Continuous Improvement Advisory Committee

Major Projects Quarterly Report

Quarter 1 – 2026

Oregon Department of Transportation

Introduction / Executive Summary

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. This 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 - Lisa Sumption
- 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

Moving forward the CIAC focuses on major project delivery oversight and overall project portfolio management. This includes projects $250M or greater (per the HB3991 language), as well as projects staff have identified with the estimated cost of $50M 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

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:

17 projects* with estimated cost of $50 million or more

- 4 projects (or phases of projects) in planning
- 5 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
- January 22, 2026, Commission Meeting – IBR PowerPoint Presentation
- January 22, 2026, Commission Meeting – Video of IBR Discussion

Glossary of Federal Funding Sources	
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 2030. 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.

Glossary of State Funding Sources	
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 *(in terms of >$100M, $250M, $500M)*	>$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 (provide a range)	Time Horizon to Resolve
Inflation of CN costs	Threat	6-8%/year	TBD

Programmed Funding (Total Project Cost)

Planning	$12,450,000
Preliminary Engineering	$42,690,000
Right-of-Way	$2,460,000
Utility Relocation	
Construction	
Total	$57,600,000*

*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

Financial Strategy to Construct

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

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

Project Updates This Quarter / Since Last Quarter

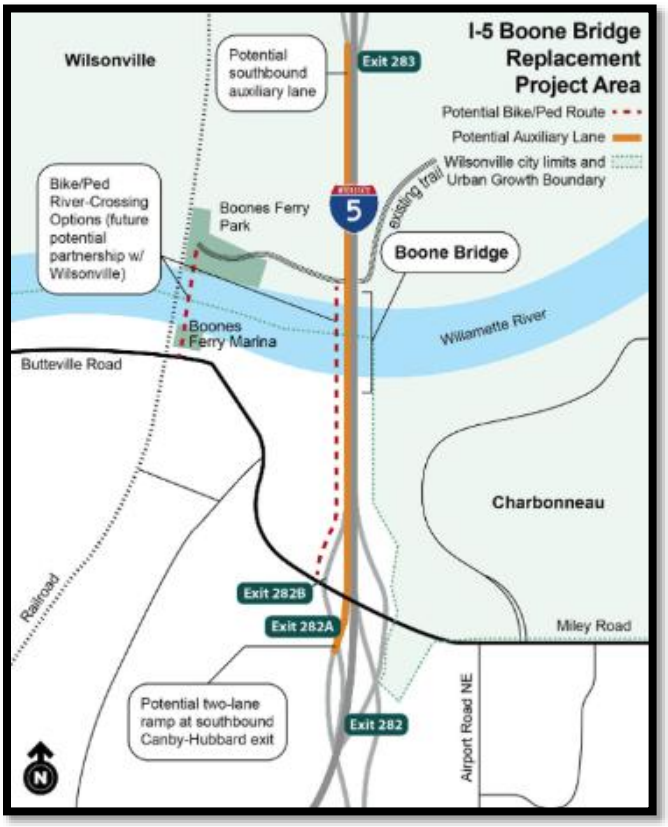
Recent activities / accomplishments (January-March 2026):

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: 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.
- Public involvement and external communications (ongoing).

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

Financial Overview:

Overall

	Amount	Notes
Order of Magnitude Cost to Complete *(in terms of >$100M, $250M, $500M)*	>$250M	Above the threshold associated with Major Projects.
Estimated Cost to Reach 30% Design Milestone	$65M - $95M	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** (provide a range)	**Time Horizon to Resolve**
Construction Starting Year: Every year of delay is approximately $30M of additional cost.	Threat	$50M - $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	$2M - $100M	Sept 2026 (geo investigations complete for side slopes. Ongoing geo work to determine full extent of risk will be completed in the PL and PE phases.) Abernethy ISM estimate for similar work is $100M.
Culturally significant designation for the French Prairie Bridge: If Alternative 4 is chosen, an EA or EIA may be required.	Threat	$3M - $4M	Ethnographic Study will be completed in June 2027. Other environmental work to follow in PL and PE Phases.
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

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

Programmed Funding (Total Project Cost)

Preliminary Engineering	$4,000,000
Total	$4,000,000

Funding sources (Total Project Cost)

Funding Sources	PL	RW	UR	CN	OT	Totals
Surface Transportation block grants – Flex FAST ext.	$4,000,000					$4,000,000
HB5006 State Funds	$1,000,000*					$1,000,000*
Total Above	$5,000,000					$5,000,000

*Region submitting STIP amendment with approval anticipated spring 2026.

Financial Strategy to Construct

Not identified at this time.

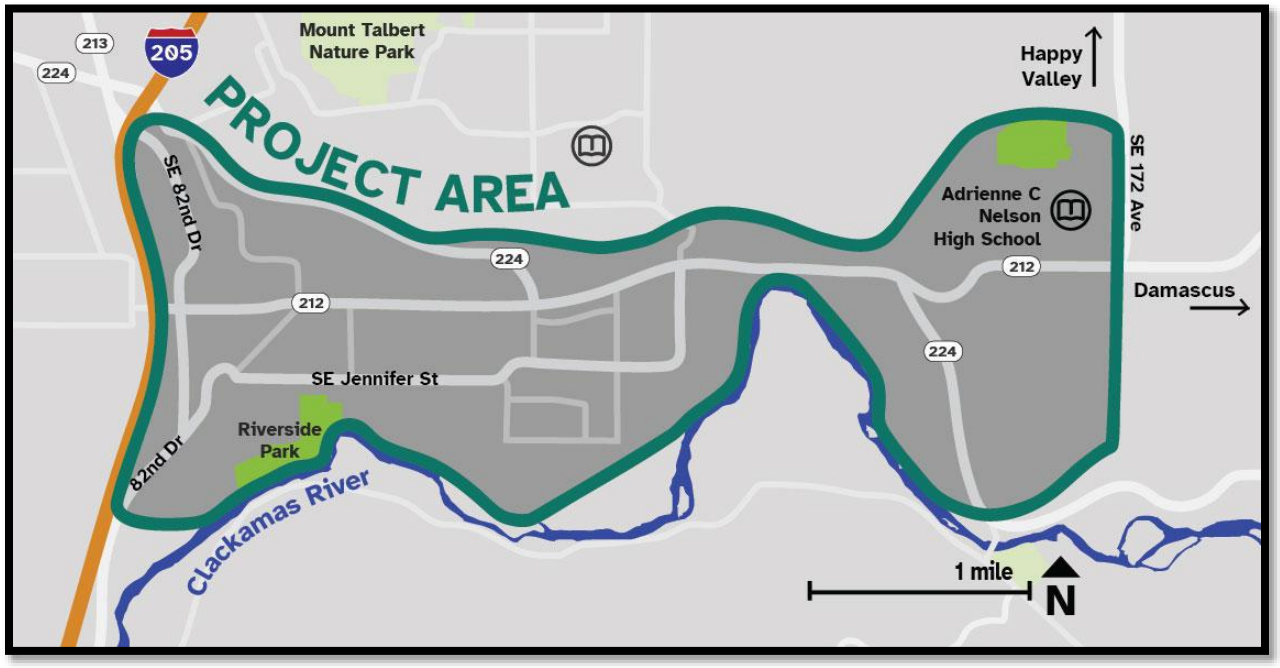
Project Updates/Recent Accomplishments Since Last Quarter (January-March 2026):

- **Planning and Environmental Linkage (PEL) was Completed in September 2025.**
  - PEL identified two alternatives to move forward in the investigation.
    - Alternative 2 – Replace the Boone Bridge structure, add a southbound auxiliary lane, widen the northbound and southbound shoulders, and add a bicycle / pedestrian facility on the southbound side of the structure (separated from travel lanes with barrier).
    - Alternative 4 – Replace the Boone Bridge structure, add a southbound auxiliary lane, widen the northbound and southbound shoulders. Build an additional structure to the west to accommodate bicycle and pedestrian traffic crossing the river (French Prairie Bridge).
- Project transferred from the Urban Mobility Office (UMO) to ODOT Region 1 staff in September 2025.
- **Work Began on an Ethnographic Study for both Alternatives:** 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.
- **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.
  - The contract amendment was executed in January 2026.
  - Drilling will take place in summer 2026.

