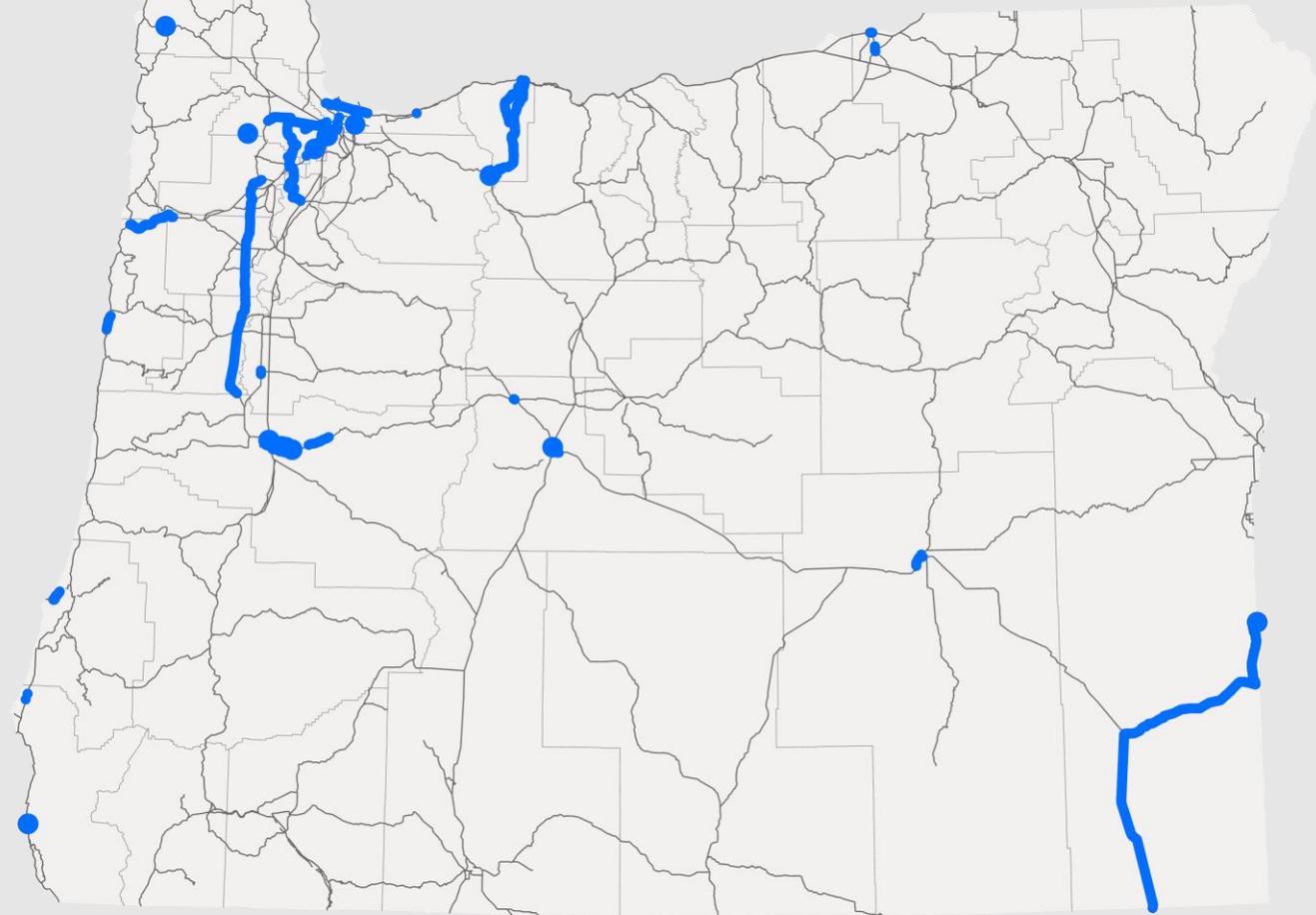
85%

Completed at or under
the original construction
authorization amount

54%

Completed at or under
the original STIP
construction funding

Projects Completed to Date in 2025



Completed Project – Bend North Corridor

Project reduced congestion and enhanced safety and access for all users in Bend.

- **Completion:** December 2024
- **Project Highlights:**
 - Multi-use path enhancements, ADA updates, transit improvements, new highway alignment, new overpasses, bridges and roundabouts.

