



Oregon

Tina Kotek, Governor

Department of Transportation
Delivery & Operations Budget Office
355 Capitol Street, MS #22
Salem, Oregon 97301
Phone: (971) 273-3096
Fax: (503) 986-4467

September 1, 2026

Members of the Oregon Legislative Assembly

Oregon State Capitol
900 Court Street NE
Salem, OR 97301

Dear Senators and Representatives:

Section 5 of HB 3991 (2025) revised requirements for the Continuous Improvement Advisory Committee (CIAC) to advise the Transportation Commission. The modified CIAC is focused on major project delivery oversight and overall portfolio delivery management. This includes projects \$250 million or greater (per the HB3991 language), as well as those in ODOT's portfolio that are estimated at \$50 million or greater to construct. Projects that meet these criteria will be reported quarterly to the CIAC, the Transportation Commission, and members of the Joint Committee on Transportation.

The template for project-specific quarterly updates has been reviewed and approved by both the CIAC and the Commission. The full report covers updates on the progress of each project relative to scope, schedule and budget, and with an emphasis on risk assessment and management. The enclosed Major Projects Quarterly Report covers the first quarter, January-March, of 2026. On May 7, 2026, the Transportation Commission reviewed and approved the report for submission to the Legislature.

This second report, submitted in response to the new transparency and accountability measure established by HB 3991 (2025), establishes a baseline of major project status. While we've made every effort to meet the legislative intent behind this requirement, we anticipate that finalizing the report format and content will continue to be an iterative process. We welcome any feedback from members regarding ways we can refine this report to support enhanced legislative oversight of major project delivery at ODOT. Any feedback we receive will be brought back to the CIAC and integrated into the next iteration of the report, covering the third quarter of 2026, which will be submitted to the legislature December 1, 2026.

Sincerely,

Chris Warner
Interim Director

Enclosures:

Major Projects Quarterly Report. Quarter 2 2026

Copies (w/ attachments) to:

Kelly Brooks, Transportation & Economic Development Advisor

Continuous Improvement Advisory Committee

Major Projects Quarterly Report

Quarter 2 – 2026



TABLE OF CONTENTS

Introduction	1-2
Major Projects Quarterly Report Q2 2026 – Summary Table	3-5
Glossary of Funding Sources	6-7
Projects in Planning	
I-205: I-5 to OR 213, Phase 2	8-10
I-5 Boone Bridge Widening and Seismic Retrofit Study	11-14
Projects in Design	
OR 18: Newberg-Dundee Bypass, Phase 2B and Phase 3	15-17
I-5 Rose Quarter	18-24
I-84 (Westbound): Union Pacific Railroad Bridge (Hood River County)	25-28
OR 99E: Kellogg Creek Dam Restoration (Clackamas County)	29-33
OR 22: OR 51 Interchange (Polk County) Project	34-36
OR 22 Center Street Bridge, Phase 1	37-40
Projects in Construction	
I-5 Rose Quarter, Phase 1A	41-44
I-205 Improvements Project, Phase 1A, Abernethy Bridge	45-50
US 26 (Outer Powell) SE 99 th to East City Limits	51-55
I-5 Aurora Donald Interchange (Exit 278), Phase 2	56-58
Northwest Oregon 2024-2027 ADA Curb Ramps, Phase 2	59-62
I-5 Kuebler Blvd to Delaney Road Widening	63-66
OR 18: Newberg-Dundee Bypass, Phase 2A	67-69
OR 34 Van Buren Bridge	70-73
Conclusion	74

Introduction

Discussion and legislation developed during the 2025 Legislative Sessions emphasized ODOT accountability, Legislative and Commission oversight, and Agency performance, specifically related to delivery of major projects. These accountability measures were codified in HB 3991 (2025), including modifications to the Continuous Improvement Advisory Committee (CIAC) that was originally established in HB 2017 (2017).

HB 3991 primarily modified the scope, the membership and the oversight of this committee, and specified reporting from this committee related to delivery of major projects, defined as projects over \$250 million.

HB 3991 modified the language regarding membership to focus on specific roles, skillsets and expertise of CIAC members going forward. In January 2025, the Commission approved membership of the new iteration of the CIAC, as follows:

- Oregon Transportation Commission Chair Brown
- Oregon Transportation Commission Vice Chair Beyer
- Interim ODOT Director – Chris Warner
- ODOT Delivery and Operations Division Administrator / Chief Engineer - Tova Peltz
- Subject Matter Expert in Delivering Major Projects - Paula Hammond
- Subject Matter Expert in Delivering Major Projects - Ted Aadland
- Subject Matter Expert in Federal NEPA Process - Troy Halouska

The CIAC focuses on major project delivery oversight and overall project portfolio management. This includes projects \$250 million or greater (per the HB3991 language), as well as projects staff have identified with the estimated cost of \$50 million or greater to construct. Projects that meet these criteria will be included in this quarterly report to the CIAC which includes updates on delivery progress and health relative to scope, schedule and budget, and with an emphasis on risk assessment and management.

The Major Projects Quarterly Report provides:

- Background on project origin, purpose, benefits, scope, schedule, estimated cost, project financial plan and spending to date.
- Overview of project risks and risk management strategies
- Overview of project opportunities
- Insight around how costs/cost-estimates and project scopes evolve over time
- Line-of-sight on the “why” behind project changes and decisions from project development through construction/delivery
- Transparency into project delivery health
- Information for decision-makers to consider future funding needs, project trajectory and overall portfolio management

MAJOR PROJECTS QUARTERLY REPORT | Q2 2026

This first report reflects project status for the first quarter of the year from January to March 2026. Subsequent reports will be delivered on a quarterly basis, first to the CIAC, then the Commission and finally to the Legislature's Transportation Committees.

Input and feedback on reporting content and structure from the Committee, Commission and Legislature will be used to inform future reports.

Special note regarding the projects covered in this report and Interstate Bridge Replacement (IBR) Project:

HB 3991 requires ODOT to report the status of major projects, at or exceeding \$250 million in construction. We have chosen to include all projects in planning, design and construction at or anticipated to exceed \$50 million in construction:

16 projects* with estimated cost of \$50 million or more:

- 2 projects (or phases of projects) in planning
- 6 projects (or phases of projects) in design
- 8 projects (or phases of projects) in construction

3 projects currently in design or construction estimated to exceed \$250 million or more include:

- Center Street Bridge
- I-5 Rose Quarter, Phase 1A
- I-205 Abernethy Bridge

Additional projects estimated to exceed \$250 million in construction are in early planning or design and are unfunded for construction.

While IBR meets the threshold for this reporting requirement, IBR is not included in this report. IBR is a unique program that reports separately to the Commission and the Legislature with regularity, based on an approach developed and approved by the bi-state governance structure, which is wholly distinct from the other major projects managed and delivered by ODOT.

For current information and the most recent presentation to the Commission regarding the IBR program please use the following links:

- [Interstate Bridge Replacement Program Website](#)
- May 26, 2026, Commission Meeting – [IBR PowerPoint Presentation](#)
- May 26, 2026, Commission Meeting – [Video of IBR Discussion](#)

The Q2 report builds directly on Q1, updating status, financials, risks, and accomplishments of each project. In Q2 2026, previously paused projects remain unchanged while tangible progress has been made in construction and design for several projects (with some moving into final stages or opening to traffic). Risks and delays are more clearly realized and addressed, particularly for Abernethy Bridge and Rose Quarter.

Major Projects Quarterly Report Q2 2026 – Summary Table

Project	Phase	Current Cost Estimate (or Range)	Q2 Schedule and Status Comments
I-205: I-5 to OR 213, Phase 2	Planning	>\$500M (last DAP-level construction cost estimate developed in 2022)	No new design activity; no new developments in Q2; financials and risks unchanged. Remains on pause since 2022 due to lack of funding post indefinite pause on tolling. Corridor at 60% design (2018 CatEx; Phase 1A re-evaluation 2023).
I-5: Boone Bridge Widening & Seismic Retrofit Study	Planning	>\$250M	Q2 shows tangible progress in tribal engagement and geotechnical work. \$1M HB 5006 State Funds added to STIP in May 2026. Ethnographic study and exploratory geotech drilling underway; preliminary geotechnical report December 2026. No funds for design or construction.
Newberg-Dundee Bypass, Phase 2B & Phase 3	Planning	>\$500M (Phase 2b construction, \$210-\$250M; Phase 3 planning estimate, \$400-\$600M)	No design activity or progress in Q2. Team analyzed splitting phase 2B further but found only one viable smaller project which has not been pursued. Phase 2B remains at ~50%. Project paused since 2022. ROW continues with ~\$5M.
I-5 Rose Quarter (Program)	Design	\$1.8-\$2.2b (FHWA CSRA Feb 2025; total current program est. ~\$2.01B)	Phase 1B reached 90% design milestone. Extensive outreach for upcoming I-5 closure is anticipated in September 2026. Broadway/ Weilder (Phase 1C) design progressing; anticipating 60% October 2026; 90% by March 2027. PS&E TBD. No construction funding identified.
I-84 WB: Union Pacific RR Bridge (Hood River)	Design	\$57-\$60M	Final plans are complete. PS&E to Salem in August 2026; bid opening November 2026. Fully funded.

Project	Phase	Current Cost Estimate (or Range)	Q2 Schedule and Status Comments
OR 99E: Kellogg Creek Restoration	Design	\$85-\$100M \$110-\$134M	Field work completed; property acquisitions advancing; consultant contract amended; grant applications in progress. PS&E TBD. No construction funding identified. Updated cost estimate based on Cost Risk Assessment (CRA) April 2026 results.
OR 22: OR 51 Interchange	Design	\$50-\$70M	Contract amendment developed; project moving from initiation to Final DAP. Q2 marks transition to active design phase. PS&E TBD. No construction funding identified.
OR 22: Center Street Bridge, Phase 1	Design	\$188-\$198M	OTC approved phase 2 funding in May 2026. Project team is preparing PS&E. USCG permit delayed due to federal shutdowns; structural overlay added to scope.
I-5 Rose Quarter, Phase 1A	Construction	\$75M	Q2 shows completion of major construction milestones and execution of key change orders. Stormwater pond, seismic retrofit, and barrier relocation finished.
I-205 Improvements, Phase 1A (Abernethy Bridge)	Construction	\$672M	Girder erection, deck widening, and waterline connections completed; project 78% complete; additional funding request anticipated due to extended schedule and risk realization.
US 26: SE 99th to East City Limits	Construction	\$99M	Waterline main completed; lateral connections ongoing; sidewalk and soundwall installation progressing; project remains within budget. Completion anticipated June 2029.
I-5 Aurora-Donald Interchange, Phase 2	Construction	\$62.6M	Stage 2 bridge completed; traffic switched; Stage 3 construction started. Completion anticipated October 2027.
Northwest Oregon ADA Curb Ramps, Phase 2	Construction	\$95.2M	599 ramps installed; 114 inspected; additional ramps and pedestrian enhancements pending approval. Completion anticipated December 2027. Q2 shows substantial increase in completed ramps.

MAJOR PROJECTS QUARTERLY REPORT | Q1 2026

Project	Phase	Current Cost Estimate (or Range)	Q2 Schedule and Status Comments
I-5 Kuebler Blvd to Delaney Rd Widening	Construction	\$45.8M	Bridge and roundabout open to traffic; drainage, paving, and fencing progressing. Completion anticipated March 2027.
OR 18: Newberg Dundee Bypass, Phase 2A	Construction Design, Bid, Build	\$45.9M	Continued progress on bridge and roadway elements: bridge deck poured; retaining wall and electrical work progressing. Completion anticipated October 2027.
OR 34: Van Buren Bridge	Construction	\$73.5M	Construction in final stages; sidewalks, landscaping, and site cleanup underway; project remains under budget and ahead of schedule. Net CCO savings ~\$344K.

Glossary of Federal Funding Sources

Funding Source	Description
National Highway Freight	The National Highway Freight Program (NHFP) is a federal-aid formula program providing dedicated funding to states for improving freight movement on the National Highway Freight Network (NHFN)
Jobs and Transportation Act (JTA)	The 2009 Oregon Jobs and Transportation Act (JTA) is a state-level funding package that leverages federal, state, and local dollars to build major transportation projects. While primarily funded through state fuel tax and registration increases, the JTA has been used to complement federal funding from the FHWA and FTA
RFFA Step 1A	Regional Flexible Funding Allocation for investments in sidewalks, trails and roadways in communities across the region
ARPA	American Rescue Plan Act of 2021 federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population.
Federal Formula	Most Federal transportation funding flows through formula grants. Formula grant programs allocate funding to recipients based on formulas set by Congress. DOT distributes these funds to States, federally recognized Tribal recipients, and transit agencies. The funds may be further allocated to localities at State, Tribal, or agency discretion.
Federal USDOT RCN Grant	The USDOT Reconnecting Communities and Neighborhoods (RCN) Grant Program is a ~billion federal initiative combining the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs. It funds planning, design, and construction to remove or retrofit transportation infrastructure (highways/railways) that creates barriers, prioritizing equity and reconnection in disadvantaged communities
Surface Transportation block grants – Flex FAST ext.	The Surface Transportation Block Grant (STBG) Program, established by the FAST Act , provides flexible funding for state and local transportation needs, including highways, bridges, and transit projects. It is the most flexible FHWA funding source, allowing funds to be used on various federal-aid highways and public roads.
GARVEE - ADA	GARVEE (Grant Anticipation Revenue Vehicle) bonds are being used to accelerate ADA transportation funding, particularly for Oregon's initiative to construct over 25,000 ADA-compliant curb ramps by 2032. This federal debt financing, backed by future federal highway funds, allows for major projects—such as urbanized public transit enhancements and curb ramp construction—to be funded immediately.

Funding Source	Description
All Roads Transportation Safety	The All-Roads Transportation Safety Program (ARTS) is a statewide safety program that addresses safety for all public roads in the state of Oregon. The program is a competitive program with a focus on implementation of cost-effective and proven safety countermeasures. It is supported through federal and state funds based on the federal Highway Safety Improvement Program.
HB 5006 (2025)	Oregon Legislature appropriated \$1,000,000 to the Department of Transportation, for the biennium beginning July 1, 2025, out of the General Fund, for the Boone Bridge Replacement Project.
HB 3055 (2021)	House Bill 3055 restructures statutes related to tolling and financing of tollway projects, and provides for flexibility in funding the major projects outlined in House Bill 2017 (2017), as well as adding the Interstate 5 Boone Bridge
HB 2017 Discretionary	While much of HB 2017 was specifically directed to programs and named projects discretionary funds allow for addressing emerging needs such as seismic upgrades and connectivity.
HB 2017 71D allocations	Many of the projects were included in HB 2017 (2017), section 71D named projects with specified amounts of funding allocated to fund a portion of the project.
HB 2017 Bridge	Amount comes out of the portion of HB 2017 (2017) funding that was directed toward investments in state bridge program.
HB 2017 Bridge/Seismic	Amount comes out of the portion of HB 2017 (2017) funding that was directed toward investments in state bridge/seismic program.
HB 2017 Safety	Amount comes out of the portion of HB 2017 (2017) funding that was directed toward investments in state discretionary safety spending.