Points of Contact:

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

Project: Sunrise Corridor (OR212/224 Clackamas County), Phase 2



Scope:

- Describe project purpose, outcomes
- Provide background on any legislation, policy, politics, etc informing the project

Extend the Sunrise limited-access facility from SE 122nd Ave to SE 172nd Ave to improve safety, traffic operations, and regional east-west connectivity in the corridor.

Policy background: A Final Environmental Impact Statement (FEIS) was completed for the Sunrise Corridor in 2010, with a Record of Decision (ROD) from FHWA in 2011. The first phase of the FEIS concept was completed in 2016 with a limited-access facility between I-205 and SE 122nd Ave. Phase 2 is included in the Portland Metro Region Transportation Plan (RTP) but has not had funding available to advance into design.

Clackamas County recently advocated for and received $4 million from the legislature for a corridor planning project to develop an updated concept for the expressway, as well as to identify local roadway and active transportation connections plus other elements such as parks and housing. ODOT participated in this Sunrise Gateway Corridor Refinement Plan process, noting that Clackamas County's updated expressway concept needs further environmental review, a phasing plan, and to complete further refinement prior to estimating a delivery cost. ODOT has not committed to the new concept but is open to exploring it.

In 2025, Clackamas County received a commitment of $12.5M from Metro's 2028-2030 Regional Flexible Funds Allocation for NEPA work (anticipated to be a Supplemental EIS or a re-evaluation) and to advance design of local improvements identified in their Concept Plan. Those federal funds will not be available until October 2026 at the earliest.

PROJECT IN PLANNING | Sunrise Corridor (OR212/224 Clackamas County), Phase 2

Schedule:

- Show work / development timeline based existing funding
    - NEPA Re-evaluation and SEIS (if needed) - late 2026 (at the earliest) to 2028
    - Updated design concepts – concurrent with NEPA work
    - Phasing and cost estimation work – following NEPA
    - Potential design for a phase or segment of the expressway – subsequent phasing refinement work, if RFFA funding remains available
- Overview of NEPA or similar tasks
    - Re-evaluation will determine whether the original NEPA document/decision remains valid for Federal decision-making or if additional analysis/documentation is needed. If further environmental work is required, project partners will coordinate with FHWA to determine the required scope of work, such as clarifying whether a SEIS will be needed.

- Currently engaging with FHWA on approach and timeline for NEPA
    - Establish an agreement between Clackamas County, Metro and ODOT to clarify agency roles in delivering the scope of work funded by the Regional Flexible Funds Allocation. Funds may become available by October 2026 at the earliest.

Financial Overview:

Overall

	Amount	**Notes**
Order of Magnitude Cost to Complete *(in terms of >$100M, $250M, $500M)*	>$500M	Clackamas County, through the Sunrise Gateway Corridor Refinement Plan effort, developed a draft corridor cost estimate of over $900M to complete design and construction. ODOT staff believe the cost estimate will exceed $1B.
Estimated Cost to Reach 30% Design Milestone		TBD

Major Risk Items

Item	Threat or Opportunity?	Risk Value (provide a range)	Time Horizon to Resolve
If SEIS required, it would lead to a new ROD from FHWA – this would have implications for Transportation Planning Rule analysis for local Transportation System Plan updates (e.g. Clackamas County's TSP and Happy Valley TSP). Achieving a new ROD would also require adequate funding to construct at least one phase of the project with independent utility.	Threat	TBD (depends on the impact such required analysis would have on project lists in local TSPs)	2028 or sooner
Unresolved design issues related to local street connections to OR 212	Threat	TBD (depends on the scale of the adjustment needed to resolve the issue)	2028 or sooner (must be addressed to have a project ODOT could approve)
Noise walls	Threat	TBD (depends on the extent to which noise walls are required)	

Programmed Funding (Total Project Cost)

Preliminary Engineering	$12.5M
Right-of-Way	
Utility Relocation	
Construction	
Total	$12.5M

Funding sources (Total Project Cost)

Funding Sources	PE	RW	UR	CN	OT	Totals
RFFA Step 1A	$12.5M					$12.5M
Total						

Financial Strategy to Construct

Environmental review and additional work on the design concept are needed before a cost to complete study can be undertaken. A cost estimate and phasing plan will be needed before a funding strategy can be developed.

PROJECT IN PLANNING | Sunrise Corridor (OR212/224 Clackamas County), Phase 2

Project Updates/Recent Accomplishments Since Last Quarter (January-March 2026):

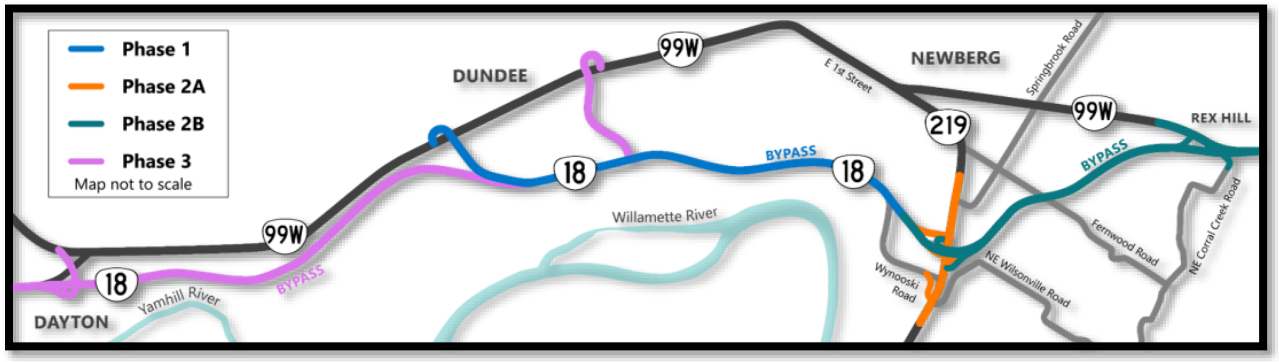
ODOT staff have begun engaging FHWA on environmental review options and next steps in advance of Metro funding to be allocated in late 2026.

ODOT staff have begun engaging Clackamas County in discussions about roles in support of delivering the scope of work funded by the Regional Flexible Funds Allocation, specifically related to environmental review tasks.

Points of Contact:
Region Manager – Rian Windsheimer Rian.M.WINDSHEIMER@odot.oregon.gov

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

Project: 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 | Newberg-Dundee Bypass Phase 2b and Phase 3

Financial Overview:

Overall

	Amount	Notes
Order of Magnitude Cost to Complete *(in terms of >$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 *planning level cost estimate* 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 (provide a range)	Time Horizon to Resolve
Inflation of CN costs	Threat	6-8%/year	TBD

Programmed Funding for Phase 2

Preliminary Engineering	$16,323,967
Right-of-Way	$24,900,000
Utility Relocation	
Construction	$45,876,033
Total	$87,100,000

*Funds spent to design and construct Phase 2a and begin design for Phase 2b. $193,367,769 was spent for Phase 1. No funding has been identified or spent for Phase 3.

Funding sources (Total Project Cost)

Funding Sources	PE	RW	UR	CN	OT	Totals
ARPA		$9,000,000		$18,326,579		$32,000,000
JTA		$1,000,000		$17,000,000		$22,600,000
HB 2017 Discretionary				$10,549,453		$22,000,000
Local						$10,500,000
Total	**$0**	**$10,000,000**	**$0**	**$45,876,032**	**$0**	**$87,100,000**