- **Cost:**
 - Current Construction Cost: \$111.5 million
 - Original Construction Authorization: \$117.7 million
 - Original Programmed Amount for Construction: \$15 million
 - Cost increases from original estimate were due to right of way inflation and settlements. Initial construction phase STIP amount was a placeholder.
- **Funding:**
 - HB 2017 71D allocation: \$50 million
 - Intended to fund the Cooley RD mid-term solution focused at U.S. 97 and Cooley RD.
 - Full project addressed majority of needs from original environmental/planning study.
 - This project was funded by HB 2017, INFRA grant, City of Bend, Deschutes County, private development and additional ODOT funds.



Project Highlights – OR 34 Van Buren Bridge, Corvallis

New, wider seismically resilient river crossing over the Willamette River in Corvallis with safety enhancements for cyclists and pedestrians.

- **Completion:** 2026; one lane open to traffic now
- **Project Highlights:**
 - Seismically resilient structure, additional travel lane, eliminated height and weight restriction for freight and large vehicles, and protected bike and pedestrian path.

- **Cost:**
 - Current Construction Cost: \$71.3 million
 - Original Construction Authorization: \$73.5 million
 - Original Programmed Amount for Construction: \$60 million
 - Cost increases from original estimate were due to increased mitigation for historic bridge, added intersection work, regulatory changes that affected design (additional bents, earthwork requirements), increased concrete and steel costs.
- **Funding:**
 - HB 2017 71D allocation: None
 - This project is funded by Bridge Fix-It and HB 2017 Bridge Seismic.



Project Highlights – OR 217 Auxiliary Lanes

Adding auxiliary lanes to improve safety and reduce bottlenecks.

- **Anticipated Completion:** Fall 2025
- **Highlights & Upcoming Activities:**
 - Mainline paving and striping complete.
 - S Hall Blvd overpass open to traffic.
 - North-South Bicycle/Pedestrian connections complete.

- **Cost:**
 - Current Construction Cost: \$147 million
 - Original Construction Authorization: \$129 million
 - Original Programmed Amount for Construction: \$5.6 million
 - Cost increases from original estimate were due to additional scope e.g., bridge work, pedestrian and bicycle improvements, and material and labor cost increases.

- **Funding:**
 - HB 2017 71D allocation: \$98 million
 - Intended to fully fund NB and SB project work.
 - This project is funded by HB 2017, JPACT/METRO, City of Beaverton, Washington County and other ODOT programs.



Project Highlights – U.S. 26 Outer Powell Safety, Portland

Install center turn lane, new sidewalks, bike lanes, and pedestrian crossings to reduce the frequency and severity of crashes.

- **Anticipated Completion:** Summer 2029
- **Highlights & Upcoming Activities:**
 - Construction began in April; initial work includes widening and drainage installation.
 - Portland Water Bureau waterline work is underway.
- **Cost:**
 - Current Construction Cost: \$99 million
 - Original Construction Authorization: \$99 million
 - Original Programmed Amount for Construction: \$61.8 million
 - Cost increases from original estimate were due to complexity of staging and utility relocations, along with material and labor cost increases.
- **Funding:**
 - HB 2017 71D allocation: \$110 million
 - Intended to fund Phases II and III – the phased upgrade and transfer of the road.
 - This project is funded by HB 2017, Great Streets, ADA Program, City of Portland, Federal Redistribution (FFY24), and other utilities.



Project Highlights – I-205 Abernethy Bridge

Improved operations and safety with auxiliary lanes and widened, seismically resilient structure.

- **Anticipated Completion Date:** 2026
- **Highlights & Upcoming Activities:**
 - Crews retrofitting pier crossbeams.
 - First bridge steel girders fabricated.
 - Includes a “bridge slide” where the existing bridge will be widened by sliding both bridge decks apart and adding lanes in the center.
- **Cost:**
 - Current Construction Cost: \$672 million
 - Original Construction Authorization: \$495 million
 - Original Programmed Amount for Construction: \$375 million
 - Cost increases from original estimate were due to structural engineering elements and unanticipated design challenges, along with material and labor cost increases.
- **Funding:**
 - HB 2017 71D allocation: None.
 - This project is funded by HB 2017 funds, federal and local funds and Highway User Tax Revenue bonds.