PROJECT IN PLANNING | I-205: I-5 to OR213, Phase 2

Project: I-205: I-5 to OR213, Phase 2



Scope:

- Describe project purpose, outcomes
 - The I-205 Improvements Project (Phase 2) will bring seismic resiliency and operational improvements to the I-205 corridor from the I-205/OR43 interchange to the I-205/Stafford Road Interchange.
 - 6.3 miles of widening I-205 from 4 to 6 lanes total.
 - Seismic retrofit and widen 4 existing mainline bridges.
 - Full replacement of 6 mainline bridges.
 - Full replacement of 2 overcrossing bridges.
 - Construction of 2 soundwalls.
- Provide background on any legislation, policy, politics, etc. informing the project
 - HB2017 named project
 - Design of the entire corridor began in July 2017. Project limits and phases were created in October 2019.

Schedule:

- Show work / development timeline based existing funding
- Overview of NEPA or similar tasks
 - CatEx for the entire project was submitted and accepted by FHWA in 2018.
 - A re-evaluation for Phase 1A was submitted and accepted by FHWA in 2023.
 - Much of the original CatEx work could be updated/re-used in future NEPA tasks.
- Currently on hold due to lack of funding post indefinite tolling pause.

PROJECT IN PLANNING | I-205: I-5 to OR213, Phase 2

Financial Overview:

Overall

	Amount	Notes
Order of Magnitude Cost to Complete (<i>in terms of >\$100M, \$250M, \$500M</i>)	>\$500M	Last “DAP-level” CN estimate created in 2022.
Estimated Cost to Reach 30% Design Milestone	\$0	Project was designed to 60% in 2022.

Major Risk Items

Item	Threat or Opportunity?	Risk Value	Status
Inflation of CN costs	Threat	6-8%/year	TBD

Programmed Funding (Total Project Cost)

Planning	\$12.45M
Preliminary Engineering	\$42.69M
Right-of-Way	\$2.46M
Utility Relocation	
Construction	
Total	\$57.6M*

*Funds spent to bring the full corridor to 60% design, Design Phase 1A to 100% and purchase ROW for Phase 1A.

Funding sources (Total Project Cost)

Funding Sources	PE	RW	UR	CN	PL	Totals
Region 1 FIX-IT	\$16.8M				\$2.45M	\$19.25M
National Highway Freight					\$10M	\$10M
Jobs and Transportation Act (JTA)	\$12.9M	\$2.46M				\$15.36M
HB 3055	\$10.5M					\$10.5M
Other	\$2.5M					\$2.5M
Total Above	\$42.69M	\$2.46M			\$12.45M	\$57.6M

PROJECT IN PLANNING | I-205: I-5 to OR213, Phase 2

Financial Strategy to Construct

Wait for funding to be identified to complete design and update the cost estimate.

Project Updates This Quarter / Since Last Quarter

Recent activities / accomplishments (April- June 2026):

No design activity on Phase 2 since project was put on indefinite pause in 2022.

Points of Contact:

Region Manager – Rian Windsheimer, Rian.M.WINDSHEIMER@odot.oregon.gov

Area Manager – Paul Scarlett, Paul.SCARLETT@odot.oregon.gov

PROJECT IN PLANNING | I-5: Boone Bridge Widening & Seismic Retrofit Study

Project: I-5: Boone Bridge Widening & Seismic Retrofit Study



Scope:

This planning level effort is studying the feasibility of widening and seismically retrofitting the Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway. Through an alternatives analysis, the project was narrowed to two alternatives.

Schedule:

- 2019 HB 5050 directed ODOT to assess how to widen and seismically retrofit the I-5 structure as well as provide a cost estimate.
- In 2021 OTC allocated \$4M for Planning and Environmental Linkage (PEL) work in the PL phase. This effort was completed in September 2025.
- Project transferred from the Urban Mobility Office (UMO) to ODOT Region 1 - September 2025.
- With the additional \$1M ODOT will continue Project Pre-NEPA Work including:
 - Ethnographic study – 2026.
 - Exploratory Geotechnical Drilling – Summer 2026.
 - Preliminary Geotechnical Report – December 2026.

PROJECT IN PLANNING | I-5: Boone Bridge Widening & Seismic Retrofit Study

- Public involvement and external communications (ongoing).

Financial Overview:

Overall

	Amount	Notes
Order of Magnitude Cost to Complete (<i>in terms of >\$100M, \$250M, \$500M</i>)	>\$250M	Publicly we have shared that this project will be >\$250M (above the threshold associated with Major Projects). We anticipate it to be more than \$500M.
Estimated Cost to Reach 30% Design Milestone	\$65M - \$75M (Alt 2) \$80M - \$95M (Alt 4)	Top-down estimate compiled in late 2024. Includes AI, NEPA, cost to advance PE to DAP.

Major Risk Items

Item	Threat or Opportunity?	Risk Value	Status
Construction Starting Year: Every year of delay is approximately \$30M of additional cost.	Threat	\$50 - 100M	TBD
Liquefaction Potential for the I-5 Bridge: If future geotechnical investigations reveal that liquifiable soils are weaker or more extensive than identified by preliminary investigations, then additional engineering costs may be realized.	Threat	\$2-100M	By Sept 2026, geotechnical investigations will be complete for side slopes. Ongoing geotechnical work to determine full extent of risk will be completed in the PL and PE phases.)
Culturally significant designation for the French Prairie Bridge: If Alternative 4 is chosen, an EA or EIA may be required. (Could result in one alternative being designated as infeasible and/or identify an alternative alignment)	Threat	\$3-4M	Ethnographic Study will be completed in June 2027. Other environmental work to follow in PL and PE Phases.

PROJECT IN PLANNING | I-5: Boone Bridge Widening & Seismic Retrofit Study

Item	Threat or Opportunity?	Risk Value	Status
VE Study and Constructability Review: The project will go through an industry constructability workshop with the contracting community using the Draft DAP. If the contractor feedback provides improvements to the design, then the project could reduce overall project budget and shorten construction duration.	Opportunity	Savings of \$250k-26M	PE Phase

Programmed Funding (Total Project Cost)

Planning	\$5M
Total	\$5M

Funding sources (Total Project Cost)

Funding Sources	PL	RW	UR	CN	OT	Totals
Surface Transportation block grants – Flex FAST ext.	\$4M					\$4M
HB5006 State Funds	\$1M*					\$1M*
Total	\$5M					\$5M

*Region submitted STIP amendment and received approval May 2026.

Financial Strategy to Construct

Not identified at this time.

Project Updates/Recent Accomplishments Since Last Quarter (April-June 2026):

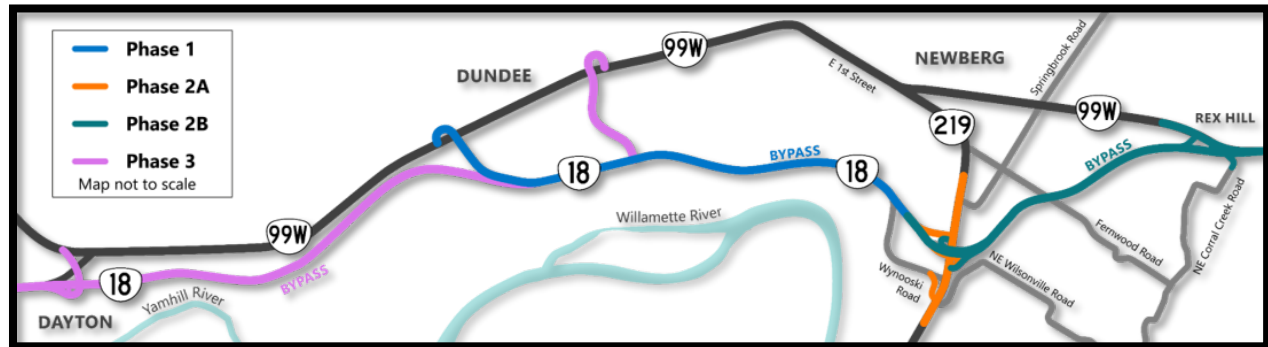
- \$1M (HB5006 State Funds) added to the STIP 5/12/2026.
- **Work on Ethnographic Study for both Alternatives progressing:**
ODOT Tribal Liaison began coordination with Grand Ronde, Warm Springs, and Siletz tribes November 2025. An ethnographic study uses oral traditions and tribal engagement to provide historical context of the area.
 - An IGA with Grand Ronde has been drafted and was reviewed by the tribe. It was returned to ODOT (OPO) for review in May. 6/17/2026 the project team received an update from OPO/DOJ that they are currently working through attorney comments and should have a draft back to ODOT for review shortly. This IGA will allow ODOT to pay Grand Ronde for this work.
- **Geotechnical drilling on slopes for Alternative 2:**
Drilling will take place in the shoulders and mid-slope under the existing I-5 Bridge to help inform liquefaction risk for the soils. This information will help inform foundation needs for the new bridge. Work is anticipated to take place over a 4-week period, starting in July 2026, as follows:
 - Week 1 – Daytime work under the bridge. Memorial Park to Boones Ferry Landing Trail access will be retained.
 - Week 2 – Nighttime work on I-5 southbound. Single lane and shoulder closure.
 - Week 3 – Nighttime work on I-5 southbound. Single lane and shoulder closure.
 - Week 4 – Daytime work at I-5 southbound Charbonneau exit ramp. Ramp shoulder closure.
 - Work schedule subject to change

Points of Contact:

Region manager – Rian Windsheimer, Rian.M.WINDSHEIMER@odot.oregon.gov

Area Manager – Stephanie Turner, stephanie.turner@odot.oregon.gov

Project: OR 18: Newberg-Dundee Bypass Phase 2b and Phase 3



Scope:

The Newberg-Dundee Bypass addresses increasing traffic congestion by improving mobility and safety through Newberg and Dundee in Yamhill County. Decades of work and financial contributions by local jurisdictions have helped move the project forward.

Phase 1 was completed and opened for traffic in 2018.

Phase 2 includes the construction of bike and pedestrian improvements, building a new interchange at OR 18 and OR 219 and extending the bypass to connect with OR 99W. The work has been divided into smaller phases.

- Phase 2A began construction in 2025 and focuses on the OR 219 interchange and surrounding area. This project will be reported out to the CIAC in a separate form.
- Phase 2B focuses on the new bypass road and provides a new connection to OR 219 and at OR 99W.

Phase 3 finishes the bypass by extending Phase 1 further southwest.

Schedule:

- Phase 2b is at 50% design.
 - Value Engineering was completed in 2020
 - 50% design was completed in 2022. Project design has been put on pause until further funding is available for design and construction.
 - Right of way acquisition will continue with remaining \$5M in right of way budget. 27 parcels remain to be acquired so additional funding will be necessary.
- Phase 3 has not started any design.

PROJECT IN PLANNING & DESIGN | Newberg-Dundee Bypass Phase 2b and Phase 3

Financial Overview:

Overall

	Amount	Notes
Order of Magnitude Cost to Complete (<i>in terms of</i> >\$100M, \$250M, \$500M)	>\$500M	Phase 2b costs were developed in 2025 but need refined for inflation and risks. • PE – \$10M-\$12M • RW – \$30M-\$38M • CN – \$210M-\$250M Phase 3 costs were developed in 2025 with a <i>planning level cost estimate</i> between \$400M-\$600M. These would need refined for actual design, inflation, and risks.
Estimated Cost to Reach 30% Design Milestone	See Notes	Estimate for Phase 2b is between \$10M and \$12M. Estimate for Phase 3 design is unknown.

Major Risk Items

Item	Threat or Opportunity?	Risk Value	Status
Inflation of CN costs	Threat	6-8%/year	TBD

Programmed Funding for Phase 2

Preliminary Engineering	\$16.32M
Right-of-Way	\$14.9M
Utility Relocation	
Construction	
Total	\$31.2M

*Funds spent to design and construct Phase 2a and begin design for Phase 2b. \$193.37M was spent for Phase 1. No funding has been identified or spent for Phase 3.

PROJECT IN PLANNING & DESIGN | Newberg-Dundee Bypass Phase 2b and Phase 3

Funding sources (Total Project Cost)

Funding Sources	PE	RW	UR	CN	OT	Totals
ARPA	\$4.67M					\$4.7M
Statewide	\$200k	\$10.3M				\$10.5M
JTA		\$4.6M				\$4.6M
HB 2017 Discretionary	\$11.45M					\$11.5M
Total	\$16.32M	\$14.9M	\$0	\$0	\$0	\$31.22M

Financial Strategy to Construct

Wait for funding to be identified to complete Phase 2b design and update the cost estimate.