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

Financial Strategy to Construct

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

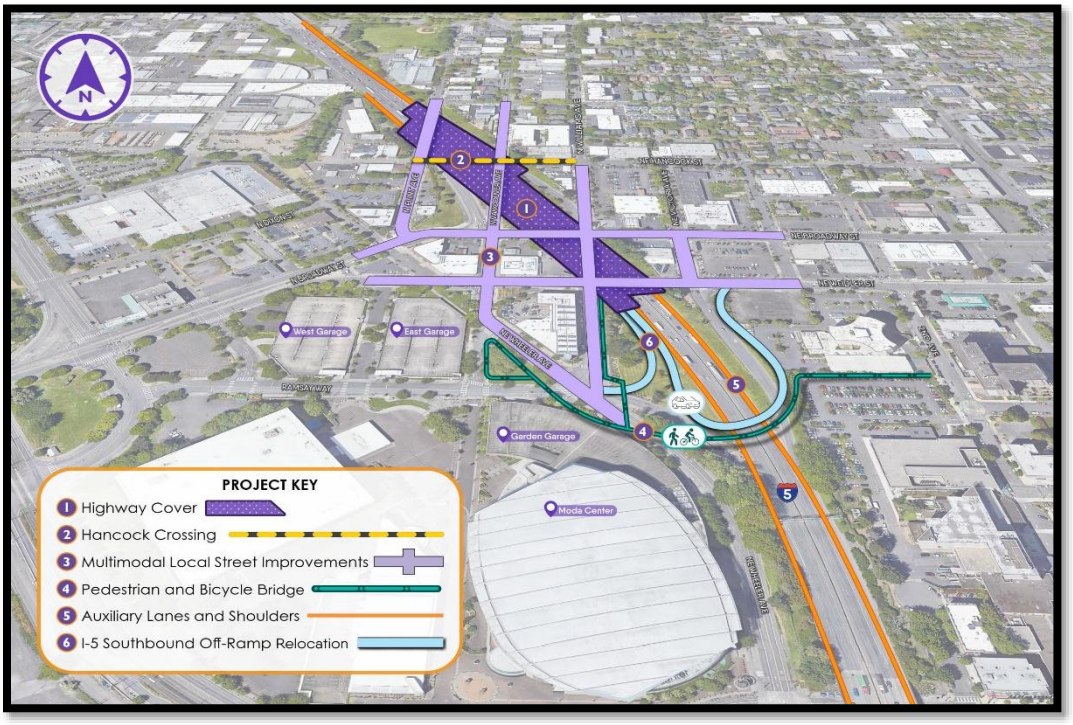
Project Updates/Recent Accomplishments Since Last Quarter (January-March 2026):

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

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 I-5 Rose Quarter Improvement Project will improve roadway conditions for everyone in the project area. Currently, congestion affects the region's economy, resulting in reduced economic competitiveness because businesses are unable to reliably move their goods and services through the project area.

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 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 Disadvantaged Business Enterprises 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 initiated 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 Historic Albina Advisory Board is formed to ensure community perspectives are embedded in the project's design.

2021 - 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.

PROJECT IN DESIGN | I-5 Rose Quarter

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.

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 community, City of Portland, and other partners to position the project for further funding opportunities.

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 – - 2027
- I-5RQ Broadway to Weidler, Phase 1 - 60% Advanced Plans – October 2026
- I-5RQ Broadway to Weidler, Phase 1 - 90% Final Plans – March - 2027
- I-5RQ Broadway to Weidler, Phase 1 - 98% Pricing & Permit Plans – April - 2027

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	$489M	$9M in RW funds in this total are not available for the project but need to be removed via a STIP amendment that has not taken place yet. So the amount in the adjacent column includes that $9M
Cost to Complete (Range)	$1.8B-$2.2B	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	$1.38B	
Estimated Construction Engineering & Project Management	$250M	
Design Contingency	$420M	Includes risk and inflation

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

Item	Threat or Opportunity?	Risk Value (provide a range)		Time Horizon to Resolve
Lack of Funding	Threat	$5M	$10M	
Scope Growth of Packages within Funding Limits	Threat	$2M	$10M	NA
Quantity of deck repair may increase schedule and cost of Overlay	Threat			
New – Unforeseen. Longitudinal Joint Damage (Phase 1A)	Threat	$2M	$3.5M	Mitigation by installing PPC nosing and revised joint seal material
New – Unforeseen. Asbestos Containing Materials discovered	Threat			Asbestos Containing Materials has been removed

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

Item	Threat or Opportunity?	Risk Value (provide a range)		Time Horizon to Resolve
Lack of Funding	Threat	$5M	$10M	
Scope Growth of Packages within Funding Limits	Threat	$10	$10M	NA
Potential to find unknown utilities at the RQ Transit Center. Mitigation	Threat	$7.5M	$15M	Mitigation by additional potholing/underground investigation at drilled shaft location

Broadway – Weidler Phase 1, Major Risk Items

Item	Threat or Opportunity?	Risk Value (provide a range)		Time Horizon to Resolve
Materteral Scarcity in Current Market Conditions	Threat	$5M	$10M	NA
Subcontractor Capacity not sufficient to meet demand	Threat	$10	$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

PROJECT IN DESIGN | I-5 Rose Quarter

Programmed Funding (Total Project Cost)

Preliminary Engineering	$197,391,997
Right-of-Way	$41,000,000
Utility Relocation	$8,500,000
Construction	
Other	$500,000
Total	$247,391,997

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	$21,649,900					$21,649,900
State Match (Fed Formula)	$1,742,097					$1,742,097
HB 2017 Bond	$140M	$11M	$1M	$70M	$500k	$222.5M
HB 2017 Bridge				$5M		$5M
HB 2017 Bond				$167.2M		$167.2M
Local	$4M					$4M
Total	$197.4M	$41M	$8.5M	$242.2M	$500k	$489,591,997

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 $2.01 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 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.
- ***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 (January-March 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 community, City of Portland, and other partners to position the project for further funding opportunities.

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:

- ODOT delivered plans to Union Pacific RR on December 22nd. In February 2026, ODOT was informed by UPRR that the plans had not been forwarded to their review team.
- UPRR comments were received on March 10th (78 days after being submitted). ODOT is working on drafting a response to the RR comments.
- The MSE Wall Variance ODOT submitted for placing a MSE wall within 50ft of the RR tracks has been approved.
- Advance Plans Review completed February 24, 2026.
- Final Plans (due to Spec Writer/Drafter) April 30, 2026.
- PS&E package to Salem August 17, 2026
- Mandatory pre-bid, approximately October 2026
- Bid Opening (7-week ad) November 5, 2026.

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	$70,401,445.13	
Cost to Complete (Range)	$57M - $60M	
Assumed Year to Bid	2026	

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

	Amount	**Notes**
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	$5.5M	Based on current burn rate, R1 Tech Center FPE, and anticipated PE spending
Estimated Value of Bid Items	$41.2M	From Advance Plans Estimate
Estimated Construction Engineering & Project Management	$7,140,265	From Advance Plans Estimate (17% of Bid Items)
Design Contingency	$4,851,794	10% of Bid Items, TSPs, AIs, & CE
Value of Risk Items	$2.6M	Risk Register

Major Risk Items

Item	**Threat or Opportunity?**	**Risk Value** (provide a range)	**Time Horizon to Resolve**
Receipt of Construction & Maintenance Agreement with Union Pacific	Threat	Time	6-8 months from agreed plan set. Could delay CN start.
Bridge Construction access	Threat	$50k	Construction access to the site is challenging.
Changes to FEMA Floodplain maps	Threat	$50k	Provided the project is permitted prior to map changes, no action will be needed.
Work Platforms	Threat	$300k	ODOT Rail is coordinating a constructability review with Union Pacific.

Programmed Funding (Total Project Cost)

Planning	$451,445
Preliminary Engineering	$14,950,000
Right-of-Way	$5,000,000
Construction	$50,000,000
Total	$70,401,445

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

Funding sources (Total Project Cost)

Funding Sources	PL	PE	RW	CN	Totals
FIX-IT SW BRIDGE	$451,445.13	$13,477,732.96		$46,110,000	$60,039,178.09
HB 2017 Bridge Seismic		$1,472,267.04	$5,000,000	$3,890,000	$10,362.267.04
Total	$451,445.13	$14,950,000	$5,000,000	$50,000,000	$70,401,445.13

Financial Strategy to Construct

The project currently has sufficient funds to complete the project delivery process.

Project Updates/Recent Accomplishments Since Last Quarter (January-March 2026):

Completed the Advance Plans deliverable (submission and review). Received comments from UPRR on December '25 submittal, including approval on MSE Wall Variance. Cost Risk Assessment meetings were held March 17th & 18th, 2026. Report outlining results of the CRA meetings is planned to be completed by middle of April 2026.

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, 8 months to a year is budgeting for negotiations. However, a RR template has been generated and as the Contractor is not expected to start work until early 2027, there is sufficient time to reach and obtain an agreement with the Railroad prior to the start of construction.