Project Highlights – I-5 Boone Bridge, Wilsonville

Seismically resilient structure on I-5 with bicycle and pedestrian facilities and SB auxiliary lane to improve operations and safety.

- **Anticipated Completion Date:** Will be determined based on future funding.
- **Current Status & Next Steps:**
 - Federal planning and environmental linkage work complete.
 - Will continue subsurface site investigations using \$1 million from Oregon Legislature.
- **Cost:**
 - Over the major project threshold of \$250 million
 - Funding Allocated to Date: \$4 million for planning work
- **Funding:**
 - HB 2017 71D allocation: None.
 - Funding to date by allocation of federal funds by the Oregon Transportation Commission.



Project Highlights – I-5 Aurora-Donald Phase 2

Constructs the full diverging interchange to increase vehicle and truck capacity and reduce congestion on I-5.

- **Anticipated Completion Date:** 2027
- **Highlights & Upcoming Activities:**
 - Set new I-5 median bridge beams in late May.
 - Prepped and poured bridge deck in mid June.
 - Next – Install bridge barrier.
- **Cost:**
 - Current Construction Cost: \$62.6 million
 - Original Construction Authorization: \$62.6 million
 - Original Programmed Amount for Construction: \$21.5 million
- **Funding:**
 - HB 2017 71D allocation: \$25 million.
 - Intended to supplement total project cost of Phase 1 and initiate Phase 2 design.
 - This project is funded by HB 2017 Discretionary, Region 2 Fix –it, Region 2 Leverage, Region 2 Safety, Bridge Fix-it, Bridge HB 2017 Seismic, Enhance, ARTS.



Project Highlights – I-5 Kuebler-Delaney, Salem-Turner

Widen I-5 SB between Kuebler and Delaney interchange to address congestion when large trucks climb the hill.

- Anticipated Completion Date: 2026
- Highlights & Upcoming Activities:
 - Began construction of roundabout for local road connection, along with soundwall and retaining wall.
 - New Battle Creek Bridge bent work started.
- Cost:
 - Current Construction Cost: \$45.8 million
 - Original Construction Authorization: \$45.3 million
 - Original Programmed Amount for Construction: \$25.6 million
 - Cost increases from original estimate were due to increase in concrete costs and traffic control.
- Funding:
 - HB 2017 71D allocation: None.
 - This project is funded by Region 2 Fix-it, HB 2017 Bridge Seismic, National Highway Freight, Interstate Maintenance Fix-it, Enhance, Local.



Project Highlights – Newberg-Dundee Bypass, Phase 2A

Improve the interchange of OR 18 and OR 219 with new signals and realigning local roads to maximize efficiency.

- **Anticipated Completion Date:** 2027
- **Highlights & Upcoming Activities:**
 - Earthwork for Wynooski RD alignment started.
 - Over the next 6 months, will remove stone embankment and install MSE walls to prepare for bridge abutments.
- **Cost:**
 - Current Construction Cost: \$45.9 million
 - Original Construction Authorization: \$45.9 million
 - Original Programmed Amount for Construction: \$32 million
 - Cost increases from original estimate were due to traffic control, concrete costs, and steel fabrication increases.
- **Funding:**
 - HB 2017 71D allocation: \$22 million.
 - Intended to fund Phase 2 design only.
 - This project is funded by HB 2017, JTA, ARPA, Local.



Project Highlights – Center Street Bridge Phase 1, Salem

Provide a seismic resilient structure over the Willamette River in Salem.

- Anticipated Completion Date: 2030
- Highlights & Upcoming Activities:
 - Approaching 100% Design Milestone
 - Bid construction February 2026.
 - In-water work/summer construction begins 2026.
- Cost:
 - Current Construction Cost: \$185 million
 - Original Construction Authorization: N/A
 - Original Programmed Amount for Construction: \$86.8 million
 - Cost increases from original estimate were due to lack of scope and field investigation, regulatory changes, soil conditions, and bridge conditions such as west end ramps.
- Funding:
 - HB 2017 71D allocation: \$60 million.
 - Intended to fund seismic resilient structure.
 - This project includes funding from HB 2017 and Bridge Seismic; however, this project is not fully funded.