Project Updates/Recent Accomplishments Since Last Quarter (April - June 2026):

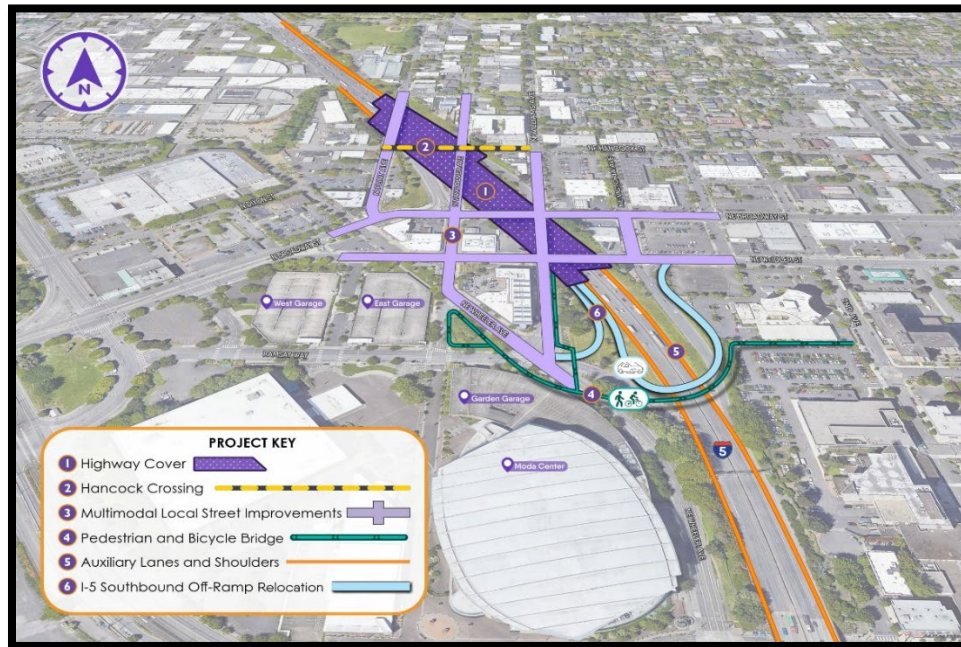
No design activity on Phase 2 since project was put on indefinite pause in 2022. Team did analyze options to further divide Phase 2b into smaller projects in 2024, with only one smaller option identified to focus on the OR99W intersection configuration near Rex Hill. Given the smaller project would still range in the \$40M+ range, that option has not been revisited and the project remains on pause.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov

Area Manager – Anna Henson, anna.henson@odot.oregon.gov

Project: I-5 Rose Quarter



Scope:

The I-5 Rose Quarter Project is located in Portland, Oregon, along the 1.8-mile segment of I-5 between I-405 to the north (at milepost [MP] 303.2), inclusive of the Greeley exit ramp connection, and the Morrison Bridge exit (US 26 and OR 99E) to the south (MP 301.4). The project also includes the interchanges between: (1) I-5 and I-84 and (2) I-5 and NE Broadway and NE Weidler streets (the Broadway/Weidler interchange), and the surrounding transportation network from approximately NE Russell Street to the north, Flint Avenue to the west, NE Oregon Street to the south, and NE Second Avenue to the east.

The project is intended to reduce congestion at one of the region's most significant bottlenecks, improve travel reliability for people and goods moving through the corridor, and lower the risk of crashes by creating more space for drivers to merge and by adding shoulders for disabled vehicles and emergency response. It also will improve conditions for people walking, biking and taking transit through upgrades to local streets and other multimodal connections. In addition, the project is designed to better reconnect the surrounding Albina community across I-5, support future development opportunities associated with the highway cover, and create a safer, more functional transportation system for the area overall.

The project is designed to be built in phases as funding becomes available. The first funded phase of the project is currently under construction, getting contractors to work while starting on operational improvements for roadway safety and preparing the project area for future construction.

PROJECT IN DESIGN | I-5 Rose Quarter

Project investments will:

- Reduce congestion and delays on I-5 benefitting the regional economy and improving the movement of goods and people.
- Improve safety and congestion on I-5 and on surrounding local streets where three major interstates converge.
- Restore community and neighborhood street connections over I-5 by redesigning overpasses.
- Design and build a highway cover that can accommodate new community development and enhanced public space.
- Create opportunities for small businesses through contracts that build long-term career prospects for small businesses.

Background on legislation and policy informing the project:

2012 – Adoption of Facilities Plan and N/NE Quadrant Plan.

2017 - Oregon legislators pass House Bill 2017, which partially funds the I-5 Rose Quarter Improvement Project.

The Federal Highway Administration (FHWA) and ODOT initiate the National Environmental Policy Act environmental review process.

2018 - City of Portland adopts the Central City 2035 Plan and 2035 Transportation System Plan, both of which include the project.

Metro includes the project in its 2018 Regional Transportation Plan.

2019 - ODOT and FHWA release the Environmental Assessment followed by a 45-day public comment period.

The Community Oversight Advisory Committee is formed to hold the project accountable to goals and expectations for contracting with disadvantaged businesses and employing minorities and women.

2020 - ODOT executes a contract to hire Hamilton Sundt, A Joint Venture in association with Raimore Construction as the project's Construction Manager/General Contractor.

ODOT and FHWA publish a Revised Environmental Assessment and Finding of No Significant Impact.

The Executive Steering Committee is formed to oversee major elements of the project design.

2021 – The Historic Albina Advisory Board (HAAB) is formed to ensure community perspectives are embedded in the project's design. The Executive Steering Committee is retired.

ODOT publishes an Independent Cover Assessment and an Environmental Peer Review.

Project advisory committees recommend adoption of the Hybrid 3 Cover Concept design option based on the Independent Cover Assessment process. This design was considered more responsive to the community's desire for the project design to contain one single highway cover that can support community development on top.

2022 - ODOT and FHWA release a Supplemental Environmental Assessment incorporating the new design package updates, followed by a 50-day public comment period.

2023 - In response to public comments made during the Supplemental Environmental Assessment comment period, ODOT implements design refinements: the flyover southbound I-5 off-ramp and the pedestrian and bicycle bridge over I-5.

2024 - The project receives a US Department of Transportation Reconnecting Communities and Neighborhoods grant, in the amount of \$450 million.

The FHWA issues a Finding of No Significant Impact granting ODOT federal approval to move forward with more detailed project design and construction.

The Oregon Transportation Commission allocates \$250 million for project construction.

2025 – \$67.5 million of the Reconnecting Communities and Neighborhoods grant was obligated to the project. The remainder of the funds were rescinded by the federal government.

Phase 1A of project construction, including stormwater improvements, bridge work and extension of the southbound auxiliary lane began in summer 2025.

The Oregon Transportation Commission approved moving forward with design and construction of Phase 1B in December 2025.

2026 – Construction on Phase 1A will conclude by the end of the year. Design for Phase 1B and Broadway / Weidler Phase 1 (Phase 1C) began this quarter. ODOT is continuing conversations with the Project Management Group that includes representation from community, City of Portland, Metro, Oregon Trucking Association, Albina Vision Trust, and Rip City Management (the Blazers) to position the project for further funding opportunities.

PROJECT IN DESIGN | I-5 Rose Quarter

Schedule:

- I-5RQ: Phase 1B - 60% Advanced Plans – June 2026
- I-5RQ: Phase 1B – 90% Final Plans – November 2026
- I-5RQ: Phase 1B - 98% Pricing & Permit Plans – January 2027
- I-5RQ Broadway to Weidler, Phase 1 (Phase 1C) – 60% Advanced Plans – October 2026
- I-5RQ Broadway to Weidler, Phase 1 (Phase 1C) – 90% Final Plans – March - 2027
- I-5RQ Broadway to Weidler, Phase 1 (Phase 1C) – 98% Pricing & Permit Plans – April - 2027

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	\$481M	Removed \$9M from the committed funding and also found a \$1M error between this number and the STIP; \$481M is the corrected amount.
Cost to Complete (Range)	\$1.85B-\$2.08B	Estimate based on FHWA administered CSRA in February 2025
Assumed Year to Bid	2025-2028	Multiple work packages bidding, assuming funding in place
Assumed Construction Duration	10 years	Multiple work packages constructed, assuming funding in place
Assumed Annual Inflation Rate applied to mid-point of construction	4%	
Estimated Cost of Design	\$160M	For work to complete
Estimated Value of Bid Items	\$892.4M	Previous numbers included risk, inflation, and contingency and that has been moved to the contingency line.
Estimated Construction Engineering & Project Management	\$116M	Previous numbers included risk, inflation, and contingency and that has been moved to the contingency line.
Design Contingency	\$668M	Previous numbers included risk, inflation, and contingency and that has been moved to the contingency line.

I-5 Rose Quarter: Phase 1B, Major Risk Items

Item	Threat or Opportunity?	Risk Value	Status
Lack of Funding	Threat	\$5-10M	<u>Resolved</u> ; Phase 1B funded through our most recent STIP amendment.
Scope Growth of Packages within Funding Limits	Threat	\$10M	NA
Potential to find unknown utilities at the RQ Transit Center. Mitigation	Threat	\$7.5-15M	Mitigation by additional potholing/underground investigation at drilled shaft location

Broadway – Weidler Phase 1 (Phase 1C), Major Risk Items

Item	Threat or Opportunity?	Risk Value (provide a range)	Time Horizon to Resolve
Materal Scarcity in Current Market Conditions	Threat	\$5M - \$10M	NA
Subcontractor Capacity not sufficient to meet demand	Threat	\$10M	NA
Additional Demobilization costs if Phase 1C or MCP funding is delayed	Threat	\$7.5M - \$15M	NA
Streetcar Relocation	Threat	\$5M - \$10M	12 months
FLS Staging Requirements are not fully vetted	Threat	\$5M - \$8M	12 months

Programmed Funding (Total Project Cost)

Preliminary Engineering	\$197.4M
Right-of-Way	\$32M
Utility Relocation	\$8.5M
Construction	
Other	\$500k
Total	\$238.4M

Funding Sources (Total Project Cost)

Funding Sources	PE	RW	UR	CN	OT	Totals
Federal USDOT RCN Grant	\$30M	\$30M	\$7.5M			\$67.5M
Federal Formula	\$21.65M					\$21.65M
State Match (Fed Formula)	\$1.74M					\$1.74M
HB 2017 Bond	\$140M	\$2M	\$1M	\$70M	\$500k	\$213.5M
HB 2017 Bridge				\$5M		\$5M
HB 2017 Bond				\$167.2M		\$167.2M
Local	\$4M					\$4M
Total	\$197.4M	\$32M	\$8.5M	\$242.2M	\$500k	\$480.6M

Financial Strategy to Construct

The full I-5 Rose Quarter Improvement Project, including all PE/RW/UR/OT/NEPA and construction phases, is expected to cost and estimated \$1.96-2.08 billion. In order to close the remaining funding gap the following options were identified in ODOT's December 2024 Urban Mobility Strategy Finance Plan Update. Future funding sources for future phases, if and when committed to the project, will be reported in annual IFP updates.

- **Additional funding in the STIP.** The Oregon Transportation Commission could dedicate additional funding from discretionary resources in the Statewide Transportation Improvement Program (STIP). However, these funds are already allocated among programs through 2030, with no additional funding dedicated to UMS projects.
- **Federal discretionary grants.** While the Rose Quarter Project did receive a federal Reconnecting Communities and Neighborhoods grant, ODOT did not receive an INFRA grant for Rose Quarter, and INFRA grants have now been awarded through 2026, when the Infrastructure Investment and Jobs Act (IIJA) expires. While ODOT intends to continue seeking other federal grants for the project, funding for discretionary grant programs beyond that timeframe are dependent on congressional action to reauthorize the IIJA, which could be challenging given a significant shortfall in user fee revenue flowing into the Highway Trust Fund. The project may be eligible to receive other grants in addition to those discussed previously.
- **Additional statewide tax revenue.** Additional statewide tax revenue could be dedicated to the UMS projects including Rose Quarter but would require a State Legislative increase in transportation funding.
- **Regional funding.** A portion of the funding gap could be raised through transportation taxes and fees within the Portland metro region, as was originally contemplated as part of HB 2017; this option was set aside in favor of tolling.

PROJECT IN DESIGN | I-5 Rose Quarter

- ***Tolling revenue.*** While implementation of Portland metropolitan region tolling has been paused, it remains an option if other funding sources are unable to close the gap and policymakers wish to complete major congestion relief projects.

Project Updates/Recent Accomplishments Since Last Quarter (April – June 2026):

- Design for Phase 1B reached the 90% design milestone in June.
- Broadway / Weidler Phase 1 (Phase 1C) design progressed.
- ODOT is continuing collaboration with the community and partners through the Project Management Group (PMG).
- The PMG agreed on the scope for Phase 1C to bring to the OTC for approval. The PMG is now focused on strategies for seeking funding for the remaining unfunded portions of work.
- Extensive communications outreach and operational coordination is underway to prepare for the up to 5-week closure of I-5 Southbound in the project area that is scheduled to start September 11th, 2026.

Points of Contact:

Statewide Project Delivery Manager – David Kim, david.kim@odot.oregon.gov

Interim Project Director – Monica Blanchard, monica.blanchard@wsp.com

PROJECT IN DESIGN | I-84 (Westbound): Union Pacific Railroad bridge (Hood River)

Project: I-84 (Westbound): Union Pacific Railroad bridge (Hood River)



Scope:

Replace an aging I-84 structure and ensure it complies with current seismic standards. The bridge crosses over the Union Pacific Railroad lines on the western edge of the City of Hood River.

Schedule:

- The MSE Wall Variance ODOT submitted for placing a MSE wall within 50ft of the RR tracks has been approved.
- PS&E package to Salem August 17, 2026
- Mandatory pre-bid, approximately October 2026
- Bid Opening (7-week ad) November 5, 2026.

PROJECT IN DESIGN | I-84 (Westbound): Union Pacific Railroad bridge (Hood River)

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	\$70.4M	
Cost to Complete (Range)	\$58M-62M	Based on Final Plans Estimate; includes increases in costs to RR flagging, temporary fill, additional bid items.
Assumed Year to Bid	2026	
Assumed Construction Duration	3 years	2 years new bridge construction; 1 year demo of existing bridge
Assumed Annual Inflation Rate applied to mid-point of construction	5%	2028
Estimated Cost of Design	~\$5.1M	Based on current burn rate, anticipated remaining design spending, and reduced design contingency
Estimated Value of Bid Items	\$43.51M	From Final Plans Estimate
Estimated Construction Engineering & Project Management	\$7.68M	CE amount increased to reflect increased bid item estimate. Currently approximately 17% of bid items.
Design Contingency	\$2.58M	5% of Bid Items, TSPs, Als, & CE
Value of Risk Items	\$2.6M	Risk Register

PROJECT IN DESIGN | I-84 (Westbound): Union Pacific Railroad bridge (Hood River)

Major Risk Items

Item	Threat or Opportunity?	Risk Value	Status
Receipt of Construction & Maintenance Agreement with Union Pacific	Threat	Time	Timeline to resolve: 6-8 months from agreed plan set. Could delay CN start.
Bridge Construction access	Threat	\$50k	Construction access to the site is challenging.
Work Platforms for girder erection (splice towers)	Threat	\$300k	ODOT Rail is working on a variance (distance to sidetrack) to submit to Union Pacific to mitigate safety and construction complexity.

Programmed Funding (Total Project Cost)

Planning	\$451k
Preliminary Engineering	\$14.95M
Right-of-Way	\$5M
Construction	\$50M
Total	\$70.4M

Funding sources (Total Project Cost)

Funding Sources	PL	PE	RW	CN	Totals
FIX-IT SW BRIDGE	\$451k	\$13.48M		\$46.1M	\$60.04M
HB 2017 Bridge Seismic		\$1.47M	\$5M	\$3.9M	\$10.36M
Total	\$451k	\$14.95M	\$5M	\$50M	\$70.4M

Financial Strategy to Construct

The project is expected to be completed within the programmed budget.