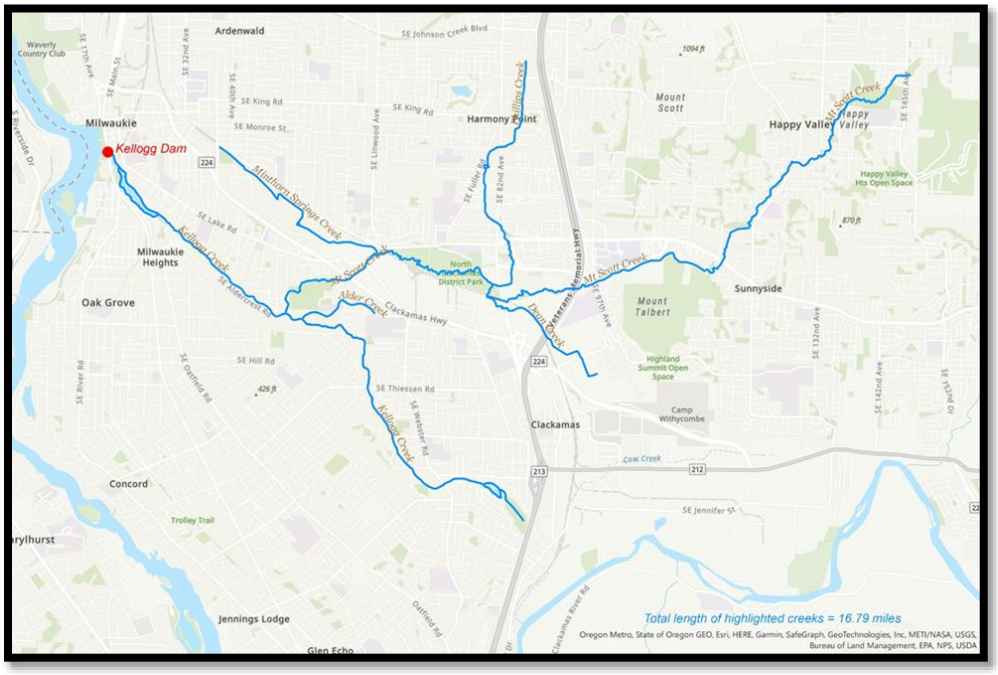
Project Opportunities

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: OR99E Kellogg Creek dam 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, currently being prepped for PCO submission.
- 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.

PROJECT IN DESIGN | OR99E Kellogg Creek dam restoration (Clackamas County)

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	$15 million for PE $11.85 million for CON	NOAA Grant funding for PE. Metro Grant for CN.
Cost to Complete (Range)	$85-$100 million	Total project cost (PE + CN)
Assumed Year to Bid	2027	Pending CN funding being programmed
Assumed Construction Duration	2-3 years	Potentially 28-29
Assumed Annual Inflation Rate applied to mid-point of construction	3.0% a year	3.0% / year to the midpoint of construction (1/2029)
Estimated Cost of Design	~$15 million	Programmed in STIP.
Estimated Value of Bid Items	~65 million	From Final DAP Estimate
Estimated Construction Engineering & Project Management	~$9 million	From Final DAP Estimate
Design Contingency	~$13.5 million	From Final DAP Estimate
Value of Risk Items	$13.5 million	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. The CRA results are still pending.

Major Risk Items

Item	Threat or Opportunity?	Risk Value (provide a range)	Time Horizon to Resolve
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	~$1.9 million	By Advance Plans
UPRR Trestle	Threat	$1.2 million	Ongoing coordination
Impacts to City sewer line	Threat	time	Ongoing coordination for non-reimbursable utility impact
Alternative Delivery or contractor qualifications	Opportunity	TBD	Prior to PS&E

PROJECT IN DESIGN | OR99E Kellogg Creek dam restoration (Clackamas County)

Programmed Funding (Total Project Cost)

Preliminary Engineering	$15,000,000
Total	$15,000,000

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.

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 AOP. These Federal Grant programs are currently on hold; however, the project team is anticipating the grants may be released later in 2026. If the grants are not opened for accepting project applications, the project will need to be shelved until funding sources for construction become available.

The project has also secured $10 million from Metro's Large-Scale Community Visions Grant program. The project team has developed a delivery strategy, which was shared with Region 1 Management which includes advancing the OR 99E and associated transportation elements to the Advance Plans stage to reduce the need for future re-work should standards/specifications change and to continue to develop the design on the non-transportation related elements, areas without current ODOT standards/specifications, through PS&E.

Project Updates/Recent Accomplishments Since Last Quarter (January-March 2026):

- Final DAP documentation submitted to PCO.
- Field work to complete geotechnical and Section 106 investigations are underway.
- The City of Milwaukie and Metro are beginning to work on the property acquisitions.
- ODOT/American River Agreement extension through 2026.
- Consultant contract amendment was completed to include remaining design effort.

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

None at this time.

Project Threats

Listed above.

PROJECT IN DESIGN | OR99E Kellogg Creek dam restoration (Clackamas County)

Project Opportunities

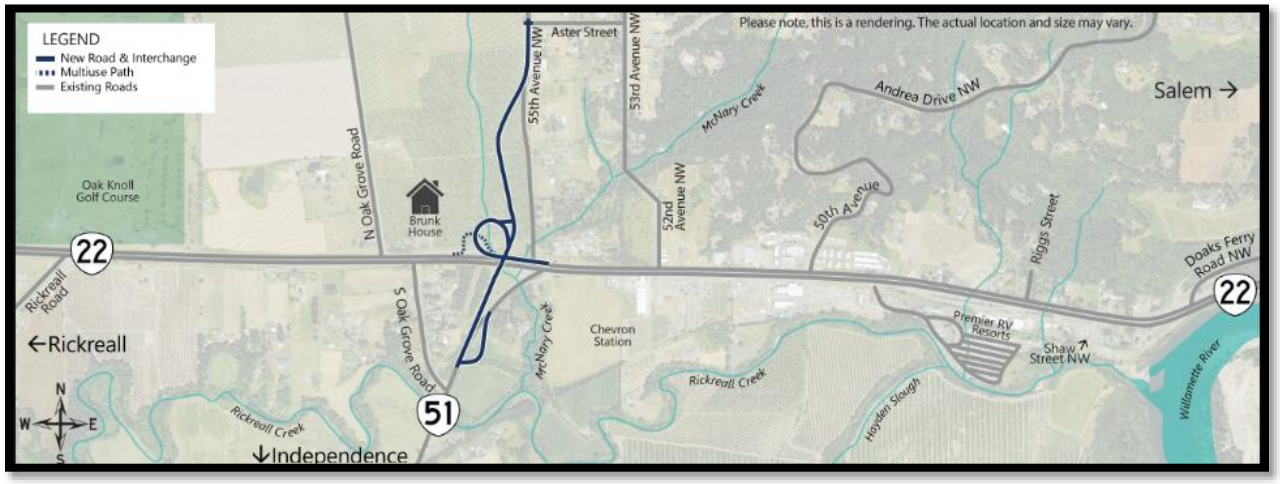
- New, more seismically resilient OR99E structure.
- Shared-use undercrossing further improves bike and pedestrian connectivity.

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 early Spring 2026, dependent on agency priority
- 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)	$50M – $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	$10M – $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** (provide a range)	**Time Horizon to Resolve**
Excessive Settlement	Threat	$500K - $2.5M	12 months
Utility Conflict – BPA transmission line	Threat	$50K – $1M	12 months
Wetland Mitigation – onsite if no banks are available	Threat	$350K – $1M	12-24 months

Programmed Funding (Total Project Cost)

Preliminary Engineering	$3,300,000
Total	$3,300,000

Funding sources (Total Project Cost)

Funding Sources	**PE**	**RW**	**UR**	**CN**	**OT**	**Totals**
FIX-IT Region 2	$3,300, 000	$0	$0	$0	$0	$3,300,000
Total	$ 3,300,000	$0	$0	$0	$0	$3,300,000

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 (January-March 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:

- N/A

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: 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 Fall 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 is currently unfunded. The project is scheduled to present to the OTC in May to fund phase 2.