Interstate Bridge Replacement Program

Purpose:

- Replace the aging Interstate Bridge across the Columbia River and improve related interchanges to help address the current challenges within the IBR Program Area; including congestion, safety, earthquake vulnerability, impaired freight movement, inadequate bicycle and pedestrian pathways, and limited public transportation.

Status: Environmental Phase

- **July 2022:** Modified Locally Preferred Alternative (LPA) adopted by local partners
- **September 2024:** Published Draft Supplemental Environmental Impact Statement (SEIS)
- **November 2024:** Conclusion of 60-day Draft SEIS Public Comment Period (received nearly 10,000 public comments)
- **Early 2026:** Receive an Amended Record of Decision (ROD) following completion of the Final SEIS, giving federal approval to begin construction

Cost estimate: \$5 - \$7.5 billion (2023)

- \$5.3 billion committed through Oregon and Washington state funding, federal grants, and anticipated toll funds. The IBR Program is seeking approximately \$1 billion through the FTA Capital Investment Grant program.
- The anticipated gross total economic benefit from construction is nearly double the cost to build the Program.



For every **\$1 billion** spent on construction, it is estimated that **5,500 direct jobs and 10,900 indirect jobs** will be supported.



IBR Program Location

Port of
Portland

39th St
5
500

Fourth Plain
Blvd

Vancouver, Washington

Mill Plain
Blvd

Port of
Vancouver

Downtown
Vancouver

I-5 Bridge

Hayden
Island

Marine
Drive

N Interstate/
N Victory

Portland, Oregon

Portland International
Airport

 = Interchanges less than 1 mile apart



IBR Program Schedule

We are here!



I-5 Rose Quarter Improvement Project Funding and Status

Cost Estimate: \$1.96 - \$2.08 billion

Allocated Funding: \$480.5 million

- \$381 million Rose Quarter Funding
- \$32 million Other Federal/State/Local
- \$67.5 million USDOT Reconnecting Communities and Neighborhoods Grant

Funding Gap: \$1.48 billion - \$1.60 billion

Status:

- Federal environmental approval in March 2024
- Project design ranges from 30% to 100% completion
- Phase 1A construction started July 2025
- Letter of Agreement for full project completion: ODOT, City of Portland, Albina Vision Trust, Rip City Management
- \$67.5 million Reconnecting Communities grant funds awarded and obligated to design and acquire right-of-way to build the first portion of the highway cover.
- OTC allocated \$250 million in House Bill 2017 Urban Mobility Strategy funds in December 2024



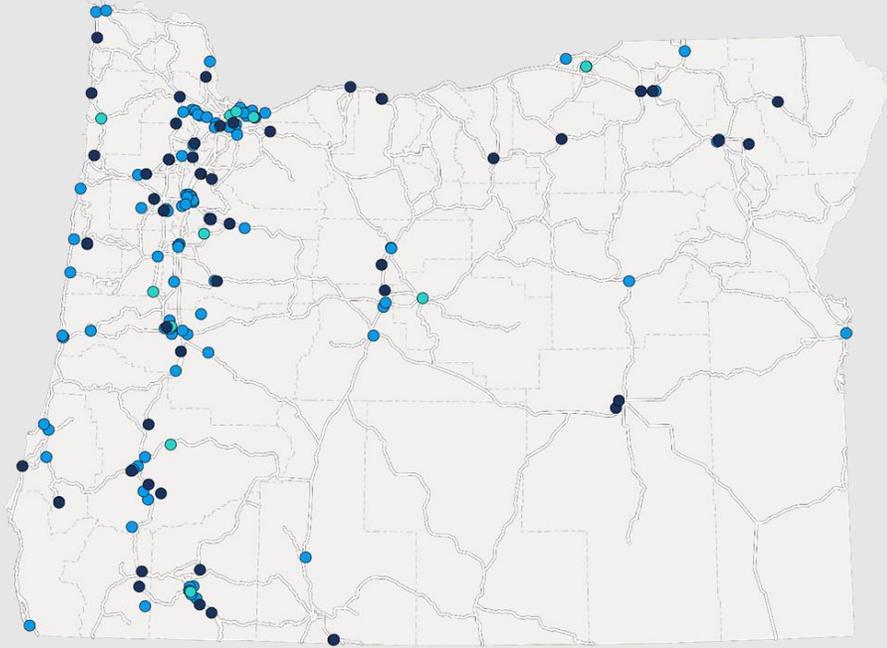
Improving Project Delivery and Oversight