Project Updates/Recent Accomplishments Since Last Quarter (April-June 2026):

- ODOT design is on schedule.
- Completed the Finals Plans deliverable in June 2026.
- The recommendations of the Cost Risk Assessment, Value Engineering study, and constructability review were incorporated into the Final Plans design deliverable, in order to reduce risk, uncertainty, and complexity during construction.
- The design team is wrapping up the final submission package to UPRR for design approval. We expect an “Approved with Conditions” response.

Changes to Scope / Schedule valued at >\$500k or 30 days:

None at this time.

Project Threats

The reliance on the Railroad responding in a timely manner is a threat to the project’s delivery schedule. Typically, we plan on 8 months to a year for negotiations. The Bid Opening is November 5, 2026. It is expected that Award will occur in December, with NTP in January 2027, and then a pre-construction meeting in February. There is significant work that can be completed on ODOT property without final Railroad permits. Work on Railroad property does not need to begin until July 2027. While the agreement will not be in place at bid, there is more than a year before the Railroad C&M Agreement and contractor RR submittals need to be completed.

Project Opportunities

Delivery schedule has recently been accelerated by 3 months to deliver PS&E in August 2026 and bid in November 2026 to help ODOT meet its statewide federal obligation expectations.

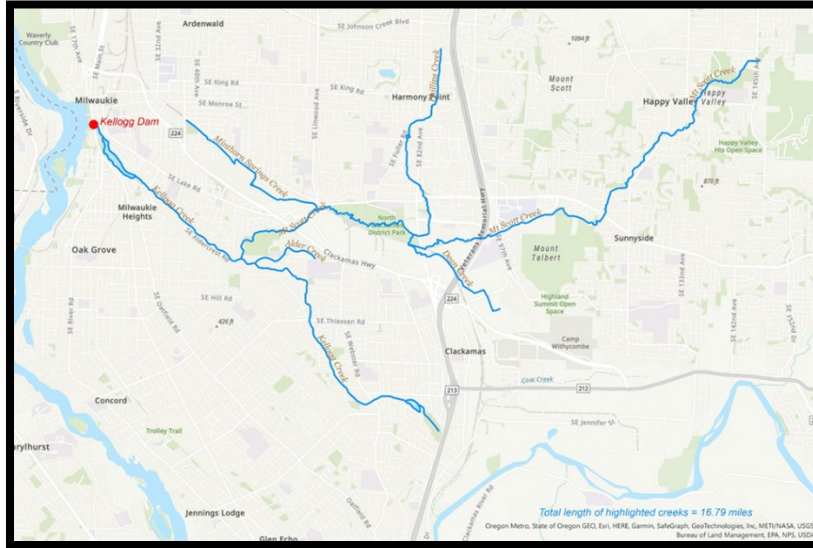
Points of Contact:

Region Manager – Rian Windsheimer Rian.M.WINDSHEIMER@odot.oregon.gov

Area Manager – Paul Scarlett Paul.SCARLETT@odot.oregon.gov

PROJECT IN DESIGN | OR99E Kellogg Creek Restoration (Clackamas County)

Project: OR99E Kellogg Creek Restoration (Clackamas County)



Background:

This is a non-traditional project for ODOT – the partners, American Rivers, the City of Milwaukie and North Clackamas Watershed Council have requested that ODOT join the team as a delivery partner for this project. ODOT is responsible for overseeing the design consultant and the construction contract in the future. The other partners are responsible for identifying and raising the funds for the project.

Scope:

Removal of Kellogg Creek dam, replacement of OR99E structure over Kellogg Creek, and habitat restoration of watershed. Significant environmental benefits include restored fish habitat, flood plain storage, and access to nature. Improved access to greenspaces and parks will meet the goals of City Milwaukie Master Plan.

Schedule:

- Final DAP submitted in November 2025 and accepted in April 2026.
- Cost Risk Assessment held February 10-12, 2026.
- Proof of Concept meeting held in February 2026.
- Preliminary Plans in August 2026.
- Advance Plans in January 2027.
- Final Plans in March 2027.

Bid Opening TBD, pending identification of construction funding

PROJECT IN DESIGN | OR99E Kellogg Creek Restoration (Clackamas County)

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	\$15M for PE \$11.85M for CON	NOAA Grant funding for PE. Metro Grant for CN.
Cost to Complete (Range)	\$110-\$134M	Total project cost (PE + CN). Updated based on CRA April 2026 results.
Assumed Year to Bid	2027	Pending CN funding being programmed
Assumed Construction Duration	2-3 years	Potentially 2028-2029
Assumed Annual Inflation Rate applied to mid-point of construction	3.0% / year	3.0% / year to the midpoint of construction (1/2029)
Estimated Cost of Design	~\$15M	Programmed in STIP
Estimated Value of Bid Items	~65M	From Final DAP Estimate
Estimated Construction Engineering & Project Management	~\$9M	From Final DAP Estimate
Design Contingency	~\$13.5M	From Final DAP Estimate
Value of Risk Items	\$13.5M	Risk Register

The project team has completed a Contractor Constructability Review, followed by a Cost Risk Assessment (CRA). Results of the Constructability Review were presented to Region 1 Management during the Proof-of-Concept meeting. Results of the CRA are expected to be incorporated with the Preliminary Plans deliverable, due to ODOT on 9/9/26.

PROJECT IN DESIGN | OR99E Kellogg Creek Restoration (Clackamas County)

Major Risk Items

Item	Threat or Opportunity?	Risk Value	Status
Permitting and requested changes to in-water work window.	Opportunity	-\$150k	Need permitting to advance before requesting extension
Temporary Water Management	Threat	\$100k	By Advance Plans
Sediment Management	Threat	~\$1.9M	By Advance Plans
UPRR Trestle	Threat	\$1.2M	Ongoing coordination
Impacts to City sewer line	Threat	Time	Ongoing coordination for non-reimbursable utility impact
Sediment disposal location	Opportunity	Up to \$20M	Project team continues to look for a disposal option for the sediment and had a very successful initial conversation with the Vance Property representatives. Prior to PS&E

Programmed Funding (Total Project Cost)

Preliminary Engineering	\$15M
Total	\$15M

The table above does not include \$10 million in construction funding secured through the Metro Large-Scale Community Visions Grant program. The project team is working on developing the IGA to transfer the grant funds, which need to be spent by 2031. Project has also recently received \$850k in CDS (earmark) funding and \$1M in City of Portland URA funds.

PROJECT IN DESIGN | OR99E Kellogg Creek Restoration (Clackamas County)

Funding sources (Total Project Cost)

Funding Sources	PE	RW	UR	CN	OT	Totals
OTHER	\$15M					\$15M
Total	\$15M					\$15M

Financial Strategy to Construct

The Kellogg Creek construction phase is anticipated to be funded predominantly through Federal Grants, potentially including, but not limited to: PROTECT and Aquatic Organism Passage (AOP). The Notice of Funding Opportunity (NOFO) for AOP has been released and the project team is working on completing the application by June ahead of the mid-July deadline. The PROTECT NOFO has still not been released, however, it is anticipated to be released soon, and the team is seeking final approval from ODOT leadership and the legislature to pursue grant funds. The project has secured \$10 million from Metro's Large-Scale Community Visions Grant program.

The project team has developed a phased delivery strategy since construction funding is uncertain. The strategy includes advancing the OR99E and associated transportation elements to the Advance Plans stage (to reduce the need for future re-work should standards/specifications change) and continue to develop the design on the non-transportation related elements (areas without current ODOT standards/specifications) through PS&E.

If construction funding becomes available the project will proceed to bid, otherwise the project will be shelved until additional funding becomes available.

Project Updates/Recent Accomplishments Since Last Quarter (April-June 2026):

- Completed field work for geotechnical and Section 106 investigations.
- Completed the Cost Risk Assessment (CRA) report.
- The City of Milwaukie and Metro continue to advance property acquisitions.
- ODOT/American River Agreement extended our project agreement through 2026.
- Consultant contract amendment was completed to include remaining design effort.
- ODOT/Milwaukie IGA is in progress for property access during construction, stormwater treatment placement and maintenance responsibilities.
- AOP Grant NOFO has been released and the team is working on completing the application.

PROJECT IN DESIGN | OR99E Kellogg Creek Restoration (Clackamas County)

Changes to Scope / Schedule valued at >\$500k or 30 days:

None at this time.

Project Threats

Listed above.

Project Opportunities

- New, more seismically resilient OR99E structure.
- Shared-use undercrossing further improves bike and pedestrian connectivity.

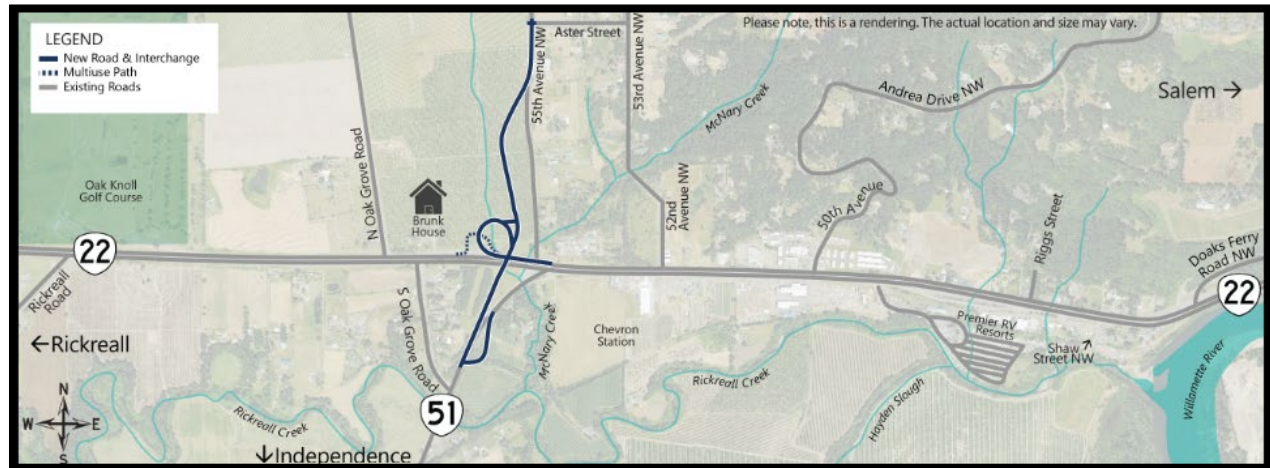
Points of Contact:

Region Manager – Rian Windsheimer Rian.M.WINDSHEIMER@odot.oregon.gov

Area Manager – Shelli Romero Shelli.ROMERO@odot.oregon.gov

PROJECT IN DESIGN | OR 22: OR 51 Interchange (Polk County) Project

Project: OR 22: OR 51 Interchange (Polk County) Project



Scope:

Design an interchange at the intersection of OR22 and OR51 to the design acceptance package (DAP) for a future construction project to improve safety at this location.

The purpose of this project is to address the high rate of crashes. Creating an interchange will make the area safer, which is important for your trip, whether you're a local headed to Monmouth and Independence, a truck driver delivering goods, or a tourist headed to the coast.

- For this project, we are:
 - Designing a new interchange at the intersection of OR 22 and OR 51. This will allow traffic to turn freely onto OR 51 using a bridge over OR 22.
 - Realigning OR 51 and the on-ramp to OR 22.
 - Realigning 55th Avenue to connect to the new interchange.

Polk County and surrounding local cities (Monmouth, Dallas and Independence) are invested in the success of this project due to the impact of crashes on their community. These cities are rapidly growing and adding to traffic at this intersection.

This is the first project of several listed in the OR22 Expressway Management Plan totaling between \$270M-\$400M.

Schedule:

- Design to start late summer/early Fall 2026,
- Currently the scope of work and breakdown of costs for consultant design work is under review by ODOT Procurement and DOJ

PROJECT IN DESIGN | OR 22: OR 51 Interchange (Polk County) Project

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	\$3.3M	PE Only
Cost to Complete (Range)	\$50–70M	Concept level estimate
Assumed Year to Bid	TBD	
Assumed Construction Duration	2-3 years	
Assumed Annual Inflation Rate applied to mid-point of construction	TBD	
Estimated Cost of Design	\$10–12M	20% of CN cost, safety project
Estimated Value of Bid Items	TBD	
Estimated Construction Engineering & Project Management	TBD	
Design Contingency	TBD	
Value of Risk Items	TBD	

No CRA has been undertaken as design on the project has not commenced.

Major Risk Items (Risks related to interchange project are listed below)

Item	Threat or Opportunity?	Risk Value	Status
Excessive Settlement	Threat	\$500k– 2.5M	Timeline to resolve: 12 months
Utility Conflict – BPA transmission line	Threat	\$50k –1M	Timeline to resolve: 12 months
Wetland Mitigation – onsite if no banks are available	Threat	\$350k–1M	Timeline to resolve: 12-24 months

Programmed Funding (Total Project Cost)

Preliminary Engineering	\$3.3M
Total	\$3.3M

PROJECT IN DESIGN | OR 22: OR 51 Interchange (Polk County) Project

Funding sources (Total Project Cost)

Funding Sources	PE	RW	UR	CN	OT	Totals
FIX-IT Region 2	\$3.3M	\$0	\$0	\$0	\$0	\$3.3M
Total	\$ 3.3M	\$0	\$0	\$0	\$0	\$3.3M

Financial Strategy to Construct

Develop a DAP level estimate to aid in effort to secure funding for the completion of the project through construction. The current estimate is high-level and does not have sufficient detail to give certainty to the funds needed for the project.

Project Updates/Recent Accomplishments Since Last Quarter (April - June 2026):

Contract amendment was developed to take this first project of the larger corridor from Project Initiation to Final DAP.

Changes to Scope / Schedule valued at >\$500k or 30 days:

- Project design to start has been delayed to Summer/Fall 2026

Project Threats

- Noted above.

Project Opportunities

- None determined as this time.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov

Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN DESIGN | OR 22: Center St Bridge, Phase 1

Project: OR 22: Center Street Bridge, Phase 1



Background:

In 2017, the Oregon Legislature passed House Bill 2017, a transformative investment in Oregon's transportation system. The bill included \$60 million of statutorily directed funding to design and construct seismic retrofit improvements to improve safety and speed of recovery of the Salem area after a major seismic event.