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

Schedule (Pending OTC 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** (provide a range)	**Time Horizon to Resolve**
Unforeseen Obstructions below OHW	Threat	$4M-$9M	2030
Accelerated Schedule	Threat	$3M-$6M	2030
Full Length Work Bridge	Threat	$4M-$9M	7/2026

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

CRA 2 Center Street Oct 2025.pdf

Programmed Funding (Total Project Cost)

Preliminary Engineering	$13,000,000
Right-of-Way	$1,400,000
Utility Relocation	
Construction	$181,600,000
Other	$2,000,000
Total	$198,000,000

Funding sources (Total Project Cost)

Funding Sources	PE	RW	CN	OT	Total
HB2017 Discretionary	$12,475,200	$1,400,000	$46,124,800		$60,000,000
Local	$524,800				$524,800
HB2017 Bridge Seismic			$40,000,000		$40,000,000
HB5005 GO			$95,475,200	$2,000,000	$97,475,200
Total	$13,000,000	$1,400,000	$181,600,000	$2,000,000	$198,000,000

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 (January-March 2026):

The project team is preparing to deliver PS&E. The US Coast Guard is shut down due to federal budget issues with DHS. The bid has been delayed allowing time to obtain the permit from the US Coast Guard.

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

A structural overlay was added to the project to replace the near surface mounted bars.

Project Threats

The US Coast Guard has been shut down recently and will not reopen until DHS is funded. Until they re-open, we will not receive the necessary permit to work in the water. FHWA also requires the OTC to approve future bonding of Phase 2 construction prior to authorizing construction of Phase 1. The request for bonding approval is planned for the May OTC meeting. If the OTC does not approve funding for phase 2, FHWA will likely not approve construction funding obligation.

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

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: a. b.
    - CONCRETE DECK REPAIR: The elevated portion of I-5 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 barriers on I-5 near the I-84 ramp will be replaced to meet current safety standards.
- NEW SIGNAGE: New sign structures 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 nearing completion
    - Seismic Retrofit Bridge Work is ongoing
    - Center barrier has been relocated and the contractor is repairing the joint between the north and southbound bridges
    - Foundation work has started with drilled shafts and micro-piles

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)	$60,000,000.00	
Construction Authorization Today (Contract, CE, Anticipated Items, increased in authorization)	$75,000,000.00	SB I-5 Overlay Bridge Deck repair/overlay added
Original Contract Value	$43,615,133.76	
Contract Amount Paid to Date	$16,548,739.09	As of 4/13/2026
CCOs Executed to Date	$9,461,074.79	As of 4/13/2026
Construction Engineering Spent to Date	$1,737,407.16	As of 4/13/2026

Estimated Cost to Complete (Total Project Cost)

Remaining Contract Work	$35,857,863.63
Estimated Construction Engineering & Project Management	$12,577,500.00
Pending CCOs	$3,714,294.67
Risk Items / Anticipated Items	$1,615,743.54/ $1,410,000.00
Total Above	$53,559,653.30

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

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

Phase	Amount	Key Number
Preliminary Engineering	$197,391,997	19071
Right-of-Way	$41,000,000	19071
Utility Relocation	$8,500,000	19071
Construction	$75,000,000	23682
Construction	$167,200,000	23672
Other	$500,000	19071
Total	$489,591,997	

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	$21,649,900					$21,649,900
State Match (Fed Formula)	$1,742,097					$1,742,097
HB 2017 Bond	$140M	$11M	$1M	$70M	$500k	$222.5M
HB 2017 Bridge				$5M		$5M
HB 2017 Bond				$167.2M		$167.2M
Local	$4M					$4M
Total	$197.4M	$41M	$8.5M	$242.2M	$500k	$489,591,997

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

Project Updates/Recent Accomplishments Since Last Quarter (January-March 2026):

See above under Schedule.

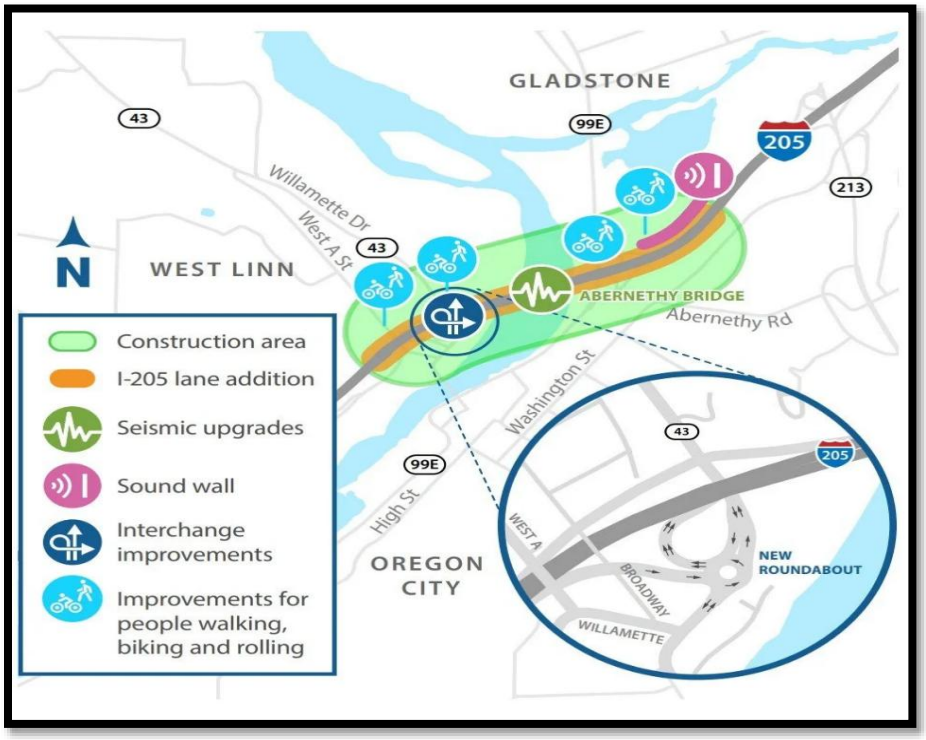
Changes to Scope / Schedule valued at >$500K or 30 days:

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

- CCO#1 – Amended and Conformed Contract - $53,337.16, no time <executed>
- CCO#2 – Staging Area Trailer - $259,330.02, no time <executed>
- CCO#3 – Southbound bridge overlay and rail retrofit - $8,738,131.89, no time <executed>
- CCO#4 – Additional Archeological Monitoring, SHPO Permit, and Flagging $416,030.41 <executed>
- Overruns to date - none

Points of Contact:
Statewide Project Delivery Manager – David Kim, david.kim@odot.oregon.gov
Interim Project Director – Monica Blanchard, monica.blanchard@wsp.com

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 – May 14, 2027 – Last Accepted Schedule November 2025
- Contractor Projected Completion – Unmitigated, December 2027/January 2028

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

Total Project Funding by Source:

Funding Sources	PE	RW	UR	CN	OT	Totals
HB 3055			$60,000	$495,983,586	$180,528	$496,224,113.79
LOCAL				$18,816,414		$18,816,414.07
FIX-IT SW BRIDGE				$85,200,000		$85,200,000.00
HB2017 Bridge Seismic				$72,000,000		$72,000,000.00
Total			$60,000	$672,000,000	$180,528	

*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)		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)	$495,000,000	
Current CN Authorization (original authorization + increased construction cost)	$672,000,000	

Phase	Total Amount Spent	Notes
Current CN Authorization	$672M	
CN Spent to Date	$499M	Through February 2026
Remaining CN Funds	**$173M**	

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

Projects Quarterly Report since that new date was accepted. Future updates will share contract completion dates, accepted schedule completion dates and contractor projected schedules, even if not accepted by ODOT, for awareness.

As a result of this newly realized delay, the CE budget is anticipated to overrun by more than $10M due to an expected 6-12 month delay in contractor completion. To address this, and other risks, we anticipate the need for an increase in the existing construction authorization before the end of the year. To minimize the delay shown in the contractor's schedule, ODOT has issued a change order allowing the use of "liquid shim", and epoxy putty designed to make fit up of metal parts easier for the contractor. ODOT has modified specs to allow jacking in multiple locations at the same time to speed bearing and soleplate replacement work, and deleted scope where utility conflicts would have resulted in additional delay and the wall could be deferred to a future phase. Over the next several months, we anticipate continuing to work with the contractor to minimize delays and costs to complete the bridge widening phase of work.