- CIAC and JCT will provide greater accountability and oversight on major projects over \$250 million
- CIAC will include Commissioners, ODOT Director, Chief Engineer, and experts in NEPA and major projects
- CIAC will meet monthly and:
 - Report quarterly to the OTC and JCT on status of performance measures
 - Report quarterly to OTC and JCT on ways ODOT and OTC can execute their duties more efficiently
- JCT will:
 - Review scope, schedule, and budget of major projects on a quarterly basis
 - Review local requests for project scope expansion



Safe Routes to School, Public Transportation, & DMV Updates

HB 2017 Funded SRTS Projects (2019 – 2026)



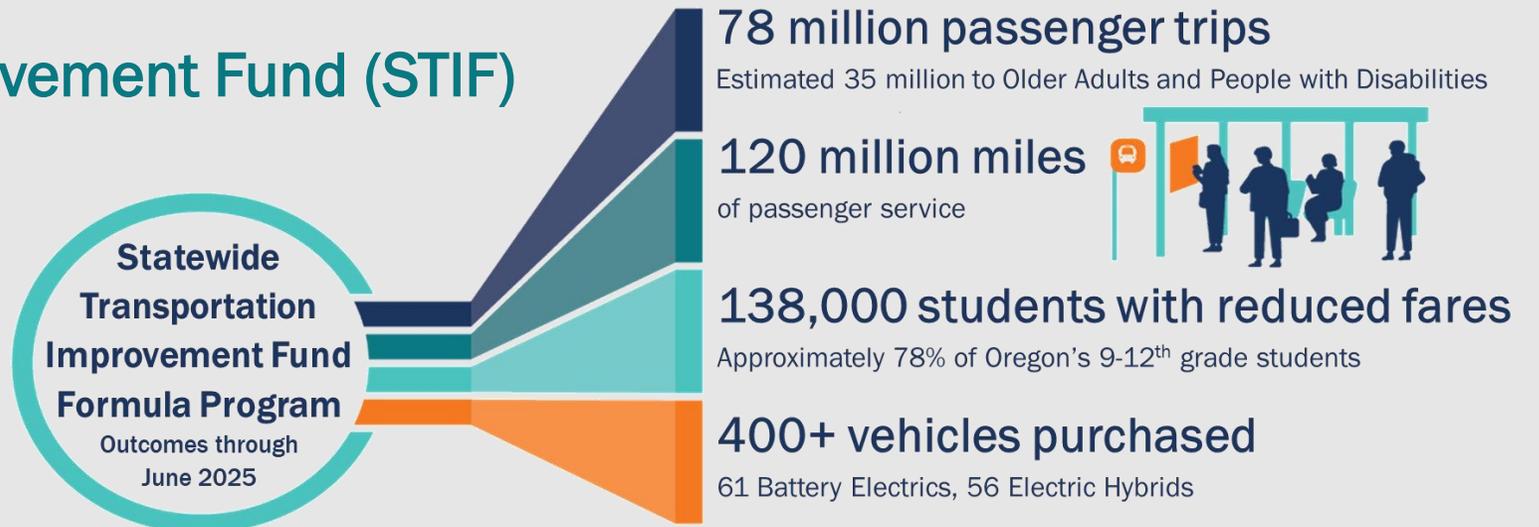
Safe Routes to School (SRTS)

2019-2025 Outcomes:

- 131 Safe Routes Projects Funded ~\$131 M
 - 61 completed
 - 20 in construction
 - 50 in design

Statewide Transportation Improvement Fund (STIF)

- Since 2019, STIF has provided about \$120M per year in transit formula funding to Qualified Entities and awarded \$61.5M in competitive grants across the state



DMV – REAL ID; Customer Service

Real ID

- 43.5% of Oregonians with a DMV credential have the REAL ID version
- Since January issued 479,000 REAL IDs; same time 2024 we issued 231,000

Customer Service = Customer Certainty

- Changes to combat long wait times
- Pilot: Appointment only days, offices
- Reduce knowledge test churn; on-line option
- Two offices expanding days



Questions?