Only two bridges (Center Street Bridge and Marion Street Bridge) cross over the Willamette River in the Salem area, connecting West Salem to portions of Salem east of the river; both are state-owned bridges. Both bridges are seismically vulnerable and unable to withstand a significant earthquake, potentially disconnecting the Salem community in the event of a major seismic event. Since limited funding precludes the ability to replace both bridges, ODOT plans to provide a seismically resilient river crossing through retrofit of a single bridge. Of the two bridges, the Center Street Bridge is a better candidate for a seismic retrofit. This project is being phased to advance resiliency with limited funding.

Scope:

Phase 1 addresses the resiliency of the east side ramps of the Center Street Bridge and the river spans. The strengthening of these sections will significantly reduce the time needed to restore service to the west side of Salem. This is an important consideration given that most essential services necessary for residents of the west Salem area (including medical services) are on the east side of the river and would be inaccessible if both bridges should fail. Phase 1 is fully funded. Construction is planned to begin in Winter of 2026.

Phase 2 addresses the resiliency of the west side approach and ramps of the Center Street Bridge. Due to the structure and soil conditions of the west side ramps and approach, it was determined that the approach and ramps cannot be retrofitted and must be replaced. Phase 2 was recently funded at the OTC in May 2026.

PROJECT IN DESIGN | OR 22: Center St Bridge, Phase 1

Schedule (Pending USCG Approvals):

- PS&E due date: 07/06/2026
- Advertisement date: 08/06/2026
- Ad length: 7 weeks
- Bid date: 09/22/2026
- Estimated Completion 08/01/2030
- Currently in Design

Project Delivery Type/Delivery Method: Design, bid, build.

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	\$198M	This includes PE, RW, CN, and OT for phase 1
Cost to Complete (Range)	\$188M-\$198M	
Assumed Year to Bid	2026	
Assumed Construction Duration	4 years	
Assumed Annual Inflation Rate applied to mid-point of construction	5%	
Estimated Cost of Design	\$13M	
Estimated Value of Bid Items	\$100.3M	
Estimated Construction Engineering & Project Management	\$20M	
Design Contingency	\$0	
Value of Risk Items	\$47M	\$25.4M Construction Contingency and \$21.6M Anticipated Items

Major Risk Items

Item	Threat or Opportunity?	Risk Value	Status
Unforeseen Obstructions below OHW	Threat	\$4M-\$9M	Timeline to resolve: 2030
Accelerated Schedule	Threat	\$3M-\$6M	Timeline to resolve: 2030
Full Length Work Bridge	Threat	\$4M-\$9M	Timeline to resolve: 7/2026

Programmed Funding (Total Project Cost)

Preliminary Engineering	\$13M
Right-of-Way	\$1.4M
Utility Relocation	
Construction	\$181.6M
Other	\$2M
Total	\$198M

Funding sources (Total Project Cost)

Funding Sources	PE	RW	CN	OT	Total
HB2017 Discretionary	\$12.48M	\$1.4M	\$46.12M		\$60M
Local	\$525k				\$525k
HB2017 Bridge Seismic			\$40M		\$40M
HB5005 GO			\$95.48M	\$2M	\$97.48M
Total	\$13M	\$1.4M	\$181.6M	\$2M	\$198M

Financial Strategy to Construct

Refer to financial Plan: [Preliminary Center Street Bridge Finance Plan_9.15.2025.pdf](#)

Project Updates/Recent Accomplishments Since Last Quarter (April - June 2026):

The project team is preparing to deliver PS&E. The US Coast Guard is reviewing application for a permit. Comments are expected in early July.

Changes to Scope / Schedule valued at >\$500k or 30 days:

Project was originally scheduled to bid in April of 2026. Delayed to September of 2026 due to lack of US Coast Guard permit.

Project Threats

The US Coast Guard's review of our permit application was delayed due to federal shutdown Current schedule shows we likely will receive our permit by late 2026, after notice to proceed is issued to the contractor. The project has been delayed due to the delay in US Coast Guard permit issuance. No in-water work will occur in 2026 as a result and the US Coast Guard permit is not needed for in-water work until mid-2027.

Project Opportunities

None determined at this time.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov

Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN CONSTRUCTION | I-5 Rose Quarter Project, Phase 1A

Project: I-5 Rose Quarter Project, Phase 1A



Phase 1A Scope:

- **NEW STORMWATER FACILITIES:** A stormwater collection vault, underground piping and infiltration pond will be constructed east and west of I-5 near the I-405 off-ramps and the Greeley Avenue exit. These new facilities are required by the Portland Harbor Superfund agreement to improve Willamette River water quality.
- **I-5 BRIDGE WORK, including:**
 - **CONCRETE DECK REPAIR:** The elevated portion of I-5 southbound from the Burnside Bridge to the I-84 on-ramp will receive a structural concrete overlay to preserve its longevity and prevent a more costly full deck replacement.
 - **SEISMIC RETROFIT:** Crews will work under the elevated I-5 structure from the Burnside Bridge to the I-84 on-ramp to enhance seismic resiliency.
- **EXTENDING EXISTING MERGING LANE:** Crews will build a longer merging (auxiliary) lane for entering and exiting I-5 southbound between the Moda Center, I-84 ramp, and Morrison Bridge/ OMSI exit. This extension allows more time and distance for merges and reduces collisions with the crash barrier. Space will be created by moving a crash barrier and shifting the I-5 center median eastward.
 - a. **BARRIER REPLACEMENT:** The barrier rail on I-5 near the I-84 ramp will be replaced to meet current safety standards.
- **NEW SIGNAGE:** A new sign structure will be constructed over I-5 near the Oregon Convention Center to provide up-to-date electronic safety messaging for travelers.

PROJECT IN CONSTRUCTION | I-5 Rose Quarter Project, Phase 1A

Schedule:

- Construction Notice to Proceed (NTP) – 7/28/2025
- Physical Construction Start – 9/17/2025
- Contract completion date and/or projected completion date – Second Note (physical completion of contract work) is projected to be 12/23/2026
- Current status – major work completed to date
 - Stormwater pond excavation, pond liner and backfill is in place. The contractor is working on storm structures for in/outflow as well as stormwater pipe along I-5 northbound near the Fremont Bridge
 - Seismic Retrofit Bridge Work has begun and holes have been drilled. Installation of the stiffeners began in June.
 - The center and southbound right shoulder barrier has been shifted to create a safe work zone for the rail retrofit work on the southbound right shoulder of I-5 near the I-84 exit.

Financial Overview:

Overall

	Amount	Notes
Design Cost (spent in design, utility relocations, right-of-way acquisition)	NA	This was designed under KN19071.
Original Construction Authorization (Contract, CE, Anticipated Items)	\$60M	
Construction Authorization Today (Contract, CE, Anticipated Items, increased in authorization)	\$75M	SB I-5 Overlay Bridge Deck Repair added
Original Contract Value	\$43.62M	
Contract Amount Paid to Date	\$ 29.16M	As of 6/29/2026
CCOs Executed to Date	\$11.95M	CCO#1-6 have been executed
Construction Engineering Spent to Date	\$3.32M	As of 6/4/2026

PROJECT IN CONSTRUCTION | I-5 Rose Quarter Project, Phase 1A

Estimated Cost to Complete (Total Project Cost)

Remaining Contract Work	\$26.41M
Estimated Construction Engineering & Project Management	\$12.52M
Pending CCOs (approx.)	\$640k
Risk Items / Anticipated Items	\$2.95M
Total Above	\$42.52M

Programmed Funding (Total Project Cost) – included in report of Preliminary Engineering for project

Phase	Amount	Key Number
Preliminary Engineering		19071
Right-of-Way		19071
Utility Relocation		19071
Construction	\$75M	23682
Construction	\$167.2M	23672
Other		19071
Total	\$242.2M	

Funding sources (Total Project Cost) – included in report of Preliminary Engineering for project

Funding Sources	PE	RW	UR	CN	OT	Totals
Federal USDOT RCN Grant	\$30M	\$30M	\$7.5M			\$67.5M
Federal Formula	\$21.65M					\$21,.65M
State Match (Fed Formula)	\$1.74M					\$1.74M
HB 2017 Bond	\$140M	\$2M	\$1M	\$70M	\$0.5M	\$213.5M
HB 2017 Bridge				\$5M		\$5M
HB 2017 Bond				\$167.2M		\$167.2M
Local	\$4M					\$4M
Total	\$197.4M	\$32M	\$8.5M	\$242.2M	\$0.5M	\$480.59M

PROJECT IN CONSTRUCTION | I-5 Rose Quarter Project, Phase 1A

Major Risk Items – Phase 1A

Item	Threat or Opportunity?	Risk Value (provide a range)	Time Horizon to Resolve
Differing Subsurface Site Conditions	Threat	\$1-3 M	Fall of 2026
Material Sourcing Availability	Threat	\$1-3 M	Fall of 2026
Labor and Subcontractor Availability	Threat	\$500k-\$1 M	Fall of 2026
Archaeological Discoveries	Threat	\$100-\$500k	Dec of 2026

Financial Contingency Plan – if needed

The risks have been included in the contingency planning for the project budget.

Project Updates/Recent Accomplishments Since Last Quarter (April – June 2026):

See above under Schedule.

Changes to Scope / Schedule valued at >\$500k or 30 days:

Provide high level narrative of large-scale items that are either CCOs or bid item overruns

- CCO#5 – Joint Repair between northbound and southbound bridges - \$2,182,218.93 <executed>
- Overruns to date: No overruns totaling greater than \$500k to date

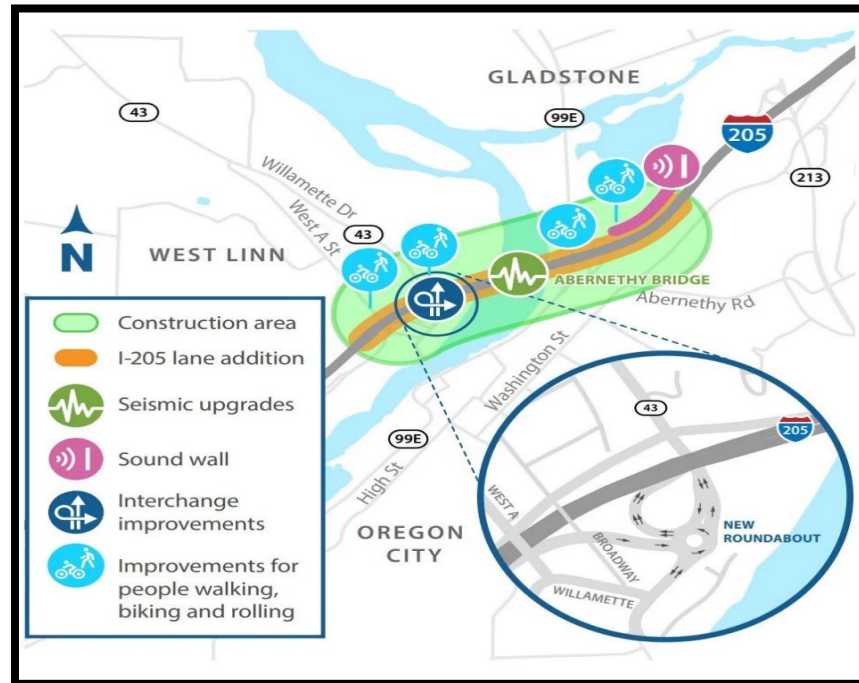
Points of Contact:

Statewide Project Delivery Manager – David Kim, david.kim@odot.oregon.gov

Interim Project Director – Monica Blanchard, monica.blanchard@wsp.com

PROJECT IN CONSTRUCTION | I-205 Improvements Project, Phase 1A, Abernethy Bridge

Project: I-205 Improvements Project, Phase 1A, Abernethy Bridge



Background:

This project is Phase 1A of improvements to I-205 between Stafford Road and OR213. The purpose of the project is to improve safety, reduce congestion and create seismic resiliency.

Scope:

The project includes widening and seismically retrofitting the Abernethy Bridge, improving safety and capacity at the interchanges, including a roundabout and ramp improvements at Highway 43, stormwater treatment, retaining walls, signing, striping, sign bridges, illumination, construction of a sound wall at Exit 9, and locally funded water and sewer line improvements.

Schedule:

- Construction start date (1st Note) – **5/31/2022**
 - Projected completion date – **10/21/2026**
 - *Anticipated* completion date – Winter 2027
- ODOT has been working with the contractor for over a year to get to an accepted schedule. The contractor continues to show the project completing late.

Project Delivery Type/Delivery Method: Best value - design, bid, build

PROJECT IN CONSTRUCTION | I-205 Improvements Project Phase 1A Abernethy Bridge

Total Project Funding by Source:

Funding Sources	PE	RW	UR	CN	OT	Totals
HB 3055			\$60k	\$496M	\$180.5k	\$496.24M
LOCAL				\$18.8M		\$18.8M
FIX-IT SW BRIDGE				\$85.2M		\$85.2M
HB2017 Bridge Seismic				\$72M		\$72M
Total			\$60k	\$672M	\$181k	\$672.24M

*Note: PL, PE and RW completed under a different project key (K19786)

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	\$57.6M	Design cost was completed and tracked under K19786.

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	\$495M	
Current CN Authorization (original authorization + increased construction cost)	\$672M	

Phase	Total Amount Spent	Notes
Current CN Authorization	\$672M	
CN Spent to Date	\$528.14M	Through May 2026
Remaining CN Funds	\$143.86M	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

No. ODOT had been requesting a contract compliant schedule from the contractor since January of 2025. After withholding a portion of the contractor's payments for three months to gain compliance, the contractor's November 2025 schedule submission was accepted by ODOT on February 4, 2026, showing the project 205 days behind. Once the new accepted schedule was known, it was shared with the OTC at their meeting in March 2026, and this is the first Major

In August 2026, the project team anticipates requesting an additional \$25 million to address cost increases due to the extended project schedule beyond the October 2026 contract completion date (\$21M) and to restore project contingency that was utilized to pay for the unanticipated costs of hiring an Owner's Representative to supplement ODOT inspection and contract management functions (\$3.5M) and other realized risk items such as extending leases, extending permits and fuel escalation (\$1.5M).

The anticipated delay shown in the contractor's schedule equates to an additional 14 months of contract administration, engineering and inspection, which we estimate at \$1.5M/month. The \$3.5M covers the cost of our Owner's Representative contract since they came on board through October of this year, and their fees moving forward are included in the \$1.5m/month construction engineering mentioned above.