Following bridge construction, the next phase of will be to stabilize the soils around the bridge pillars through a process known as Improved Soil Matrix (ISM). This phase is still being designed and is estimated to cost up to $50M more than the current programmed amount. The project team will complete a cost risk assessment (CRA) process in May to help refine the cost estimate, but actual costs will not be known until the bidding late 2027 or early 2028.

These two risks, and other on-going risks such as PCO-61 were known at the time the Urban Mobility Funding Stradey was developed and are unfortunately being realized. ODOT told the Commission and the Legislature that these known risks could be realized and, if needed, ODOT would return to seek approval for additional funding to address them.

ODOT is also monitoring the contractor's steel fabrication schedule, which appears to be behind schedule, and pushing them to meet their contract deadlines, but if realized, steel fabrication delays could cause additional delay, and costs.

Financial Contingency Plan

TBD.

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** (provide a range)	**Time Horizon to Resolve**
Extended Construction Engineering	Threat	$7M -$15M	Winter 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	$1M-$50M	Ongoing
Required changes in the field based on on-going field verification.	Threat	$500K – $1.02M	Ongoing
Translation	Theat	$1.0M - $2.0M	Spring 2026
PPC overlay during winter	Threat	240 to 300 days	Spring 2026
Fuel Escalation	Threat	TBD	Ongoing
Benefits of Epoxy CCO	Opportunity	60 to 90 of recovery	Fall 2026
Recovery Schedule Effort	Opportunity	Up to 124 days of recovery	Winter 2026
Delays in production of steel girders	Threat	100 to 150 days	Winter 2026

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 (January – March 2026):
Soundwall foundations installed near the Cove apartments. First structural steel girders for bridge widening installed over OR99E. New bearings and sole plates being installed. Made the final concrete pour for Pier strengthening last week.

Points of Contact:
Region Manager – Rian Windsheimer Rian.M.WINDSHEIMER@odot.oregon.gov
Area Manager – Vidal Francis Vidal.T.FRANCIS@odot.oregon.gov

PROJECT NAME (SECTION)		HIGHWAY	CONTRACT NO.
I-205: Improvement 1A - OR43 to OR213		East Portland Freeway	15400
CONTRACTOR REPRESENTATIVE	NON-AGENCY REPRESENTATIVE	AGENCY REPRESENTATIVE	TOT. # OF CCOs
Todd Makela	Shon Heern	Matthew Freitag	
CONTRACTOR ADDRESS	NON-AGENCY REPRESENTATIVE ADDRESS	AGENCY REPRESENTATIVE ADDRE:	FA PROJECT NO.
Kiewit Infrastructure West Co.	David Evans & Associates, Inc.	ODOT	S064(063)
2200 Columbia House Blvd	5121 Skyline Village Lp, Suite 200	123 NW Flanders St	KEY NO.
Vancouver, WA 98661	Salem, OR 97306	Portland, OR 97209	22467

CCO NO.	ENTER GENERAL DESCRIPTION OF CCO	AMOUNT
2	Weld Splice	$0.00
3	Pier 1 Shaft 1B	$765,564.00
4	Log and Tree Removal	$962,557.00
5	Pier 9 Concrete - Block Bond Testing	$13,260.50
6	Bond Testing	$13,147.92
7	Shaft 1B Bi-Directional Test	$59,907.00
8	Temporary Pavement legends	$11,223.81
12	Pier 8 Secant Wall	$3,370,264.00
13	Pier #9 Pile Cap Void Filling	$12,151.00
14	Geotechnical Shaft Drilling	$513,567.00
15	Pier 9 Column Coating/Dowels	$1,873,822.00
16	OR43 Concrete Slab REmoval	$4,123.91
17	Project Issues Settlement	$16,087,515.00
18	Pier 1 Foundation Pile Studs	$21,633.95
19	Pier 8B Obstructions	$501,931.00
21	1200-CA Updated Permit (Effective Apr 1, 202	$173,000.00
22	Extra for Pier 6 Low Profile Joint Design	$134,138.29
23	Pier 10 Column Coating/Dowels	$1,569,462.54
24	Pier #1 Void Filling	$29,813.46
25	Pier 2 Crossbeam Coating and Dowels	$1,485,778.14
26	Dock Removal	($67,367.00)
28	Pier #1 Coating and RBA's	$2,131,572.97
29	Shaft 6B Obstruction	$12,638.00
31	Pier #11 Coating RBA's	$447,986.00
32	Alternate Housing, Pier 6	$8,579.00
33	Pier #3 Removal/Dowels	$3,124,387.33
35	Pier 1-3, 8 Falsework Adjustment	$0.00
36	Dispute Resolution Board (DRB)	$100,000.00
37	Pier 12 Crossbeam Coating RBA's	$827,352.77
40	Pier 8 crossbeam coating removal and RBAs	$4,139,716.00
41	Pier 3 crossbeam coating removal and RBAs	$546,923.15
42	Pier 13 crossbeam coating removal and RBAs	$901,134.00
43	Pier 6A H-Pile Obstruction	$65,653.00
44	Pier 7, Pier 9, Pier 14 crossbeam coating remo	$9,821,328.79
46	P4,P5, P6, P10, C-3-2, C-3-3 Crossbeam Coatin	$26,074,618.76
47	Pier 10 Sediment Basin and Baker Tank Manag	$32,526.67
50	Project Issues Settlement (Part 2)	$88,805,729.86
52	Pier 9, 2" Holes and Pier 1, Rebar Change	$51,500.00
54	Span 10 & 11 S5 Struts	$35,636.45
56	Waterline Pipe Thrust Block Plate Revision	$2,070.55
57	Canby Pit Aggregate (OR-03-108-1)	$0.00
58	Span 10-15: L3 Bracket to L1/L2	$332,000.00
61	FM3 Material Quality Credit	($285,000.00)
62	WL1 Bore Casing Credit	($18,487.00)
		$165,064,213.82

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 122ne to SE 136th) was completed in 2020. Improvements for this phase are consistent with Phase 1 and include:

- 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 March 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 milestones:
    - Stage 3 Phase 2 located on the eastern end of the corridor from SE 174th to SE 148th (south side): April 7, 2027
    - All new potable water facilities in service for all customers, September 12, 2027
    - Stage 3 Phase 2 located on the eastern end of the corridor from SE 174th to SE 148th (north side): August 12, 2028
    - Construction Time on Stage 3 Phase 2 is located at SE 148th to SE 136th (northside): March 13, 2028 and from SE 122nd to SE 99th (south side): March 13, 2028
    - Construction Time on Stage 6: All work completed from SE 148th to SE 136th: September 4, 2028
    - Construction Time Stage 7 with all work completed from SE 122nd to SE 99th by June 28, 2029
    - Construction Time Stage 1 from SE 174th to SE 148th: Waterline work to be completed by June 26, 2026
    - Construction time Stage 3, all waterline work completed on entire corridor from SE 99th to SE 174th by September 12, 2027.
- 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	$16,198,930	$24,854,000	$1,119,098	$61,270,086	$557,886	$104,000,000
SW Great Streets	$1,600,000	--	--	$13,262,886	$137,114	$15,000,000
OTHER	$231,500	--	--	$4,773,246	--	$5,004,746
FIX-IT REGION 1	--	--	--	$11,665,044	--	$11,665,044
GARVEE - ADA	--	--	--	$8,000,000	--	$8,000,000
House/Senate Bill	$1,000,000	--	--	--	--	$1,000,000
Total	$19,030,430	$24,854,000	$1,119,098	$98,971,262	$695,000	$144,669,790

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR+OT)	PE - $19,030,430 RW - $24,854,000 UR - $1,119,098 OT - $695,000 TOTAL = $45,698,528	*ROW phase included over 255 files. OT phase used for some early tree removal and building demo*

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$98,971,262	
Current CN Authorization (original authorization + increased construction cost)	$98,971,262	*No changes*

Phase	Total Amount Spent	Notes
Current CN Authorization	$98,971,262	
CN Spent to Date	$30,350,036.41	$25,755,553.68 paid to contractor as of Feb 2026.
Remaining CN Funds	**$68,621,225.59**	

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

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)	**Time Horizon to Resolve**
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	2026
Delayed utility relocations	Threat	$400k-$800k	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 (January – March 2026):
Significant work on the waterline, which is on track to be completed by the Spring of 2026. Tree removal and utility relocations to accommodate the corridor width are substantially complete. Base work to widen the roadway has been initiated but not yet paved. The waterline installation work is an important first step before the remaining aspects of construction can begin. Construction of five sounds walls is in process, as well as sidewalk installation from 162nd to 174th. Drywells and storm lines are also being installed project wide.