It is important to note that the project will need additional funding for soil stabilization work, which will be done under a different contract following completion of the structure. This spring ODOT initiated an updated cost estimate and Cost Risk Analysis (CRA) to quantify the anticipated risks and mitigation options. The preliminary CRA indicates this work will cost between \$100 million and \$130 million. Currently, the project team is continuing to review and update the Cost Risk Analysis and developing mitigation options manage risks and lower expected construction costs.

It was known at the time the Urban Mobility Strategy was developed that both the construction of the bridge and the soil stabilization work had a high likelihood of requiring additional funding. Unfortunately, the risks on this project are materializing and were not fully budgeted for.

Financial Contingency Plan

Discussion with OTC will be necessary to add additional funds. One approach would be to utilize the programmed funds for soil stabilization to complete the bridge now, knowing a financing strategy will need to be developed prior to bidding the soil stabilization work.

PROJECT IN CONSTRUCTION | I-205 Improvements Project Phase 1A Abernethy Bridge

Major Risk Items or Scope Changes valued at >\$250k or 30-day change in schedule:

Change orders to date include two CCOs for “project issues settlement” and bridge element changes. Listed separately, totaling \$165M for CCOs approved through 3/1/2026.

Item	Threat or Opportunity?	Risk Value	Status
Extended Construction Engineering Based on contractor scheduling we now anticipate the project will likely extend into winter 2027, an additional 14 months.	Threat	\$21-26M	Time horizon to resolve: Fall 2026
PCO 61 – Additional information required to evaluate entitlement relating to subcontractor’s and supplier’s costs as defined in CCO50 Section D. Pursuant to the DRB Report and Recommendations (DRB Findings) issued October 31, 2025	Threat	\$1-50M	Contractor requested \$58M and 107 days of additional time. ODOT’s response was to deny time and offer up to \$2M. Contractor likely to protest.
If field-verified conditions of the superstructure don't match existing structures drawings, specific parts may need to be modified to fit.	Threat	\$500k – 1M	Ongoing
Delay in opening of the bridge following translation and/or need for the implementation of contingency plans.	Threat	\$1-2M	Translation is expected to be completed by Fall 2026. ODOT team will continue to review contractor submittals to reduce the threat.
Utility relocation issues	Threat	\$1-2M	Ongoing.
Translation	Theat	\$1-2M	Time horizon to resolve: Fall 2026 – Translation is still scheduled to occur in October.
PPC overlay during winter	Threat	240-300 days	Resolved- July 2026. CCO was generated to delete this work/risk.
Fuel Escalation	Threat	TBD	Ongoing.

Item	Threat or Opportunity?	Risk Value	Status
Benefits of Epoxy CCO	Opportunity	0-30 days of recovery	Time horizon to resolve: Fall 2026 – The contractor has used the liquid shim in some areas but not all. They still have a couple more locations that they can try this at.
Recovery Schedule Effort	Opportunity	Up to 124 days of recovery	Ongoing. Time horizon to resolve: Winter 2026
Delays in production of steel girders	Threat	100-150 days	Time horizon to resolve: Winter 2026 - Ongoing

Cumulative impacts of CCOs to-date:

- **Change in project cost**
 - Increase in authorization \$177M, cumulative cost of CCOs \$165M to date.
- **Change in project schedule**
 - Original completion date, 9/30/25. Current contract completion date, 10/21/26.
- **Change in project scope**
 - N/A

Project Updates/Recent Accomplishments Since Last Quarter (March – June 2026):

- Completed girder erection and deck form widening for all of spans 1, 2 & 3 on the Oregon City side of the bridge.
- Completed old girder removal at spans 7, 8, and 9.
- New girders installed for spans 7 & 8 in NB direction.
- Completed connections for waterlines 6 & 7. Waterline #4 was partially completed this period. Storm sewer Force Main #2 has been completed and will serve as a temporary water bypass in preparation for translation.
- The last remaining concrete crossbeam for pier 10 was completed marking completion of the bridge's substructure foundation work.
- Bearing replacement, sole plate installation, and steel retrofit work is ongoing on the West Linn side. Both major sign bridges across I-205 have been erected.
- Demolition of the old NB on ramp is underway.

Other significant accomplishments have been:

- Completion of updated RW temporary easement extensions with the City of Oregon City.
- Meetings with local businesses to communicate project information and updates to address concerns about project.

Points of Contact:

Region Manager – Rian Windsheimer Rian.M.WINDSHEIMER@odot.oregon.gov

Area Manager – Vidal Francis Vidal.T.FRANCIS@odot.oregon.gov

PROJECT IN CONSTRUCTION | US26 (Outer Powell): SE 99th to East City limits

Project: US26 (Outer Powell): SE 99th to East City limits



Background:

This project originated as a House Bill 2017 project. Improvements along this project have strong public support and are the culmination of nearly 20 years of collaboration with the City and community. This section of roadway includes over 80 of the Region's top 10% of SPIS sites, emphasizing the need for safety improvements along the corridor.

A number of efforts led to design and construction including East Portland Action Plan, Outer Powell Conceptual Design Plan (completed by City of Portland with ODOT participation), and the Outer Powell NEPA phase for the entire corridor. Additional input from the Outer Powell Community Advisory Committee, the Decision Committee, and the Technical Advisory Committee. The design phase had significant engagement from the City of Portland Bureaus of Transportation, Parks and Recreation, Water, Environmental Services and Civic Engagement.

Scope:

Safety improvements on outer SE Powell Boulevard from I-205 to SE 122nd Avenue, and SE 136th Avenue to just east of SE 174th Avenue (the Portland/Gresham city limits). This is the second phase of the project. The first phase (SE 122nd to SE 136th) was completed in 2020. Improvements for this phase are consistent with Phase 1 and include:

PROJECT IN CONSTRUCTION | US26 (Outer Powell): SE 99th to East City Limits

- Sidewalks – fully connected sidewalks along the duration of the project corridor,
- A combination of buffered bike lanes and sidewalk level bike lanes
- Upgraded signals at six existing signals along the project corridor
- Enhanced pedestrian crossings at 10 locations (rapid flashing beacons)
- Widening of the roadway to allow for a center turn lane
- Improved illumination for better nighttime visibility
- Improved storm drains to prevent water pooling
- Soundwalls at five locations
- New City of Portland waterline along the full corridor

These safety improvements will reduce the frequency and severity of crashes and help vehicles, pedestrians, transit and cyclists share the road with fewer conflicts. Upon completion of construction the corridor will be jurisdictionally transferred to the City of Portland.

As of June 2026, there are no CCOs that change the scope or require increased authorization.

Current Schedule:

- Construction start date: **3/25/2025**
- Projected completion date: **6/28/2029** (except planting contract which will be administered by City of Portland after Jurisdictional Transfer)
- Interim construction dates:
 - Contract Time 1, SE 174th to SE 148th: waterline work to be completed by June 26, 2026 (Complete)
 - Contract Time 2, SE 174th to SE 148th (south side): all work except paving and striping, completed by April 7, 2027
 - Contract Time 3, SE 99th to SE 174th: all waterline work completed on entire corridor, completed by September 12, 2027.
 - Contract time 4, SE 148th to SE 136th (northside) and from SE 122nd to SE 99th (south side): All work completed, except paving and striping, by March 13, 2028
 - Contract time 5, SE 174th to SE 148th (north side): all work completed by August 12, 2028
 - Contract time 6, SE 148th to SE 136th: All work completed by September 4, 2028
 - Contract time 7, SE 122nd to SE 99th: All work completed by June 28, 2029
- No identified changes in schedule

Project Delivery Type/Delivery Method: Traditional design-bid-build

PROJECT IN CONSTRUCTION | US26 (Outer Powell): SE 99th to East City Limits

Total Project Funding by Source:

Funding based on AUTHORIZED CN amount of \$98.9M (matches STIP)

Funding Sources	PE	RW	UR	CN	OT	Totals
HB2017 Discretionary	\$16.2M	\$24.85M	\$1.12M	\$61.27M	\$558k	\$104M
SW Great Streets	\$1.6M	--	--	\$13.26M	\$137k	\$15M
OTHER	\$232k	--	--	\$4.77M	--	\$5M
FIX-IT REGION 1	--	--	--	\$11.67M	--	\$11.67M
GARVEE - ADA	--	--	--	\$8M	--	\$8M
House/Senate Bill	\$1M	--	--	--	--	\$1M
Total	\$19M	\$24.85M	\$1.12M	\$98.97M	\$695k	\$144.67M

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR+OT)	PE - \$18.67M RW - \$23.95M UR - \$0 OT - \$571k TOTAL = \$43.19M	<i>Q1 report incorrectly indicated programmed amount instead of the amount spent for these phases. Amounts have been updated to indicate spent-to-date.</i>

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	\$98.97M	
Current CN Authorization (original authorization + increased construction cost)	\$98.97M	<i>No changes</i>

PROJECT IN CONSTRUCTION | US26 (Outer Powell): SE 99th to East City Limits

Phase	Total Amount Spent	Notes
Current CN Authorization	\$98.97M	
CN Spent to Date	\$34.3M	
Remaining CN Funds	\$68.62M	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

The CE budget that reflects the size and complexity of this project. A 7% construction contingency was requested and approved. Bids came in \$14M under the engineer's estimate, those funds are being held in reserve to address potential project needs.

Major Risk Items or Scope Changes valued at >\$250k or 30-day change in schedule:

Change orders executed and pending as of March 2026 totaled \$661,606 and have not resulted in a need for an increase in authorization.

Item	Threat or Opportunity?	Risk Value (provide a range)	Status
ROW TCE extensions required – in process	Threat	\$200k - 1M	Ongoing. Required due to late bid to address potential PLA extension.
Coordination with City of Portland Water Bureau	Threat	\$200k - 600k	Time horizon to resolve: 2026.
Resolving unknown underground conflicts during waterline installation.	Threat	\$250k or less	Time horizon to resolve: End of 2026.
Delayed utility relocations Lumen – letter sent for Notice of Delay and anticipated delay claims	Threat	\$400k-800k	Ongoing; Time horizon to resolve: 2026.
Increased temp traffic control quantities	Threat	\$300k-900k	Ongoing.

Cumulative impacts of CCOs to-date:

- **Change in project cost** – no increases to authorization
- **Change in project schedule** – no change
- **Change in project scope** – no change

Project Updates/Recent Accomplishments Since Last Quarter (April-June 2026):

- Significant progress on the Portland water lines. Main line is complete, lateral line installation and connections remain. All water line work is anticipated to be completed by end of November 2026, nearly a year ahead of the interim contract completion date.
- Most utility relocations to accommodate the corridor width are substantially complete. Some Lumen relocations are ongoing.
- Work to widen the roadway (base rock and paving) has been completed from 174th to 171st, and progress continues to the west. This work was completed during a 1-week full closure of 174th.
- Construction of five sound walls is in process. Four are 90% complete, one will start in a later phase.
- Drywells and storm lines are also being installed project wide.
- Sidewalks are now installed between 162nd and 174th on the south side. Over 10% of the total new sidewalks have been installed.

Points of Contact:

Region Manager – Rian Windsheimer, rian.m.windsheimer@odot.oregon.gov

Area Manager – Shelli Romero, shelli.romero@odot.oregon.gov

PROJECT IN CONSTRUCTION | I-5: Aurora Donald Interchange (Exit 278), Phase 2

Project: I-5: Aurora Donald Interchange (Exit 278), Phase 2



Background:

Approximately 32,000 vehicles use Exit 278 Aurora-Donald or travel past the ramps entering and exiting I-5 including a significant volume of truck traffic. The overall volume of local and highway traffic, proximity of roads and access points and visibility issues cause congestion and safety concerns around the interchange.

Phase 1A addressed widening and building a soundwall along northbound off-ramp, realigning local roads and installing new traffic signals.

Scope:

Phase 2 of this project will construct a new I-5 interchange bridge, reconfigure interchange ramps and Ehlen Road, and install new traffic signals at ramp terminal intersections to improve safety and traffic flow.

Schedule:

- Construction start date – **5/23/24**
- Projected completion date – **10/29/27**
- No changes in schedule anticipated

Project Delivery Type/Delivery Method: Design, bid, build – consultant delivered.

PROJECT IN CONSTRUCTION | I-5: Aurora Donald Interchange (Exit 278), Phase 2**Total Project Funding by Source:**

Funding Source	RW	CN	OT	Totals
FIX-IT Region 2		\$6.11M		\$6.11M
HWY Leverage R2		\$7.4M		\$7.4M
HB2017 Safety R2		\$9.31M		\$9.31M
HB2017 Bridge Seismic		\$3.31M		\$3.31M
SW Enhance		\$32.7M		\$32.7M
HB2017 Discretionary	\$1.76M	\$3.8M	\$390k	\$5.95M
ARTS Region 2	\$70k			\$70k
Total	\$1.83M	\$62.6M	\$390k	\$64.85M

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - \$13.74M RW - \$2.08M	<i>This portion of the project was conducted and financed as part of Phase 1.</i>

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	\$62.5M	
Current CN Authorization (original authorization + increased construction cost)	\$62.64M	<i>No adjustments to authorization to date</i>

Phase	Total Amount Spent	Notes
Current CN Authorization	\$62.64M	<i>\$53.28M is contract value for contractor.</i>
CN Spent to Date	\$41.18M	<i>\$39.72M paid to contractor</i>
Remaining CN Funds	\$18.68M	

PROJECT IN CONSTRUCTION | I-5: Aurora Donald Interchange (Exit 278), Phase 2

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

Not needed.

Major Risk Items or Scope Changes valued at >\$250k or 30-day change in schedule:

This project has not had any change orders that fit these criteria.

Item	Threat or Opportunity?	Risk Value (provide a range)	Time Horizon to Resolve
None at this time			

Cumulative impacts of CCOs to-date:

- **Change in project cost**
 - o \$900,000
- **Change in project schedule**
 - o 20 days
- **Change in project scope**
 - o N/A

Project Updates/Recent Accomplishments Since Last Quarter (April – June 2026):

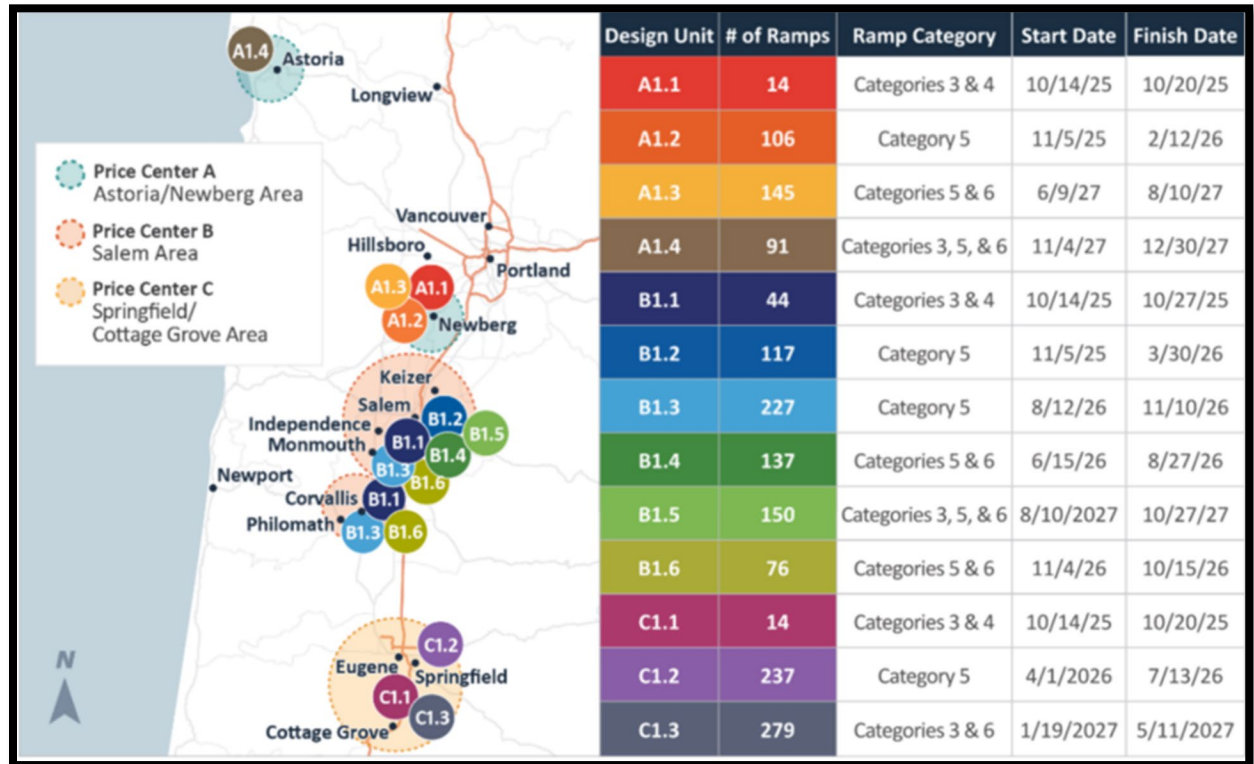
- Completed Phase 2 of construction including east portion of new bridge. Northbound I-5 traffic switched to new bridge; southbound traffic switched to center portion of new bridge.
- Phase 3, construction of west third of bridge, started.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov

Area Manager – Anna Henson, anna.henson@odot.oregon.gov

Project: Northwest Oregon 2024-2027 ADA Curb Ramps, Phase 2



Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

The Northwest Oregon 2024-2027 ADA curb ramps, phase 2 project will remediate over 1,600 curb ramps by 2027 using the design-build contract procurement method.

Scope:

Rebuilding or installing curb ramps across Region 2 in Astoria, Corvallis, Cottage Grove, Independence, Monmouth, Newberg, Salem, Keizer, and Springfield to meet ADA standards and create better accessibility for all users. This is an ADA Delivery Program project originally contracted to remediate approximately 1,633 curb ramps included in the settlement agreement with 1,952 total curb ramps. The project is in the process of adding over 200 ramps via change order. This is an alternative delivery design-build project.

Schedule:

- Construction started October 13, 2025.
- Contract completion date for original ramps is December 30, 2027. The completion date for additional ramps added via change order #9 will be December 30, 2028.
- There is one interim completion date. The first 300 settlement ramps were completed by May 31, 2026. The Design-Builder has completed 599 ramps as of June 29th, 2026.
- Current status – in construction with 6 Design Units completed.

Project Delivery Type/Delivery Method:

As an alternative delivery design- build project; work phasing, timing of work, and funding authorization sequencing is unique. The PE phase includes preliminary layout and contract development, procurement, and negotiation. However, the bulk of design work occurs in the CN phase after contract award. Utility relocation (UT phase) and right-of-way acquisition (RW phase) work also occurs after contract award during the design development. Construction authorization occurs in phases. The contract is divided into multiple price centers and design units and construction funding for each design unit is authorized once that unit reaches the ready to construct milestone. A similar segmented authorization approach is utilized for RW phase.

Total Project Funding by Source:

Funding Sources	PE	RW	UR	CN	OT	Totals
GARVEE-ADA	\$6.5M	\$3.44M	\$400k	\$95.2M		\$105.54M
Total	\$6.5M	\$3.44M	\$400k	\$95.2M		\$105.54M

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	\$17.59M	As of 6/30/2026.

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	\$95.2M	This represents the original approved CN phase budget. Authorization on the CN phase is segmented.
Original CN Authorization (original authorization segment)	\$34.76M	Original authorization segment consists of design, quality management, and construction mobilization items only.
Current CN Authorization (original authorization + increased construction cost)	\$66.35M	This authorization adds construction funds for six design units. There is no increase to the approved project budget.
Original Contract Value	\$82.25M	
Current Contract Value	\$82.73M	

Phase	Total Amount Spent	Notes
Contract Amount Paid to Date	\$33.52M	As of 6/30/2026.
Construction Engineering Spent to Date	\$2.2M	As of 6/30/2026.
Total CN spent to date	\$35.72M	
Remaining Contract Work	\$49.21M	
Risk Items / Anticipated Items	\$3M - \$5.2M	30% and 70% Agency Risk from January 2026 risk update. 70% schedule risk is 4.9 months.

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

The current scope of work is expected to be completed on time within the existing funding amount. There are opportunities to expand the scope of work identified below.

Financial Contingency Plan

The project is currently holding 3.5% contingency funding.

Major Risk Items or Scope Changes valued at >\$250k or 30-day change in schedule:

Item	Threat or Opportunity	Risk Value	Status
Additional Newberg pedestrian enhancements	Opportunity	\$292k	CCO #1 executed
Additional Philomath ramps	Opportunity	\$195k	CCO #4 executed
Additional Eugene and Philomath ramps	Opportunity	Approx. 4 yrs savings to program delivery schedule. Approx. \$1.5M program cost savings.	CCO #9 pending

Cumulative impacts of CCOs to-date:

- **Change in project cost:** None
- **Change in project schedule:** None
- **Change in project scope:** Approved additional pedestrian enhancements in Newberg and Philomath, opportunity for additional ramps in Eugene and Philomath, CCO #9 pending OTC authorization increase approval in August 2026.

Project Updates/Recent Accomplishments from Last Quarter (April – June 2026):

Curb ramps are divided into multiple design units based on complexity and geographic locations, as shown in the project map diagram.

There are 13 total design units. Five design units are currently in design, two design units are starting or in construction and six design units have completed construction. Approximately 599 curb ramps have been installed, and 114 curbs ramps have been inspected.

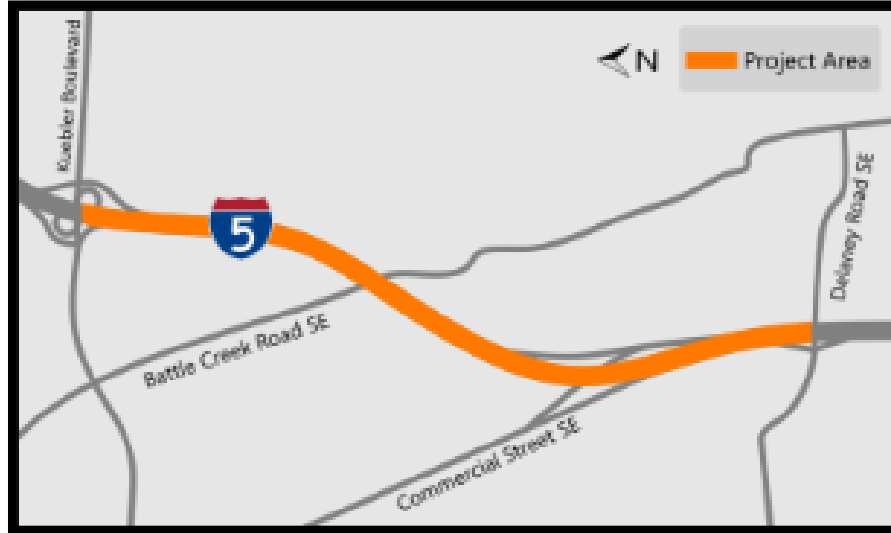
Points of Contact:

ADA Program Director: Tony Snyder, Tony.R.Snyder@odot.oregon.gov

ADA Project Delivery Manager: Melissa Sutkowski, Melissa.Sutkowski@odot.oregon.gov

PROJECT IN CONSTRUCTION | I-5 Kuebler Blvd to Delaney Rd Widening

Project: I-5 Kuebler Blvd to Delaney Rd Widening



Background:

This project is Phase 1 of a two-phase effort to widen I-5 in both directions between Kuebler Boulevard and Delaney Road. Phase 1 will construct a southbound climbing lane to separate low speed truck traffic in the existing lanes and relieve congestion at the south Salem hill near the Commercial Street and Delaney Road ramps.

When funded, Phase 2 will widen I-5 northbound to three lanes through this same section, including a new northbound bridge over the Commercial Street off-ramp.

Scope:

This is Phase 1 of a larger project to widen I-5 to three lanes in both directions from Kuebler Boulevard to Delaney Road (MP 248 to MP 252).

- Widen a portion of southbound I-5 between Kuebler Boulevard and the Delaney Road interchange in South Salem.
- Obtain Right of Way for the entire project corridor (both southbound and northbound).
- Replace bridge over the Commercial Street northbound off-ramp.
- Replace and realign the Battle Creek Road Bridge over I-5.
- Build a new roundabout at the Battle Creek Road SE and Wiltsey Street SE intersection.
- Pave the existing sections southbound and northbound.
- Build two sound walls on the west side, one near the Terrace Lake Park community and another along the southbound Commercial Street on-ramp.

PROJECT IN CONSTRUCTION | I-5 Kuebler Blvd to Delaney Rd Widening

As of April 2025, there was a change in scope that added \$557,203 as an increase in authorization. The funding came from Marion County to change a county intersection (Battle Creek Rd and Wiltsey Ave) to a roundabout.

Schedule:

- Construction start date – **8/28/24**
- Projected completion date – **3/4/27**
- No changes in schedule anticipated

Project Delivery Type/Delivery Method: Design, Bid, Build

Total Project Funding by Source:

Funding Sources	PE	RW	UR	CN	OT	Totals
Region 2 Enhance	\$870k			\$2.15M		\$3M
Statewide Enhance	\$500k			\$11M		\$11.5M
Region 2 Fix-It	\$6.82M	\$1.5M		\$10.28M		\$18.6M
Statewide Fix-It Interstate Maintenance (IM)				\$3.62M		\$3.62M
HB2017 Bridge Seismic				\$9.7M		\$9.7M
Statewide National Highway Freight				\$8.5M		\$8.5M
Local Agency				\$560kk		\$560k
Total	\$8.19M	\$1.5M	\$0	\$45.8M	\$0	\$55.48M

PROJECT IN CONSTRUCTION | I-5 Kuebler Blvd to Delaney Rd Widening

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - \$8.91M RW - \$1.21M	<i>Designed phase 2 to Design Acceptance Phase (DAP) and purchased all right of way for phase 2.</i>

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	\$39.46M	
Current CN Authorization (original authorization + increased construction cost)	\$45.81M	<i>\$5.6M added in June 2024 via OTC decision in order to award. Low bid was higher than estimate due to traffic control and material costs (steel/concrete). Added \$560,000 from Marion County for roundabout</i>

Phase	Total Amount Spent	Notes
Current CN Authorization	\$45.81M	<i>\$38.27M is contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.</i>
CN Spent to Date	\$36.4M	<i>\$32.22M paid to contractor</i>
Remaining CN Funds	\$9.41M	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

Not needed.

PROJECT IN CONSTRUCTION | I-5 Kuebler Blvd to Delaney Rd Widening

Major Risk Items or Scope Changes valued at >\$250k or 30-day change in schedule:

The only change order meeting these criteria is the addition of the roundabout, costing \$557,203 and making no changes to contract time. This was paid for by Marion County.

Item	Threat or Opportunity?	Risk Value	Status
None at this time			

Cumulative impacts of CCOs to-date:

- **Change in project cost:** \$1.24M
- **Change in project schedule:** None
- **Change in project scope:** Added roundabout for Marion County

Project Updates/Recent Accomplishments Since Last Quarter (April-June 2026):

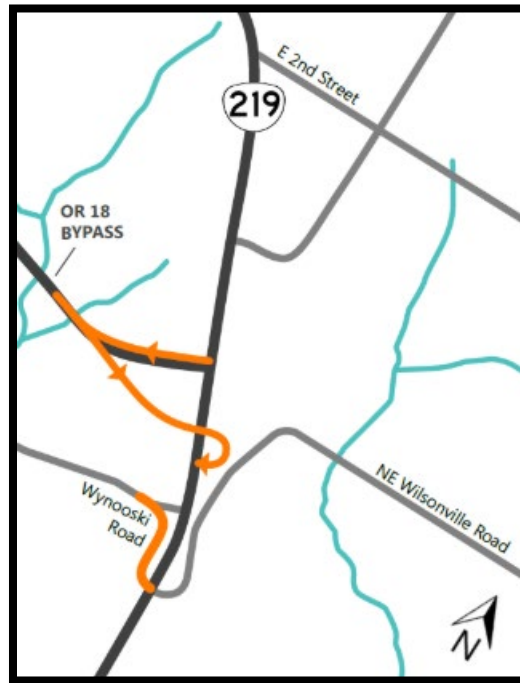
- During the second quarter of 2026, the contractor completed the new Battle Creek Rd bridge over I-5 and the adjacent roundabout at the intersection of Battle Creek Rd and Wiltsey Ave. Both are now open to traffic.
- The contractor continues to make progress throughout the project with drainage work, paving, fencing and other miscellaneous items.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov

Area Manager – Anna Henson, anna.henson@odot.oregon.gov

Project: OR 18: Newberg-Dundee Bypass, Phase 2A



Background:

This project is Phase 2A of the larger Newberg-Dundee Bypass project.

Phase 1 opened in 2018 as a two-lane highway between OR219 in Newberg and OR99W at the south end of Dundee. Phase 2 (split into two parts) will extend the two-lane highway from OR219 north to OR99W near Rex Hill. Phase 3 would extend the two-lane bypass south from Dundee to the OR99W/OR18 junction in Dayton.