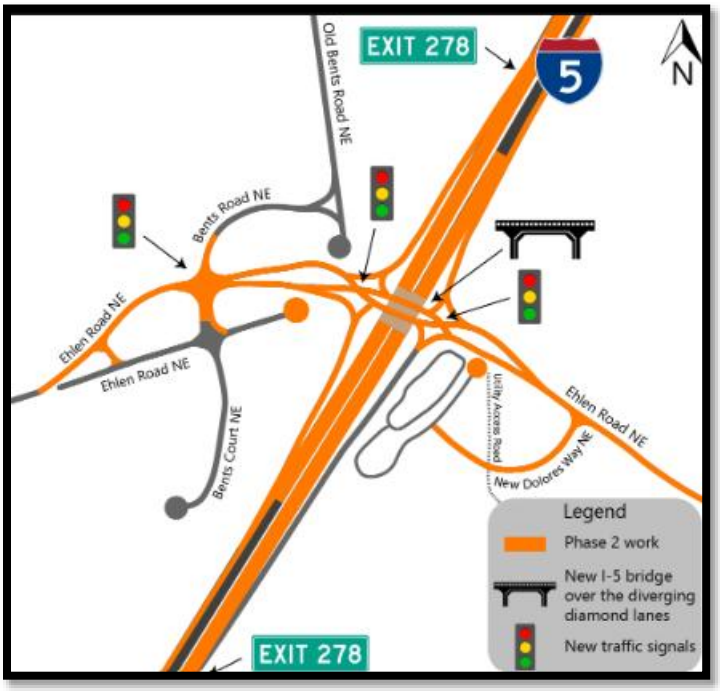
Points of Contact:
Region Manager – Rian Windsheimer, rian.m.windsheimer@odot.oregon.gov
Area Manager – Shelli Romero, shelli.romero@odot.oregon.gov

PROJECT STATUS

Updated 3/18/2026

CCO	Pending	>10%	Description	Estimated Amount	Pending/Actual Amount
x			CCO 01 Added Retaining Wall at 7-11 (COP 004) (Added 7 days for Time 6)		$67,136.91
			CCO 02 - Deleted		
x			CCO 03 I-205 Disposal Site Entrance/Exit (COP 002R1)		$70,299.76
x			CCO 07 Modify 0020.40(b), 00470.18 and 00180.50(h)(2)		$0.00
x			CCO 08 Add pay item for Ductile Iron Pipe Tees, 12 x 12 x 4 Inch		$19,267.70
x			CCO 09 Abandib Vault Removal/Backfill/Disposal		$8,990.66
x			CCO 10 Replace Plan Sheets BD00, BD01, BD02, BD03, BD04, BD05, BD06, BD07, BD08, BD09, BD10, BD11, BD12, BD13, BD14, BD15, C04C, C04D, C21A, C22A, C30H, ED11, ED14, ED15		$0.00
x			CCO 11 PEX pipe for backside plumbing		$96,436.20
x			CCO 12 Wall 8 modifcation		$10,365.99
x			CCO 13 EA09 Driveway impacts		$15,698.06
x			CCO14Add Pay Item "Temporary Traffic Signal Pole T-D13" Replace Plan Sheets with Revised Plan Sheet MD02, MD06, ME02, ME06, MT09 in CO0014Attachment01 This CO affects Contract Time by adding 23 Calendar Days to 00180.50(h)(2) and 23 Calendar Days to Contract Time 00180.50(h)(5)		$11,536.77
x			CCO 16 Retaining Wall 24206		$21,698.50
x			CCO 17 Replace Plan Sheets - C22A, EK30, MQ01, PA01 - PA07, PB06 - PB07, PB17 - PB20		$0.00
x			CCO 18 Modify section 00299.40 Underground Injection Control System		$0.00
x			CCO 19 162 thrust Block		$12,860.91
x			CCO 20 Modify section 00299.40 Underground Injection Control System		$9,036.50
x			CCO 23 ITS Attachment Mods		$28,462.38
x			CCO 24 C2 & C8 Poles		$14,639.22
x			CCO 25 CMO Form update		$0.00
x			CCO 26 Extra work around luman lines		$192,191.65
x			CCO 27 add BI for Catch Basin Field Type		$7,519.50
x			CCO 29 Pot Holing		$20,761.20
x			CCO 030 overhead communications conflict		$768.15
X			CCO 031 00225.12(a) approval of non QPL paint.		$0.00
			CCO 32 NOT USED		
			CCO 34 Adds Pay Item POLE 1612 - LUMINAIRE AND MAST ARMR		$2,163.31
			CCO 35 Adds an updated bid item cost for Flagger Station Lighting		$32,521.32
	x		Draft CCO 36 Temporary Signal LECA Costs at 162nd, 171st and 174th		$1,800.00
	x		Draft CCO 38 Adds Pay Item - Wall 38 Reconfiguration		$28,681.96
				total	$661,606.62

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

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		$ 6,113,906		$ 6,113,906
HWY Leverage R2		$ 7,395,196		$ 7,395,196
HB2017 Safety R2		$ 9,309,839		$ 9,309,839
HB2017 Bridge Seismic		$ 3,313,110		$ 3,313,110
SW Enhance		$ 32,700,000		$ 32,700,000
HB2017 Discretionary	$ 1,755,000	$ 3,803,816	$ 387,500	$ 5,946,816
ARTS Region 2	$ 70,266			$ 70,266
Total	$ 1,825,266	$ 62,635,869	$ 387,500	$ 64,848,635

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - $13,744.877 RW - $2,080,084	*This portion of the project was conducted and financed as part of Phase 1.*

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$62,511,729	
Current CN Authorization (original authorization + increased construction cost)	$62,635,869	*No adjustments to authorization to date*

Phase	Total Amount Spent	Notes
Current CN Authorization	$62,635,869	*$53,281,187 is contract value for contractor.*
CN Spent to Date	$41,180,058	$37,327,168 paid to contractor
Remaining CN Funds	**$21,455,810**	

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. The major risk item (Contractor utility delay claim, $380,000) was settled for $80,000 this quarter.

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**
  - $822,484
- **Change in project schedule**
  - 20 days
- **Change in project scope**
  - N/A

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

During the first quarter of 2026 the project formed and poured Stage 2 footings, columns and bents. Placed 20 Stage 2 girders, northbound I-5. Installed drainage, roadway base, curb and pavement under bridge. Formed Stage 2 deck rebar. Settled $380,000 delay claim for $80,000.

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

Design Unit	# of Ramps	Ramp Category	Start Date	Finish Date
A1.1	14	Categories 3 & 4	10/14/25	10/20/25
A1.2	106	Category 5	11/5/25	2/12/26
A1.3	145	Categories 5 & 6	6/9/27	8/10/27
A1.4	91	Categories 3, 5, & 6	11/4/27	12/30/27
B1.1	44	Categories 3 & 4	10/14/25	10/27/25
B1.2	117	Category 5	11/5/25	3/30/26
B1.3	227	Category 5	8/12/26	11/10/26
B1.4	137	Categories 5 & 6	6/15/26	8/27/26
B1.5	150	Categories 3, 5, & 6	8/10/2027	10/27/27
B1.6	76	Categories 5 & 6	11/4/26	10/15/26
C1.1	14	Categories 3 & 4	10/14/25	10/20/25
C1.2	237	Category 5	4/1/2026	7/13/26
C1.3	279	Categories 3 & 6	1/19/2027	5/11/2027

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 approximately 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 intended to remediate approximately 1,633 curb ramps included in the settlement agreement with 1,952 total curb ramps. This is an alternative delivery design-build project.

Schedule:

- Construction started October 13, 2025.
- Contract completion date is December 30, 2027.
- There is one interim completion date. The first 300 settlement ramps are to be completed by May 31, 2026. The Design-Builder has completed 336 ramps as of April 9, 2026.
- Current status – in construction with 5 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	$6,500,000	$3,438,000	$400,000	$95,200,877		$105,538,87
Total	$6,500,000	$3,438,000	$400,000	$95,200,877		$105,538,87

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	$3,940,380	As of 3/31/2026. This includes PE phase and a portion of RW phase. UT phase is not yet authorized.