Scope:

This is Phase 2A of a larger project to create a bypass around Newberg and Dundee. This phase will:

- Realign OR18 with a new connection to OR219
- Add an eastbound exit ramp, a westbound entrance ramp and installing traffic signals at intersections
- Add a bridge carrying the eastbound exit ramp over OR219
- Realign Wynooski Rd to align with the intersection of OR219 and Wilsonville Rd and install new signal at the intersection
- Widen OR219 for an additional travel lane, sidewalk, ADA ramps and drainage

PROJECT IN CONSTRUCTION | OR 18: Newberg-Dundee Bypass, Phase 2A

Schedule:

- Construction start date – **2/10/25**
- Projected completion date – **10/7/27**
- No changes in schedule anticipated

Project Delivery Type/Delivery Method: Design, Bid, Build

Total Project Funding by Source:

Funding Sources	PE	RW	UR	CN	OT	Totals
ARPA		\$9M		\$18.33M		\$27.33M
JTA		\$1M		\$17M		\$18M
HB 2017 Discretionary				\$10.55M		\$10.55M
Total	\$0	\$10M	\$0	\$45.88M	\$0	\$55.88M

*Note: PE funding from K19909

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - \$14.82M RW - \$9.98M	<i>From K19909, includes 50% design and some RW purchases for Phase 2B</i>

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	\$37.88M	
Current CN Authorization (original authorization + increased construction cost)	\$45.88M	<i>\$8M added in June 2022 using Phase 1 project savings</i>

Phase	Total Amount Spent	Notes
Current CN Authorization	\$45.9M	<i>\$39.6M is contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.</i>
CN Spent to Date	\$25.2M	<i>\$22.7M paid to contractor</i>
Remaining CN Funds	\$20.7M	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

Not needed.

Major Risk Items or Scope Changes valued at >\$250K or 30-day change in schedule:

This project has not had any change orders meeting these criteria.

Item	Threat or Opportunity?	Risk Value (range)	Status
None at this time			

Cumulative impacts of CCOs to-date:

- **Change in project cost:** \$100k
- **Change in project schedule:** None
- **Change in project scope:** None

Project Updates/Recent Accomplishments Since Last Quarter (April – June 2026):

- During the second quarter of 2026, the contractor continued to make progress on excavation, embankment, subgrade, curb and paving along the western side of OR219.
- They poured the bridge deck and approach panels for the new OR18 off-ramp bridge over OR219.
- They have started working on the retaining wall for re-alignment of Wynooski Rd. Electrical work for the new traffic signals continues throughout the project.

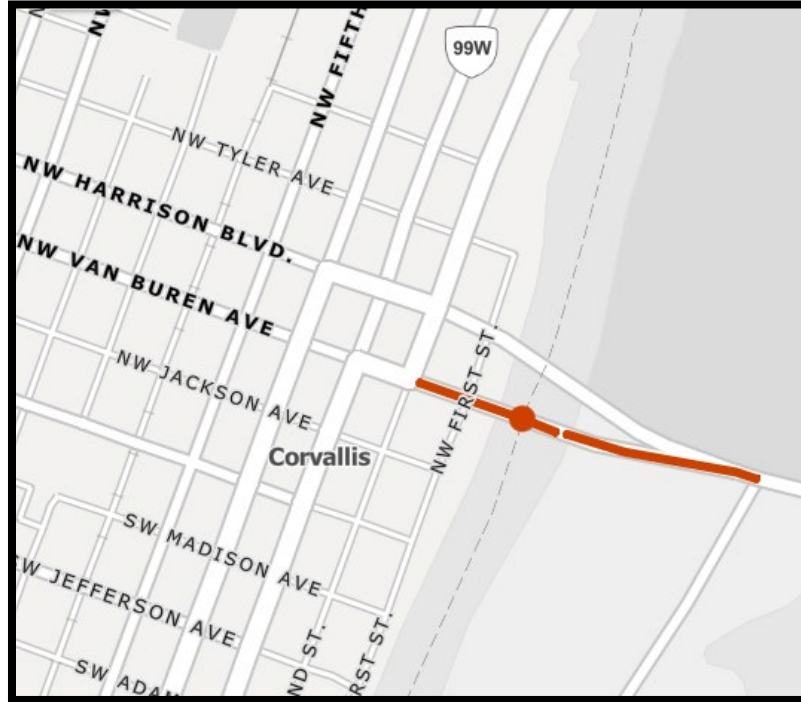
Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov

Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN CONSTRUCTION | OR 34 Van Buren Bridge

Project: OR 34 Van Buren Bridge



Background:

The project was initiated to replace the original Van Buren Bridge with a seismically resilient structure that meets modern engineering and safety standards. The former bridge was seismically vulnerable and functionally obsolete, lacking adequate height and weight capacity for highway traffic and not meeting Americans with Disabilities Act (ADA) requirements. The new bridge is intended to support emergency response, commercial and freight movement, and multi-modal transportation.

To support this effort, the Oregon Department of Transportation (ODOT) secured \$85.4 million from a combination of Bridge Fix-It and House Bill 2017 Bridge Seismic Funding. ODOT selected DOWL LLC (DOWL) to provide project design services and prepare plans, specifications, and estimates.

Scope:

The scope of this project is to replace the deteriorated Van Buren Bridge with an earthquake resilient two-lane bridge, add a new signalized intersection at 1st and Van Buren, and upgrade the traffic signal elements at 2nd and Van Buren to improve traffic flow.

PROJECT IN CONSTRUCTION | OR 34 Van Buren Bridge

Current Schedule:

- Construction start date – **4/24/23**
 - Interim completion date for construction of a diversion bridge was met by contractor for the interim date on 11/15/23
- Projected completion date – **12/31/26**
 - Contractor work is ahead of schedule
- No changes in schedule anticipated

Project Delivery Type/Delivery Method: Traditional design, bid, build.

Total Project Funding by Source:

Funding Sources	PE	RW	UR	CN	OT	Totals
Fix-it Statewide Bridge	\$9.1M	\$545k	\$0	\$0	\$2.18M	\$11.83M
HB2017 Bridge Seismic	\$0	\$0	\$0	\$73.18M	\$158k	\$73.34M
Region 2 Fix-It	\$0	\$0	\$0	\$271k	\$0	\$271k
Total	\$9.1M	\$545k	\$0	\$73.46M	\$2.34M	\$ 85.44M

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - \$9.1M RW – \$144k UR - \$0	<i>\$1.79M funding from project UR phase moved to PE and OT to fund additional Section 106 coordination. There remains \$401k available until final right of way close out 12/31/26.</i>

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	\$65M	
Current CN Authorization (original authorization + increased construction cost)	\$73.46M	<i>This project had \$60M of HB2017 funds, with HB2017 Bridge Seismic funding added over time with revised cost estimates. \$4.96M was added for bid award due to bid item increases.</i>

PROJECT IN CONSTRUCTION | OR 34 Van Buren Bridge

Phase	Total Amount Spent	Notes
Current CN Authorization	\$73.5M	<i>\$61.4M is the original contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.</i>
CN Spent to Date	\$63M	<i>\$58.2M paid to contractor</i>
Remaining CN Funds	\$10.5M	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, the project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

Not needed.

Major Risk Items or Scope Changes valued at >\$250k or 30-day change in schedule:

Net value of change orders is negative \$338k (project savings) and 0 days. Largest CCOs include:

- \$220,160 in savings for a cost reduction proposal to change the model of bridge joints. This is ODOT's portion of the savings. The contractor who proposed the change also received a portion of the savings.
- \$48,370 in savings due to a drainage change proposed by the contractor and approved by ODOT.
- \$53,391 for contractor to provide form liners for aesthetic elements. It cost significantly less to have the contractor provide form liners than the consultant artist, which was the original plan. Although the CCO added cost to the construction contract, it reduced overall project cost because of the corresponding reduction in payment to the consultant artist.
- \$74,055 savings due to a change in salvage of the original bridge components. Salvaging foundation concrete supporting original bridge components was not necessary and was deleted, which reduced effort and cost.
- \$129,324 in savings due to a contractor proposed change to a type of sheet piling used in the construction of a pedestrian path and maintenance access road.

PROJECT IN CONSTRUCTION | OR 34 Van Buren Bridge

Item	Threat or Opportunity?	Risk Value	Status
Claim 1 – Drilled Shaft Differing Site Condition	Threat	\$551k	Contract Administration Engineer denied claim in full. No request has been made by the contractor to elevate the claim.

Project Updates/Recent Accomplishments Since Last Quarter (April-June 2026):

- Nearly 100 attendees attended a ribbon-cutting event to celebrate the near completion of the Van Buren Bridge.
- Construction is in its final stages with remaining work that includes completing the park pedestrian facilities, landscaping, final grading, and site cleanup.
- The contractor has been reduced their onsite presence by demobilizing equipment and office trailers. The project continues to remain under budget and ahead of schedule.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov

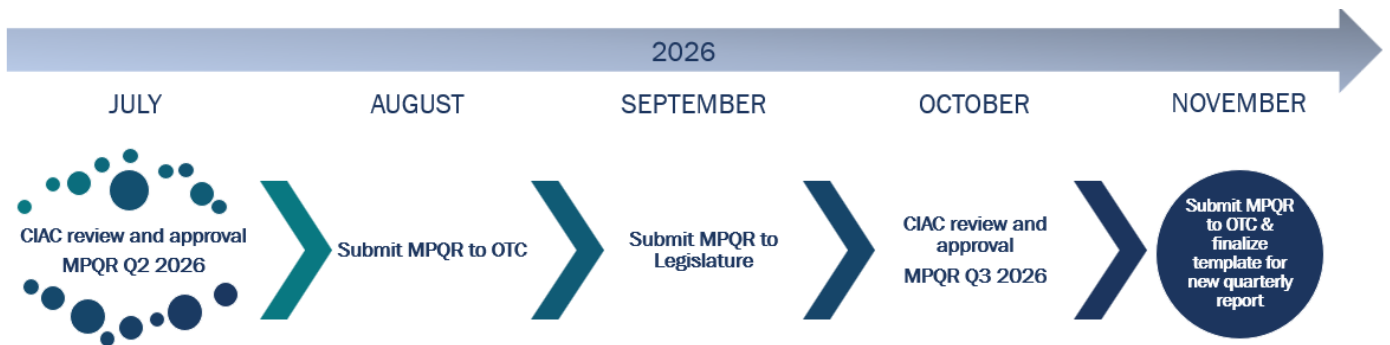
Area Manager – Christine Hildebrant, christine.d.hildebrant@odot.oregon.gov

Conclusion:

This report provides an opportunity to identify the strategy for unfunded projects moving forward and will serve to inform future conversations around establishing the funding strategy and practice.

Report development will be an iterative process with multiple opportunities for input from the new CIAC, the Commission and the Joint Legislative Committee. Staff are targeting the third quarter of 2026 to have the final version settled after receiving input and making modifications over time.

Timeline for Major Projects Quarterly Report



Appendix A – Glossary of Terms

Acronym	Definition	Pages
ADA	Americans with Disabilities Act	2, 6, 8, 55, 61, 62, 63, 64, 69, 72
AOP	Aquatic Organism Passage	34
ARPA	American Rescue Plan Act	8, 19, 70
ARTS	All Roads Transportation Safety Program	9, 59
AI	Anticipated Items	14, 28, 43
BPA	Bonneville Power Administration	37
CatEx	Categorical Exclusion (NEPA)	5, 10
CCO	Contract Change Order	7, 44, 45, 46, 50, 51, 54, 57, 60, 64, 68, 71, 74
CDS	Congressional Directed Spending	33
CE	Construction Engineering	28, 43, 44, 56
CN	Construction (funding phase)	Appears extensively: project financial tables
CRA	Cost Risk Assessment	6, 32, 34, 37, 49
CSRA	Cost & Schedule Risk Assessment	5, 23
C&M Agreement	Construction & Maintenance Agreement	30
CO	Change Order	Appears extensively: 2, 7, 8, 32, 43–75
DAP	Design Acceptance Package	5, 6, 11, 14, 15, 31, 32, 36, 38, 67
DOJ	Department of Justice	16, 36
DRB	Dispute Review Board	50
EA	Environmental Assessment	14
EIA	Environmental Impact Assessment	14
FHWA	Federal Highway Administration	15, 8, 10, 21, 22, 22, 23
FTA	Federal Transit Administration	8
FLS	Freight and Logistics Services	24
FAST Act	Fixing America's Surface Transportation Act	8
GARVEE	Grant Anticipation Revenue Vehicle	8, 55, 62
IGA	Intergovernmental Agreement	16, 33, 34
IM	Interstate Maintenance	12, 16, 30, 35, 52, 66
IBR	Interstate Bridge Replacement	4
IJA	Infrastructure Investment and Jobs Act	25
KN	Key Number (ODOT project identifier)	44
MCP	Major Construction Package	24
MP	Milepost	20, 65
MSE Wall	Mechanically Stabilized Earth Wall	27
NEPA	National Environmental Policy Act	3, 10, 13, 14, 25, 53
NHFN	National Highway Freight Network	8
NHFP	National Highway Freight Program	8
NOAA	National Oceanic and Atmospheric Administration	32
NOFO	Notice of Funding Opportunity	34
OHW	Ordinary High Water	41
PE	Preliminary Engineering	Appears extensively: project financial tables
PEL	Planning and Environmental Linkage	13
PLA	Project Labor Agreement	10, 19, 43, 56
PMG	Project Management Group	26
PS&E	Plans, Specifications, and Estimate	5, 6, 27, 30, 33, 34, 40, 42
PCO	Proposed Change Order	50
RCP	Reconnecting Communities Pilot	8
RCN	Reconnecting Communities and Neighborhoods Grant Program	8, 25, 45
RR	Railroad	5, 27, 28, 30, 33, 43
RQ	Rose Quarter	23, 24
RW	Right of Way	Appears extensively: project financial tables

Appendix A – Glossary of Terms

Acronym	Definition	Pages
STIP	Statewide Transportation Improvement Program	5, 15, 16, 23, 24, 25, 32, 55
SPIS	Safety Priority Index System	53
TSP	Transportation System Plan	28
UMO	Urban Mobility Office	13
UMS	Urban Mobility Strategy	25
UR	Utility Relocation	Appears extensively: project financial tables
USCG	United States Coast Guard	6, 40
VE	Value Engineering	8, 15, 55, 62