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$95,200,877	This represents the original approved CN phase budget. Authorization on the CN phase is segmented.
Current CN Authorization (original authorization + increased construction cost)	$34,757,708	Original authorization consists of design, quality management, and construction mobilization items only.
Current CN Authorization (original authorization + increased construction cost)	$42,797,868	This authorization adds construction funds for five design units. There is no increase to the approved project budget.
Original Contract Value	$82,246,258	

Phase	Total Amount Spent	Notes
Contract Amount Paid to Date	$26,805,275	As of 4/8/2026
Construction Engineering Spent to Date	$37,854	As of 4/8/2026
Total CN spent to date	**$26,843,129**	
Remaining Contract Work	**$55,440,983**	
Risk Items / Anticipated Items	$3,036,000 - $5,198,000	30% and 70% Agency Risk from January 2026 risk update. 70% schedule risk is 4.9 months. See attached summary for additional details.

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:

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 (provide a range)	Time Horizon to Resolve
Additional Newberg pedestrian enhancements	Opportunity	$291,921	CCO pending
Additional Philomath ramps	Opportunity	$194,804	CCO pending
Additional Eugene ramps	Opportunity	Approx. 4 yrs savings to program delivery schedule. Approx. $1.5M program cost savings.	3 months

Cumulative impacts of CCOs to-date:

- **Change in project cost:** None
- **Change in project schedule:** None
- **Change in project scope:** Pending additional pedestrian enhancements in Newberg, pending additional ramps in Philomath, opportunity for additional ramps in Eugene.

Project Updates/Recent Accomplishments from Last Quarter (January – March 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. Three design units have completed construction. Five design units have completed the ready to construct milestone, with 2 units under way and one set to start construction in May or June. Nine design units remain in various phases of design. Approximately 336 curb ramps have been installed and 112 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: 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.

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.

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

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	$871,761			$2,146,840		$3,018,601
Statewide Enhance	$500,000			$11,000,000		$11,500,000
Region 2 Fix-It	$6,822,314	$1,500,000		$10,277,700		$18,600,014
Statewide Fix-It Interstate Maintenance (IM)				$3,623,623		$3,623,623
HB2017 Bridge Seismic				$9,700,000		$9,700,000
Statewide National Highway Freight				$8,499,900		$8,499,900
Local Agency				$557,203		$557,203
Total	**$8,194,075**	**$1,500,000**	**$0**	**$45,805,268**	**$0**	**$55,499,344**

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - $8,914,076 RW - $1,214,808	*Designed phase 2 to Design Acceptance Phase (DAP) and purchased all right of way for phase 2.*

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$39,460,172	
Current CN Authorization (original authorization + increased construction cost)	$45,805,268	*$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 $557,203 from Marion County for roundabout*

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

Phase	Total Amount Spent	Notes
Current CN Authorization	$45,805,268	*$38,270,523 is contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.*
CN Spent to Date	$33,021,064	*$29,648,468 paid to contractor*
Remaining CN Funds	**$12,784,204**	

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:

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 (provide a range)	Time Horizon to Resolve
None			

Cumulative impacts of CCOs to-date:

- **Change in project cost:** $1,109,775
- **Change in project schedule:** None
- **Change in project scope:** Added roundabout for Marion County

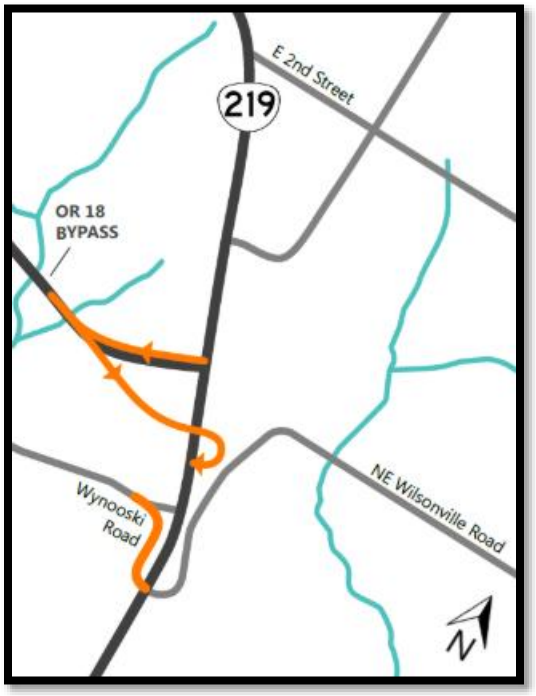
Project Updates/Recent Accomplishments Since Last Quarter (January – March 2026):

During the first quarter of 2026 the contractor has constructed a significant portion of the new Battle Creek Rd bridge, including MSE walls for abutments, driving pile, setting bridge beams, and pouring the bridge deck. This included a successful full closure of I-5 for three nights. The project has completed subgrade and base rock for the new roundabout and drainage facilities throughout the project. Permanent barrier was installed along the widened southbound alignment.

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		$9,000,000		$18,326,579		$27,326,5779
JTA		$1,000,000		$17,000,000		$18,000,000
HB 2017 Discretionary				$10,549,453		$10,549,453
Total	**$0**	**$10,000,000**	**$0**	**$45,876,032**	**$0**	**$55,876,032**

*Note: PE funding from K19909

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - $14,818,604 RW - $9,979,355	*From K19909, includes 50% design and some RW purchases for Phase 2B*

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$37,883,372	
Current CN Authorization (original authorization + increased construction cost)	$45,876,032	*$8M added in June 2022 using Phase 1 project savings*

Phase	Total Amount Spent	Notes
Current CN Authorization	$45,876,032	*$39,563,013 is contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.*
CN Spent to Date	$19,435,969	*$18,033,723 paid to contractor*
Remaining CN Funds	**$26,440,063**	

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)	**Time Horizon to Resolve**
None at this time			

Cumulative impacts of CCOs to-date:

- **Change in project cost:** $95,492
- **Change in project schedule:** None
- **Change in project scope:** None

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

During the first quarter of 2026 the contractor completed a significant amount of excavation, embankment, subgrade and curb along the western side of OR219. The project completed MSE walls, driving pile, and setting bridge beams for the new OR18 off-ramp bridge over OR219. Drainage and electrical work throughout the project are ongoing.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov
Area Manager – Anna Henson, anna.henson@odot.oregon.gov

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	$9,102,614	$545,000	$0	$0	$2,178,786	$11,826,401
HB2017 Bridge Seismic	$0	$0	$0	$ 73,181,434	$ 157,808	$73,339,243
Region 2 Fix-It	$0	$0	$0	$ 277,200	$0	$277,200
Total	$9,102,614	$545,000	$0	$73,458,634	**$2,336,595**	**$ 85,442,844**

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - $9,102,614 RW – $144, 390 UR - $0	*$1,788,000 funding from project UR phase moved to PE and OT to fund additional Section 106 coordination. There remains $400,610 available until final right of way close out 12/31/26.*

Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$65,038,007	
Current CN Authorization (original authorization + increased construction cost)	$73,458,635	*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.*

PROJECT IN CONSTRUCTION | OR 34 Van Buren Bridge

Phase	Total Amount Spent	Notes
Current CN Authorization	$73,458,635	*$61,391,555 is the original contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.*
CN Spent to Date	$61,961,025	*$57,559,494.63 paid to contractor*
Remaining CN Funds	$11,497,610	

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:

Net value of change orders is negative $344,834 (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 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.

Item	Threat or Opportunity?	Risk Value (provide a range)	Time Horizon to Resolve
Claim 1 – Drilled Shaft Differing Site Condition	Threat	$553,247	Contract Administration Engineer decision due any day

Project Updates/Recent Accomplishments Since Last Quarter (January – March 2026):
Construction is now moving into its final stages. Most of the work this past quarter focused on building sidewalks, pedestrian paths, and maintenance access routes on both sides of the Willamette River. Some areas required settlement time and monitoring, which temporarily paused several activities. That process is now complete, and construction on those embankments has resumed. Remaining work includes completing sidewalks and pedestrian facilities, landscaping, final grading, and site cleanup. The contractor has also begun gradually reducing their on-site 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